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## Gothenburg: Selection of neighbourhoods

In each of the three cities taking part in this project, two areas are chosen as case studies where we will focus our research – in Gothenburg the target areas are Södra Kortedala and Kungsladugård. These areas were selected from a number of so called ‘primärområden’ (city districts) which were initially selected according to certain parameters agreed on together by the research team (in Work Package 2 which focuses on method development):

**Size**, the area should be walkable for its residents.

**Location**, the area should be within the urban limits of the city, it should be in proximity to public transport links to the city (which should be accessible within 20 minutes) as well as within a 15-minute walk of points of interest and/or amenities such as schools, shops, leisure facilities etc.

**Population**, there should be at least 5,000 residents in the area.

The preliminary areas in Gothenburg were then narrowed down to two in partnership with the regional authority, Göteborgsregionen, and the municipality, Göteborgs Stad. One area should be a general or standard middle-class neighbourhood with easy access to the centre and various transport links, and the other should be a lower income suburb with a more diverse population that has good public transport connections to the centre.

The idea is that the areas should be similar enough to allow for comparisons within and between them, but also different enough to allow for local diversity.

### Södra Kortedala

#### Urban geography

Södra Kortedala lies in Northeastern Gothenburg and was nearly entirely developed between 1950 and 1970. Kortedala and the neighbouring district, Bergsjön, are in many ways classic mid-century Swedish suburbs, built at a time when the city and the country had a serious housing crisis. Gothenburg like many other towns and cities expanded its borders and built new entire new districts, with homes, workplaces and amenities. Many of these new areas have the same features and qualities, Södra Kortedala is no different in this respect.

First, it is nearly entirely multi-family housing, with a mix of low-rise blocks and high-rise towers, this means the area is relatively densely populated. However, due to large spaces between the buildings, the area doesn't feel cramped with these spaces usually being green spaces or car parking.

Second, in the middle of Södra Kortedala is the pedestrianized centrum. It is connected to the neighbourhood by segregated foot paths as well as roads and hosts a number of different amenities, such as a chemist, some grocery shops, a library, a health centre, as well as the tram station.

Third, is that the area largely stands alone, it is connected to the rest of the city by public transport and roads but it is clearly bordered by nature areas/woods. Beyond Bergsjön It doesn't blend in or knit together with other neighbourhoods.



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## Demographics

Södra Kortedala is a lower income, ethnically diverse suburb of just over 10,000 people. Compared to their fellow Gothenburgers the residents of the area are more likely to earn less (239,700kr p/year compared to 332,400kr), be unemployed (12.1% to 6.6%), be ill or receive welfare payments and less likely to be educated past school leaving age (24.4% to 37.9%).

The residents are also much more likely to either be foreign-born or born to foreign-born parents, just over 60% compared to 38% for the rest of Gothenburg.

The people of Södra Kortedala are also much less likely to own their own home (2.6% to 16.9%) and much more likely to rent their housing from a municipal housing organisation (63.7% to 25.9%). They are also less likely to own a car (245 owners p/1000 people to 285).

## Kungsladugård

### Urban geography

Kungsladugård has been developed expanded in stages. Originally royally owned land it became a part of the city in 1868 and began to be developed around the turn of the 20th century and into the early 1900s.

Most of the area was developed between the beginning of the century and the 1950s. In the northern parts it is mainly with 3-4 story multi-family apartment blocks based on a rough grid pattern, with shared gardens in the middle of each block. Through this part this runs two wide tree lined boulevard with tram lines, shops, cafes and other amenities.

These meet at a large roundabout, the heart of the neighbourhood, where the school lies. To the south, the 3-4 story blocks give way to row houses. The boulevard continues but the roads behind are narrow with small pavements and villas with generous gardens. This area was influenced by the garden suburb concept, from the UK, with plentiful green spaces and a 'village like feel'.

Unlike Södra Kortedala, the area knits mostly together with those around it, blending into Högsbo and Förlunda to the south and Majorna to the north. It also sits between two large

green areas, the Western Cemetery and Slottsparken, a large recreational park spread over a hill with a small zoo. That said it is bordered to the northeast with a large highway, making access to the Göta River difficult.



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### Demographics

Kungsladugård is a middle-income neighbourhood suburb of just under 11,000 people. Compared to their fellow Gothenburgers the residents of the area are quite similar when it comes to work, they have similar salaries (313,100 p/year compared to 332,400kr) and unemployed rates (6.2% to 6.6%). However, they are somewhat more likely to be educated past school leaving age (46.1% to 37.9%).

The residents are also much less likely to either be foreign-born or born to foreign-born parents, just over 19% compared to 38% for the rest of Gothenburg.

### Gothenburg: Stakeholder involvement

An important part of the Walk Urban project is our cooperation and work with partners in civil society. In Gothenburg, in the beginning and planning phases of the project, this has meant the regional authority, Göteborgsregionen; the municipality, Göteborgs stad; the Swedish Association of the Visually Impaired or Synskadades Riksförbund (SRF); and a school in one of the chosen case study areas. Over the previous year we have received help from our stakeholders in different ways, mainly through meetings and workshops.

#### Göteborgsregionen and Göteborgs Stad

The regional authority and the municipality have helped us identify relevant neighbourhoods in Gothenburg that we could choose to focus on as case studies (target areas). We have had several meetings discussing various areas in Gothenburg and their characteristics. Both Göteborgsregionen and Göteborgs Stad have invaluable knowledge of the city, the built environment and the transportation systems alongside insights into different aspects of the city and transport planning processes, including active travel and public transport. Both organisations have also delivered valuable input into the decision making process of defining the parameters for the target areas as well as in designing the data collection processes. Together with Göteborgsregionen and Göteborgs Stad we chose Kungsladugård and Södra Kortedala as two areas that have different characteristics but also fitted within the



## Study area: Gothenburg

parameters of the study. Please see above for more detailed information on the chosen areas.

Göteborgsregionen has also helped us with access to mapping data, which will be of great use when it comes to our objective accessibility analyses of the two areas.

The municipality and the regional authority also helped us select the groups of citizens (target groups) that we will focus on in this project. These groups were selected based on the research aims of the project (that we should include vulnerable groups) in combination with the municipality's policies and interests. In Gothenburg the selected target groups are school children, people with visual impairments, and commuters. The municipality helped us getting in contact with the Swedish Association of the Visually impaired (SRF) at an early stage in the project.

As a part of our data collection, we will carry out a number of 'walkalongs' with people from these target groups. These will be interviews where the participant(s) and the researchers walk a route in one of the two selected target areas while having a conversation about the experience of walking in the specific neighbourhood. For more information on the methods, we will be using in this project, please go to our website: <https://walkurban.eu>.

### School

The school has recognised the importance of walking to their students and employees, and they have contributed to a workshop on data collection and methodology where their specific knowledge of the target area and the target group children has been particularly helpful in designing our data collection processes and designing material aimed at informing children. The school has volunteered to help us gain access to children, parents and workers from the school who are interested in taking part in the study. The school has their own 'student health' section which will take an active part in the information and recruiting stage, and in data collection process. Alongside this they have also offered to help us distribute our household survey and the walking route assessment tool to the parents of their students.

### Synskadades Riksförbund

The Swedish Association of the Visually impaired (SRF) branch in Gothenburg have participated in a workshop on data collection and methodology and provided us with valuable feedback on designing processes for walkalongs with the target group individuals with visual impairments. They will also help us in recruiting participants for these walkalongs among their members and will be a valuable partner in the dissemination process given their knowledge of relevant forums regarding this target group.

We are also searching for more actors to help us with our studies so please get in touch if you or someone you know are interested in being a part of the project.

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## WalkUrban partners and funding agencies



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