

# From harbour city to a coastal city

An in-depth study of how Trelleborg's municipality motivates an urban success through the project Kuststad 2025.

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Bachelor's Thesis in Human Geography

## Abstract

This study aimed to investigate why and how the large-scale urban development project Kuststad 2025 is argued for by Trelleborg's municipality in the urban parts Trelleborg – produced and processed by the municipality itself. Building on what has been done within the field and the theoretical basis of how policies are constituted, mobilised and related, this study also aimed to show which interests Kuststad 2025 serves, and for whom the project may be beneficial or disadvantageous. The study utilised a qualitative approach by conducting a content analysis of existing material concerning the project and one interview with an employee of the municipality involved with the project. The findings showed that the municipality argues for the project's implementation and constitution by insisting that there exist several economic opportunities to capitalise by redeveloping central parts of Trelleborg into attractive areas with the availability of infrastructure and communications. Furthermore, the findings also showed that there exists disagreements in conjunction with how the project should be constituted, implemented and the possible outcomes of the project's establishment. Further research suggests that the matter could be further investigated when the project is approaching its construction phase.

**Keywords:** Trelleborg, Kuststad 2025, Harbour, Urban development project, Municipal policymaking, Policy mobilities, Content analysis

# Table of contents

1. Introduction .....	1
1.1 Aim and research question .....	2
1.2 Delimitations .....	3
1.3 Outline .....	4
2. Overview of the project's structure .....	6
2.1 Definition of municipality .....	8
3. Literature review .....	10
3.1 Helsingborg: Project H+ .....	10
3.2 Malmö: Västra Hamnen .....	12
3.3 The utilisation of previous studies .....	15
4. Theoretical framework .....	16
4.1 Policy mobilities.....	16
4.2 Policy boosterism .....	17
4.3 Studying policy mobilities .....	18
5. Method and material.....	21
5.1 Scientific perspective (Theory of science) .....	21
5.2 Choice of materials.....	22
5.3 Content analysis .....	24
5.4 Interview .....	26
6. Analysis.....	28
6.1 The planning program .....	28
6.1.1 From harbour city to an attractive coastal city: The importance of the harbour and its practical implications .....	28
6.1.2 The connection with the sea: The coastal city and the city center .....	32
6.1.3 Creating opportunities: The ring road and Business Center Trelleborg (BCT) .....	37
6.2 Disagreements in conjunction with the project's implementation .....	40
6.2.1 Statements made by the municipality addressed to the local newspaper .....	42
6.3 How an employee from the municipality views the project.....	44
6.3.1 Utilising the geographical location of Trelleborg .....	45
6.3.2 Motivating the project .....	46
6.3.3 The project's reception.....	47
6.3.4 Inspiration and the vision of the future of Trelleborg .....	48
7. Discussion .....	51
8. Conclusion.....	55
9. References .....	57
10. Appendixes.....	60

Appendix A .....	60
Appendix B .....	60
Appendix C .....	61

## Figures

<b>Figure 1</b> Map over where the part-projects is planned to be processed and implemented.....	7
<b>Figure 2</b> Traffic development 1989-2017, statistics regarding number of units and distribution of railway/lorries .....	30
<b>Figure 3</b> Volume trend 1% and 3% 2016-2025, based on two different development scenarios (1% and 3%).....	30
<b>Figure 4</b> A vision image of the coastal city from the european competition .....	33
<b>Figure 5</b> Vision image of the coastal city overviewed .....	34
<b>Figure 6</b> Vision image of the coastal city, residential district .....	35

# 1. Introduction

Urban development projects are witnessed and implemented across the world on different geographical levels. In the geographical scope of Sweden, several cities has transacted large-scale urban development projects in order to transform prior harbour areas into new areas which among others comprehends residential districts, business districts, knowledge-intensive activities, innovative housing solutions and so forth. Tangible examples of this phenomena are cities such as Malmö (Västra Hamnen) and Helsingborg (Project H+). The reasons behind redeveloping areas vary from one place to another, but one matter that can be acknowledged is the different ways in how policymakers and eminent actors encourage redevelopment to generate a prosperous development for their respective area. Additionally, how extensive projects are created, formulated and enforced to address when, how and why the comprehensive redevelopment is implemented in the specific area. Another element for constituting a comprehensive urban development project is the matter of how the transacted policies are shaped and transitioned. Implemented policies are rarely unique for the specific area and can in several dimensions be tied to another place where similar characteristics of the concerned policies has been mobilised and implemented. Within the filed of urban geography, the theoretical concept of policy mobilities has emerged and been developed to generate explanations of why certain policies are constituted, related and implemented (Temenos, McCann, Ward, Clarke). The theoretical concept can be tied to the phenomena of refurbishing harbour areas into modern areas, and in particular, tied to the ongoing project in Trelleborg: Kuststad 2025.

While adjacent municipalities and urban areas have been redeveloping prior to industrial and harbour areas, the city of Trelleborg has been inactive with larger development projects during the last decades. However, in 2016 the municipality decided one of the most comprehensive urban development projects during the municipality's history. The project Kuststad 2025 (Coastal city 2025) was designed and determined in hope of changing and renewing central parts of the city. The project is divided into part-projects, and the overall purpose of the project is to utilise the municipality's strategic location and to develop Trelleborg's potential (Trelleborgs

kommun 2017). It is stated that the project will take a holistic approach for the city in order to retrieve a connection with the sea (Trelleborgs kommun 2017).

Although redevelopment and transitions are necessary for maintaining and achieving a prosperous development, issues and questions can be raised in connection with the ongoing project Kuststad 2025. Prior studies have investigated how projects of similar characteristics have been transacted in urban areas and the implications of such projects (Pålsson & Olander 2011). Foremost by exploring issues of how municipalities implement large-scale projects in order to transform certain urban areas to achieve change and prosperous development (Pålsson & Olander 2011). Such studies have also explored the procedures of why and how urban development projects are created, and chiefly how they are motivated and promoted by the concerned municipality (Holgerson 2012). The illuminated studies have observed and documented urban development projects in Helsingborg and Malmö. However, the matter of how policies are constructed, implemented, and related in connection with a development project is not fully conceptualised or explored. Furthermore, there exists a space to be filled by investigating the ongoing project Kuststad 2025 in Trelleborg. Foremost by exploring the reasoning behind the project, how the implementation will be transacted, and which main factors that have contributed to the establishment of the project. Additionally, there exist other aspects to investigate, for example how the project has been received and addressed within the municipality and what possible implications that can have for the project's practical implementation and construction. Also, what interests the project serves in the municipality and for whom. This could further be tied to investigate the ifs and how the project can potentially be disadvantageous or beneficial for those who are concerned.

## 1.1 Aim and research question

This bachelor's thesis aims to explore how and why large-scale urban development projects are constituted and implemented on a municipal level by in-depth investigating the project Kuststad 2025 – produced and processed by Trelleborg's municipality. In addition, the thesis aims to investigate some underlying issues in conjunction with the

project's enforcement within the municipality (sub-questions). The study will be based on a qualitative approach by analysing documents from the municipality which regards to the project, an interview with an employee from the municipality, and articles published in the local newspaper Trelleborgs Allehanda. Furthermore, this thesis will combine the empirical approach with a theoretical one by conceptualising how policies are mobilised, related and constituted. Therefore, the following research questions are asked:

RQ: How does Trelleborg's municipality argue for the constitution and implementation of the project Kuststad 2025?

The main research question of this study is to investigate how the municipality argues for the constitution and implementation of the project and will be this study's main focus. However, the following sub-questions are asked to further explore what the project entails and can potentially implicate for Trelleborg:

Sub-questions:

- What interests does the project serve?
- For whom can the project potentially be beneficial or disadvantageous?

## 1.2 Delimitations

This thesis is delimited to investigate how Trelleborg's municipality argues for the constitution and implementation of the project Kuststad 2025, additionally, what interests the project serves and for whom the project potentially can be beneficial or disadvantageous. Therefore, this thesis is geographically delimited to the urban area of Trelleborg where the project is planned. Consequently, other parts of the municipality will not be included in this study.

As mentioned, this thesis is delimited to investigate how the municipality argues for the project. Accordingly, material published by the municipality was explored where statements and reasons have been made by the municipality (defined in 2.1). In addition, material which concerns how the project has been addressed by the



municipality in the local context was included by retrieving articles from the local newspaper. However, comments, analyses and statements made by external actors were not included, for example national authorities and neighbouring municipalities or consultancies etc. This was mainly due to the study's main focus: How the project Kuststad 2025 will be constituted and implemented within Trelleborg by Trelleborg's municipality. The interest was consequently focused on the local context of Trelleborg, and not how external actors view the project from a national or regional perspective.

Regarding the delimitation in connection with the choice of methods, an interview with an employee from the municipality and a content analysis of chosen material was decided to be conducted. The choices were chiefly done to suit the study's aim and research questions, but also with regards to what materials that were available and what was possible to achieve given the thesis's time and space. With that said, other methods could have been used to study the ongoing project. For example, utilising a quantitative approach by measuring the attitude of the inhabitants towards the project, or utilising GIS to investigate how the planned areas could affect existing infrastructure within the municipality. However, my main interest was to generate an understanding of why and how urban development projects of larger-scale like Kuststad 2025 are constituted and implemented on a municipal level by policymakers, in this case, Trelleborg's municipality. Therefore, this study was decided to be based on a qualitative approach. In summary, the delimitations were made to study the topic in a detailed way and with respect to achievability in connection with time and capacity.

### 1.3 Outline

This study consists of 10 sections. Section 1 consists of the presented introduction above. Section 2 includes a background about the project Kuststad 2025 and a definition of how Trelleborg's municipality was applied in this thesis's context. Section 3 provides a literature review of studies where large-scale urban development project of similar characteristics has been implemented in Swedish cities. Section 4 presents and elaborates the theoretical framework – policy mobilities – which include perspectives of how policies are constituted, related and mobilised. Section 5 illustrates and motivates

this study's chosen methods and material. Section 6 presents the study's findings, while section 7 discuss and interprets the identified findings and their implications. Section 8 concludes the identified findings on the basis of this study's aim and research questions as well as suggestions for future research. The references utilised in this study are found in section 9, while the appendices are found in section 10.

## 2. Overview of the project's structure

The following section will include an overview of how the project is structured by illustrating the different part-projects that together constitute the project Kuststad 2025. In addition, the section will briefly touch upon what has been decided and implemented as well as what is planned in the coming years. Additionally, the term municipality will be defined in conjunction with this thesis's context.

The project Kuststad 2025 is divided into three part-projects; (1) the coastal city and city-centre, (2) Business center, and (3) the ring road and the harbour entrance. In brief terms, part-project number 1 entails that the border between harbour and city will be repositioned in order to develop new modern districts. In conjunction with this part-project, the central railway station is an essential factor considering the infrastructure and the communication. Part-project number 2 implicates that a Business center will be created in the eastern areas of the city. The Business center will be connected to the harbour, the ring road and the railway. A check-in depot, a disposition area for lorries, and a logistic center are planned to be constructed in connection with this part-project. Finally, part-project number 3 involves the ring road and the harbour entrance. The ring road will create a new approach to the city, to the harbour and to the eastern area of the city where the Business center will be located. The third part-project is also tied to a direct connection to the railway. Consequently, the car traffic will be rerouted. (Trelleborgs kommun 2017)

In figure 1, the three different part-projects are represented geographically in the urban area of Trelleborg. According to the map, Kuststad 2025 consists of four part-projects. However, according to the municipality's own website, the project consists of three part-projects – as previously mentioned (Trelleborgs kommun 2017). In order not to cause confusion, this study will emanate from the three part-projects that are described above.

The project is financed by Trelleborg's municipality and co-financed by the European Union's fund CEF<sup>1</sup> and the Swedish Agency for Economic and Regional Growth<sup>2</sup>. (Trelleborgs kommun 2017) (EU 2019)



*Figure 1: Map over where the part-projects is planned to be processed and implemented (Retrieved from planning program: Östra ringvägen och östra hamnfarten, Trelleborgs kommun 2018)*

The official start for the project was in June 2016. Since the project's establishment, several decisions and meetings have been realised by the municipality. In February 2017 a public information meeting concerning the ring road was held, later that year, in November, the decision of the road's distance was resolved. During the year of 2018, information- and consultation meetings were held in conjunction with the planning program for the ring road, the harbour drive-in entrance and the check-in facility.

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<sup>1</sup> The Connecting Europe Facility (CEF) is an EU funding instrument to promote growth, jobs and competitiveness in connection with targeted infrastructure investment – on a European level (European Commission 2019)

<sup>2</sup> Swedish Agency for Economic and Regional Growth is a government agency under the Ministry of Enterprise and Innovation, its main focus is to foster sustainable growth and competitiveness in the entirety of Sweden (Tillväxtverket 2019)

(Trelleborgs kommun 2019: Time plan for Kuststad 2025) Looking ahead, the municipality has stated several goals to be accomplished before the coastal city begins to be constructed:

- 2019-2020: Structural plan for the coastal city and the city-centre;
- 2019-2020: Local plans (detaljplan) for the ring road, for the harbour drive-in entrance, check-in depot and for the disposition areas;
- 2021-2022: Planning program and quality program for the coastal city and for the city center;
- 2023: Local plan and land allocation agreements for the coastal city and the city center;
- 2023-2025: Construction of the ring road, of the harbour drive-in entrance, of the check-in depot, and of the disposition areas;
- 2025: Reposition of the harbour is completed, the coastal city begins its constructing, and the opening of the ring road and the harbour drive-in entrance.

(Remodelled from the time plan for Kuststad 2025, Trelleborgs kommun 2019, see appendix A)

## 2.1 Definition of municipality

Swedish municipalities are governed by politicians who are elected by the inhabitants. The municipalities are further governed by these politicians in the form of the city council<sup>3</sup>. The city council is the municipality's highest deciding agency and represents the inhabitants in the municipality, consequently, the city council decides the most essential questions and issues that concerns the municipality. The city council also decides which boards<sup>4</sup> that shall exist and also selects their members. The respective boards are each responsible for a specific area such as social welfare, environment,

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<sup>3</sup> Kommunfullmäktige

<sup>4</sup> Nämnder

culture and so forth. However, in practice, it is the officials<sup>5</sup> that manage the implementation of the municipalities' operations, although it is the elected representatives that possess the ultimate responsibility. (SKR 2019)

Trelleborg's municipality has totally 51 elected representatives and 12 boards. The municipal executive board is Trelleborg's government and consists of 14 commissioners. (Trelleborgs kommun 2012) Concerning the project, Kuststad 2025 has mainly been handled and managed by the board of construction planning (Samhällsbyggnadsnämnden) together with the executive body (Styrgruppen) of Kuststad 2025 and the city council. (Trelleborgs kommun 2018) In this study, the municipality is defined and interpreted on the basis of representatives from Trelleborg's municipality - employees of the municipality, representatives of the city council and political parties.

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<sup>5</sup> Tjänstemän

### 3. Literature review

Several municipalities have constituted and implemented large-scale urban development projects in their respective cities and urban areas. As mentioned in the introduction, neighbouring cities to Trelleborg have undergone restructuring of industrial areas – most notably harbour areas. In the following literature review, studies of Helsingborg and Malmö will be explored, foremost by highlighting how previous studies have been conducted. But also, which methods, conceptualisations, and perspectives that have been utilised when investigating why and how urban development projects are constituted and implemented. Consequently, the review will bring a basis for possible comparisons with the case of Trelleborg when reviewing and discussing this study's findings.

#### 3.1 Helsingborg: Project H+

In “*Redevelopment of industrial properties in Helsingborg, Sweden: From the municipal perspective*” by Pålsson and Olander (2011), the project H+ in Helsingborg is highlighted in combination with certain factors that can affect future relationships in urban redevelopments projects between different stakeholders. The study also focuses on how management and organisation of a project's implementation are carried through. In the study, interviews were conducted with participants in the project management and municipal officials.

The project H+ involves converting the south industrial harbour area in the city to a housing area but also an area for offices. The project was decided at the beginning of the 21<sup>st</sup> century by Helsingborg's municipality. The project is comprehensive, in total the targeted area (south of the ferry terminal in the city-centre) involves about one million square meters. H+ is further connected to another municipal project which began 2001, “*South of change*”, which strives to make the south part of the city-centre in Helsingborg to a more attractive area in dialogues with the residents. The dialogue

has resulted in a common vision to link the city with water in the southern parts.  
(Pålsson & Olander 2011)

Officially, the municipality decided to begin the planning process 2006 for project H+. However, the project took a new turn in 2008 due to a structure competition for the designated design. With regards to the juridical process of the project's planning, a comprehensive process has taken place in connection with appreciating the value of creating capacity for the project from several stakeholders. In today's situation, the municipality owns 60% of the properties of the project's area, while 40% is owned by developers and by business practitioners. Consequently, discussions and mutual agreements are needed to attain the continuous development of the project. In practical terms, the project is divided into seven smaller parts where the construction process will begin in the most attractive parts of the development area. In turn, an organic city growth is desired to be achieved through a mix of urban fit which includes a compound of housing, tenancy and ownership settlements in combination with trades and businesses. The university is already in the area, an important facility in strategic terms for the development's future and a factor to improve the resident's attitude in conjunction with the project H+. By 2035 the complete H+ area is calculated to be completed. (Pålsson & Olander 2011)

The main vision of the development project H+ is first and foremost the survival and development of Helsingborg. In addition, important values are generated for the city and its residents through the project. In turn, Helsingborg will attract new inhabitants and businesses, and additionally improve the academic and the cultural representation of the city. Another key factor of the project is to decrease and to reduce social and physical barriers between the southern and the northern parts of the city. Furthermore, the development strives to open an opportunity for the expand with an increased the number of inhabitants with academic degrees – which now stands below the national average.  
(Pålsson & Olander 2011)

In conclusion, the authors discuss several aspects of the project from the conducted interviews and the presented information. Notably, the matter of identity in conjunction with urban redevelopment is stressed and discussed. Differences and segregation are perceptible from a socioeconomic perspective in Helsingborg, in turn, this generates a



mental line that affects the residents' who view the lack of attractiveness inherited from different parts of the city. To change the prevailing image will not be simple. However, the redevelopment of the south part is a good beginning, according to Pålsson and Olander. An important component for the municipality in the process of redevelopment has been the voices and thoughts of the residents – ever since the idea originally came from the residents in the south part of the city. In conjunction with this, the outcome of the project H+ is maximised by using the ideas of city residents as a relevant input, according to Pålsson and Olander. The authors further stress: *“In the end if the city resident's are not satisfied with the outcome of an urban redevelopment the project cannot counts as successful”* (Pålsson & Olander 2011, 6). At the same time, the interest of businesses and other external stakeholders must also be needed to consider when ensuring a successful outcome of the development project. Foremost because they are the concerned actors who will be active and enjoying the redeveloped area (Pålsson & Olander 2011)

Another essential point that is made by the authors is the significance of the project and its possible outcomes. Initially, the project entails a redevelopment of an earlier industrial area, but the project implies much more, pursuant to the authors. The project represents the future and survival of Helsingborg, in fact, the responsible organisation for the project was formed to produce a distinct focus on the project outcomes by coordinating questions by stakeholders, by time schedules and also by cost control. The creation of an independent project organisation also conveys a message for the surrounding environment that the project is of importance and relevance. Especially if the urban redevelopment is of greater scale and proceeds under a longer time, not the least because the people involved may be exchanged during the actual period. (Pålsson & Olander 2011)

### 3.2 Malmö: Västra Hamnen

In *“Exploring urban development in Malmö City through discourses of change”* by Holgersen (2012) (found in *“Pondering on methods. A variety of methodological concerns”*, Jacobsson & Sjöberg 2012), the case of Västra Hamnen in Malmö is

illustrated by utilising a Critical Discourse analysis (CDA). The case study consists of two texts from the Municipality of Malmö: visions for tomorrow in Västra Hamnen and Area facts (områdesfakta), Malmö. The selected texts are analysed considering a descriptive methodology part which both summarises and motivates the selection of CDA in combination with dialectics. Furthermore, the author analyses the texts based on class and change. Finally, Holgersen concludes the study with thoughts regarding the usage of CDA and class relations in Malmö. (Holgersen 2012)

Initially, the author addresses the main problem which will be investigated and is formulated as follows: “*How can Critical Discourse Analysis help us to understand changes in the urban development of Malmö in general and of Västra Hamnen in particular, in relation to social class?*” (Holgersen 2012, 138). When acknowledging which type of discourse analysis that will be utilised, several are mentioned. The author sets the scope by selecting CDA in consideration of critical realism. The matter is rather complex, but it is emphasised that CDA is not understood as a one-way relationship with a function in dialectical interplay in conjunction with social practices. In this context the subject of class relations is brought up, and how the phenomenon would exist and have effects even if we did not have a language. Further, it is determined that class will primarily be defined as economic differences in income. (Holgersen 2012)

As CDA is utilised as a method, dialectics is used as a methodological frame for the study. Dialectics is further defined and illuminated by means of various scholars such as Ollman (1971, 2003) and Harvey (1996, 2010), which suggests that dialectics are used to organise and to present data. The understanding of how dialectics should be used varies among scholars, though, the author emphasises the strengths of the methodology’s application in conjunction with the context. The strengths of the methodology make it possible to firstly; discover how something works or happens and secondly; develop an understanding of the system and structures in which such things could work or happen. Consequently, the aim of the analysis was to use dialectics to organise discourses and relationship between them is, but also to understand the relationship between change and permanency. (Holgersen 2012)

In the section of analysis, information about the industrial transformation of the selected area is presented. Västra Hamnen was once of the world’s largest shipyard, during 1952

and 1953 it delivered the highest tonnage worldwide. The shipyard also contained the world's largest crane during 1973-74 – the Kockum crane. However, due to the crisis in the 70's and 80's the shipyard and its production ended. In the 90's the ideas and plans about transformation began to take form, above all, the vision to work for the “new” Malmö was promoted. The new Malmö involved several plans, one of them was to transform the former shipyard to what it is today. An area which is characterized by housing, offices, spaces for education, recreation, and retail. Though the transformation has been notably tangible in the concerned area, the entirety of Malmö has experienced the transition from industrial into a knowledge-based city. The new Malmö was a mixture of several processes, among others, the municipality strived to attract capital and people who were regarded as economically well-off. Additionally, a new university, building offices, a bridge to Denmark were established in combination with the promotion of urban planning/architecture which were regarded as environmentally friendly. (Holgersen 2012)

In the findings of the study, the author identifies discourses which are overlapping and discourses which are conflicting with each other, but also discourses that adapt to each other. According to Holgersen, two distinctive discourses exist in the analysed municipal documents. The first one entails the municipality's view of the transformation, where the transition into a knowledge city has been a success. The second entails the revealing of social polarisation that prevails in the city. While the document “visions for tomorrow in Västra Hamnen” emphasise a successful industrial transformation, concepts such as segregation and poverty are not hinted or mentioned by the municipality. However, when interpreting the document “Area facts” the numbers distinctly present the aforementioned unsuccessful conditions, even though they are explicitly spelled out by the municipality. As reference to the statistics in the latter document, Holgersen states that Malmö is a class-divided city with spatial economic differences. At the same time, the municipality contributes to the production of a narrative that stresses the fostering of changing a district. This is mainly done by referring to an impressive urban change with new architecture and the attraction of business and human capital. In this context, the author argues that the redevelopment has rather been a material change instead of social and economic change. (Holgersen 2012)

### 3.3 The utilisation of previous studies

The cases of Helsingborg and Malmö provide interesting and nuanced perspectives on how larger urban development projects have been constituted and implemented. Foremost, how respective municipality has reasoned and argued for how an urban development project can improve the concerned areas. The methods used in the studies took a qualitative approach; interviews in the case of Helsingborg and a discourse analysis of documents published by Malmö. The utilisation of these methods resulted in findings that emphasises on how a project of greater scale can have an impact of an urban area, why they are initially designed, and what outcomes the respective municipalities strive to be retrieved when the project is accomplished.

In this study's analysis of Trelleborg municipality's project Kuststad 2025, similar methods were used to discover how the municipality argues for the implementation of a large urban development project. But also, to investigate what interests the project serves and for whom the project can be potentially beneficial or disadvantageous. Further into this study, the cases of both Helsingborg and Malmö will be utilised when discussing findings identified from the analysis. Chiefly by considering if Trelleborg municipality has been inspired by similar characteristics in the projects implemented by Malmö and Helsingborg. But also, if Trelleborg's municipality shares similar visions with the concerned municipalities or not for the planned project Kuststad 2025.

## 4. Theoretical framework

In order to investigate how and why the project Kuststad 2025 became concrete and later decided by the municipality, it is highly relevant to illuminate how policies are produced, formed and mobilized geographically from a theoretical point of view. How can it be that similar policies are implemented at several places? Why are these policies implemented and where were they originally constructed? One theoretical concept that covers and problematise this phenomenon is policy mobilities. In the following section, the concept of policy mobilities will be presented. The concept's many implications will be illuminated in conjunction with scholars who have been involved with shaping and defining the concept's theoretical frame.

### 4.1 Policy mobilities

Policies, also regarded as governance strategies, are prevailing everywhere to different extents. They encircle us in different shapes and move around from place to place. Certain policy models or ideas gain political currency across the world. Examples of such policy models are creative city plans, business districts or sustainability frameworks. A fundamental part of policies is how municipal decision-makers market their chosen policy model. Policymakers both discuss and compose approaches in order to attract policy targets, for example, the creative class. Although such policy models do not exist everywhere in the same shape and form, they are in several aspects familiar and estranged from a context where we encounter them. (Temenos & McCann 2013) When regarding policies and their mobilising features, Temenos & McCann (2013) highlights an important issue. What is important about policies is not that they move around in a sense of abstraction, instead, it is that people move around policies for specific purposes. (Temenos & McCann 2013) In general terms, policy mobilities can be defined as the social production and circulation of knowledge in conjunction with practices that address how to best design and govern places (McCann 2013).

In connection with this context, the meaning of how policies are processed and constructed is necessary to illustrate. According to Ward (2006), the production of policies is a deeply geographical process:

The 'making-up' of policy is ... a profoundly geographical process, in and through which different places are constructed... It is not only policy that is 'made-up' through the involvement of a network of actors: the identities, rationalities and subjectivities of those that are doing the making are subject to change through the process of 'interlocal policy transfer'. (Ward 2006, quoted in Temenos & McCann 2013, 345)

In conjunction with the quote, the matter of policies is not only striking when regarding which actors who implement and transfer them, but also how they are constructed and motivated geographically with factors and circumstances such as networks and identities. The concept of policy mobilities has attracted various disciplines within social science, foremost by studying policy knowledge, local policy practice, politics, and actors (Temenos & McCann 2013). However, from a geographical dimension, policy mobilities focus on the conceptualizing of scale, how places are related and the possibility of being related with regards to space and time (Temenos & McCann 2013).

## 4.2 Policy boosterism

Within the conceptualisation of policy mobilities, there exist different phenomena that have been developed. One of these phenomena is policy boosterism. Policy boosterism can be defined as a subset of traditional marketing activities which consists of its own interests, strategies, audiences, geographies, and consequences. Furthermore, it also consists of an active promotion of locally developed or locally successful policies, that also includes programs and practices across a wider geographical scope. Policy boosterism endures some key purposes in connection with promotional activities. Promotional activities are firstly done to boost the reputation of the policies within the extensive policymaking community. Further, it aims to enhance the professional reputation of the policy actors who were engaged when developing specific policies. Additionally, the promotional activities are made to brighten the city's image were the policy was produced and developed. The latter purpose is not only made to be promoted

among policy communities but also when a certain policy goal is adapted with an understood economic opportunity. (McCann 2013)

Moreover, policy boosterism can be divided into supply and demand. The supply side entails the conviction among policy boosters to convey to us about their stories of success, but also how they can enhance the governance and planning of urban areas and regions at different levels of scale. On the other hand, the demand side entails conditions for policy actors to be active and receptive to continue with policy models from elsewhere. Consumers of policy boosterism is heavily driven by structural conditions, such as tightening budgets or increased needs for employees to rapidly implement “what can work” in their scope of practice. As policy actors consume policies from other places, they often do it due to their genuine belief that their cities or areas can benefit from the best practices that have been developed beyond their scope of practice. (McCann 2013)

Policy boosterism is connected to policy mobilities when highlighting how the social production and circulation of knowledge are prevailing when stressing the best ways to design and govern places. Consequently, policy models are relationally produced. Mainly because they cannot be the product of one group of innovators, or from one specific place. Models are first learned, borrowed and modified from knowledge where the practices have been done by other policy actors. In the next step, the policy models only become models due to their acquirement of disciples and admirers - who are often located elsewhere. In the relational construction and mobilisation of policy models, policy boosterism function as an instrument to draw and direct attention. (McCann 2013)

### 4.3 Studying policy mobilities

When studying policy mobility, cities are regarded as both relational and territorial. This means that policies must be deterritorialized from one place, to then be reterritorialized somewhere else. In the field of policy mobilities, there is simultaneously an interest to map and understand how neoliberal programs get extended

across space. Furthermore, there is a will to explain how neoliberalization processes are patterned, interconnected, locally specific, path-dependent, contested and unstable. On the other hand, the field also consists of an interest to understand how cities and urban policy get assembled. (Clarke 2012)

When regarding the concepts' characteristics, spatiality, topographical and topological conditions are often considered. The work which focuses on topographical includes the physical mobility of the knowledge among policy-makers and models. Such studies concentrate on how people and things move across absolute space, but also why people and things travel farther than others. Moreover, the studies that focus on topological mobility concentrates on how cities function together and how they can be pushed apart in relational space by comparing appreciations. For example, when cities are compared in rankings and tables. This existing phenomenon can also be titled comparative urbanism. It prevails through knowledge transfer and publications which address "best practice", but also through urban networks and partnership. Studies of urban policy mobility often take the mentioned factors into consideration, foremost due to that policy mobilities not only involve physical travel but also imaginative travel with reference to comparative urbanism. In turn, policy mobility signifies the double-movement of policies which are circulating between cities as well as the changes of characters to match various institutional contexts. (Clarke 2012)

When stressing urban places in connection with policies, they are often understood as unbounded by geographers. The places are assemblages of policy models, but at the same time expertise is drawn out of circulation and gathered in local contexts. The assemblages, however, tend to be limited and conditioned by different forces, legacies, and existing conditions. With that said, the range of opportunities varies from one city to another. (Temenos & McCann 2013)

Policy as a "best practice", or the definition of a city as a desirable model for others, is not a straightforward matter, according to Temenos & McCann (2013). Several policy mobilities researchers have consequently brought up the issue of who benefits from a policy. Every policy answer to a specific interest, or several interests. A policy can for some be perceived as very beneficial, but for others, the policy can be received as disadvantageous. Whether a specific policy or a model is good becomes a question



which involves inequality, rights and community and not a question about the practical implementation of a policy, for example, green building technologies or rapid transitions. The study of policy mobilities can therefore also be associated with politics and power. As a best practice policy model is introduced and implemented from another place, it needs to be modified into the local context. In this context, policy experts and consultants who promote these types of policies are both mediators of policy knowledge but also political actors. As an analysis is made of the local politics of policymaking, it simultaneously illuminates how activists can act as potential transfer agents. In the same way as policymakers promote their own practices, the oppositional actors use their own strategies in hope of radical change. (Temenos & McCann 2013)

The implications of policy mobilities are many. Several ideas and concepts can be considered when illuminating and breaking down the case of Trelleborg's ongoing project. However, when analysing my chosen material some key factors stood in focus. Firstly, the element of promotional activities was concerned, that is how the city image of Trelleborg is brightened in conjunction with project Kuststad 2025 and promoted by the municipality. Secondly, the matter of the supply- and demand sides was considered. Consequently, an attempt was made to analyse how the municipality of Trelleborg convey their story of success in connection with the project. An attempt was also made to investigate if the municipality has consumed policies from other places in a tangible way or not. In this context, the municipality was regarded both as a supplier and as a consumer. Thirdly, the issue of who benefits from the project was concerned. Accordingly, the phenomena of best practice was a focal point when analysing how the municipality argues and reasons for the project. As illuminated in section 2, the project comprises extensive development projects to different extents. Therefore, an attempt was made in order to identify which interests the project serves, and for whom the project can potentially be beneficial or disadvantageous.

## 5. Method and material

In order to investigate the study's main research question: How does Trelleborg's municipality argue for the constitution and implementation of the project Kuststad 2025? And the thesis's sub-questions, a content analysis was conducted of documents published by municipality and news articles published by the local newspaper Trelleborgs Allehanda. Additionally, an interview was conducted with an employee of Trelleborg's municipality who is involved with the project. In the following sections, I will discuss the chosen methods, their implications, and how I proceeded the analysis based on the chosen methods. Additionally, I will reflect on the choice of materials, how they were retrieved and their possible implications for the study. Before the discussion, motivation, and reflection of the chosen methods and the retrieved materials, a scientific perspective of the study will be elaborated.

### 5.1 Scientific perspective (Theory of science)

Within the field of social science, there exist various and different vision of how social reality should be studied (Bryman 2012). When concerning methods, Bryman stresses that they are not simply neutral tools. Methods are, according to Bryman, connected to the ways in which social scientists view the nature of social reality in conjunction with different perspectives. Consequently, social scientists reflect on different ways in how the social reality should be examined. In this context, it is relevant and important to highlight epistemological and ontological considerations. An epistemological perspective of science concerns whether the social world can, or should be, examined to the same principles as natural science. While an ontological perspective of science concerns whether social entities should be regarded as objective that possesses a reality external to social actors, or if the entities should be regarded as social constructions of reality on the basis of perceptions and social actors. (Bryman 2012)

In this study, the overall aim is to investigate how the comprehensive urban development Kuststad 2025 is constituted and implemented by Trelleborg's

municipality. The study is based on the theoretical framework of policy mobilities, previous studies, and retrieved data that are relevant for the research. From a scientific perspective, this study strives to interpret and provide knowledge for how a large-scale urban development is reasoned for by a policymaker, in this context, the Trelleborg's municipality. With that said, this study attempts to contribute knowledge and an understanding of how policymakers geographically act and reasons for a constituted development project. Simultaneously, this study combines the theoretical perspectives of policy mobilities with qualitative methods. So forth, it could be stated that this study takes a more ontological standpoint, rather than an epistemological standpoint. Chiefly, because this thesis aims to study and interpret how the social reality of the project Kuststad 2025 is portrayed by a social actor, Trelleborg's municipality.

## 5.2 Choice of materials

The material used in this study consists of two documents published by the municipality, three articles published in the local newspaper in Trelleborg, Trelleborgs Allehanda, and data retrieved from a conducted interview with an employee involved with the project Kuststad 2025. In this section, the data retrieved from the municipality's documents and the news articles will be elaborated. The data retrieved from the interview is later mentioned and elaborated in section 5.4.

The two documents published and processed by municipality consists of a planning program in conjunction with the project Kuststad 2025, the first one: "*Planprogram: östra ringvägen och östra hamninfarten*", the second one: "*Samrådsredogörelse östra ringvägen och östra hamninfarten*". In short terms, a planning program synoptically describes what the coming project will implicate and how the area may come to look like. In the first document the project Kuststad 2025 is described and illustrated by the municipality. The second document is a document was published in connection with a public consultation meeting concerning the planning program. In this document, expressions and opinions were stated by neighbouring municipalities, authorities, local political parties, and individuals. Additionally, the municipality's answer of the made expressions and opinions are included in the document. The advantages of utilising the

documents as objects for the analysis are several. Firstly, the documents are available in the public domain. Consequently, it opens up opportunities for me as a researcher to investigate how the municipality describes and reasons for the project to the public. Secondly, an analysis of these documents is less costly and feasible for this type of study given time and space. Documents can, however, be regarded as unobtrusive and non-reactive because they are unaffected by the research process and counters concerns that can be connected to reflexivity. Furthermore, by utilising documents as objects for the analysis the issue of biased selectivity should be concerned. (Bowen 2009) The documents were chiefly selected to suit the research's main focus, accordingly, other documents could have been chosen to analyse the project Kuststad 2025. For example, layout plans for the municipality for the years 2025, 2028, and 2035 (Trelleborgs kommun 2012; Översiktsplaner). However, these comprehend plans that either regards specific parts of the municipality or the entire municipality. These documents also serve other interest that are not relevant for this study's context. In addition, there exist materials in which statements have been made from national authorities such as the Swedish Transport Administration (Trafikverket) where comments and analysis have been made regarding the project's implementation and possible implications for the targeted areas. Although these documents could have been used to illuminate how external actors view the project, they were not included due to the study's central focus: How the municipality argues for the constitution and implementation of the project.

The newspaper articles that are being used as objects for analysis in this study consists of statements or reasonings made by the municipality. The articles are foremost included to highlight how the municipality as policymakers express themselves on another communication platform beside the documents published by the municipality. Additionally, they are included to illuminate how the municipality acts and expresses their perspective of the project in the local context of Trelleborg. This was chiefly done to give a more nuanced perspective of how the municipality reasons beyond their own produced material in a local text. However, utilising news articles published by the local newspaper can arouse problems when regarding reliability. The publisher or publishers of the newspaper possess the ability of editing or constraining statements or reasons made by the municipality. Accordingly, the statements made can have been taken out of

context. However, data retrieved from the documents and the interview are included to illuminate how the municipality themselves reasons for their own project.

A mutual issue that the retrieved material have is the nature of language. All retrieved material is originally produced and written in Swedish and was later translated into English when interpreting the data. Accordingly, problems can arise when concerning interpretation and understanding of the original content.

Finally, the chosen material fits this study's theoretical framework which motivates why the documents, the news articles, and data from the interview were retrieved and used. Policy mobilities has a certain interest in how policymakers promote their own ideas, and the reasons behind the ideas' creation and enforcement. By choosing the material, there exist opportunities to investigate how the project is conveyed to the public by the municipality, how the image of the city can be brightened and more attractive, and who benefits from the project. In short, the document allows me to track down how the municipality tells its story of how success can be achieved through the project Kuststad 2025.

### 5.3 Content analysis

When choosing relevant and efficient methods to investigate the thesis's research questions and aim, different procedures were conceivable and available to conduct. The main interest was chiefly to investigate how the municipality itself argues and reasons for how the project is constituted and how it is going to be implemented in conjunction with the theoretical angle of policy mobilities. Consequently, the methods used in this study were designed and chosen to generate the best possible findings to answer the study's asked research questions. Additionally, the methods were selected to match the chosen and available materials in conjunction with statements made or produced by the municipality.

In order to provide findings that could bring answers to the thesis's asked research questions, a content analysis was decided to be carried through. A content analysis entails a systematically method in which texts are broken down and categorised in order

to answer defined research questions. However, the terminology within social science for how content analysis is defined and what the method entails varies among scholars. For example, a content analysis can be conducted with a quantitative approach. In such a case, the method is utilised to count or measure something in texts in order to identify a certain phenomenon or several. In this approach, the researcher strives to identify explicit implications, additionally, the method is often based on a deductive approach due to the reason that the research question/questions are asked on the basis of a theoretical angle. On the other hand, a content analysis can have a qualitative approach. A qualitative content analysis is often utilised to systematically describe the implications of qualitative data. This is foremost done through categorising parts of material on the basis of a coding frame. This approach is by some scholars understood as inductive, because the researcher proceeds from a decided theme or research questions which successively generates categories to emerge when coding the selected material. (Boréus & Kohl 2018)

In this thesis, the content analysis took a qualitative approach when analysing the chosen and retrieved materials. The analysis was based on a constructed coding frame which entailed to find passages of texts that could be interpreted as statements, arguments or reasonings made by the municipality in connection with the project Kuststad 2025. The process involved finding and identifying passages of text in the material based on the thesis's research questions, but also on the theoretical basis of policy mobilities (see 4.3). The process additionally involved carefully reviewing and investigating the chosen materials in order to identify relevant and useful data, consequently irrelevant data in the materials were separated. As statements, arguments or reasonings were identified, they were later organised and structured into categories based on what was interpreted and emerged during the process of coding (see appendix B). The categories were later utilised to systematically structure the following analysis. However, by utilising the described method and its decided approach, it is necessary to consider disadvantages and issues. A tendency that can occur when utilising the method is the issue of showing what is outspoken rather than what is unspoken. Although the outspoken is necessary to highlight, the unspoken can be important to illuminate to show more complex matters and not to reason or to determine certain circumstances. Additionally, the selection of materials that shall be coded are beforehand decided by

the researcher. Consequently, the interpreter can take the data out of context that the recipient will not be aware of. This can, in turn, cause a problem with validity and reliability. (Boréus & Kohl 2018)

## 5.4 Interview

In this study, an interview was conducted with an employee of the project Kuststad 2025 and took place in person. The interview was semi-structured and used an interview guide (see appendix A) that was prepared before the interview. The interview was recorded with the help of a voice-recorder and was recorded by permission of the interviewee. Afterward, the interview was transcribed. In order to not cause any ethical problems, it was agreed that this interview should remain anonymous.

The interview was decided to be semi-structured because of the possibility to put more open widely questions to the interviewee with the potential of retrieving more developed answers and issues. Consequently, the prepared topics and questions were flexible in order to potentially get more elaborating answers and explanations from the interviewee, and with the possibility of asking follow-up questions. (Denscombe 2010) Thereby, the interview was based on a qualitative basis since it was less structured, focused on the interviewee's own perspective, and strived to give insight into what the interviewee considered relevant (Bryman 2012). Furthermore, the purpose of transcribing supports detailed searches, but also helps when comparing analyses of the raw interview data (Denscombe 2012).

The motives of using a qualitative interview as a method in this study is primarily to complement the other method of content analysis and the other retrieved data, and to give a more nuanced context of the thesis's matter when analysing. But also, by utilising the employment of a triangulation<sup>6</sup> in the hope to strengthen the thesis's credibility in conjunction with the overall trustworthiness of the study (Bryman 2012).

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<sup>6</sup> Triangulation implies using more than one method, or source of data, when studying social phenomena. Triangulation can take place within qualitative research as well as quantitative. (Bryman 2012)

In addition, the use of an interview can reduce the impact of biases that can exist in a study with a single used method (Bowen 2009). The opportunity of interviewing an involved employee involved with the project also opens great possibilities to interpret and understand the municipality's perspective. More precisely, how an involved employee views the project with in-depth information about processes and procedures behind the project's establishment and enforcement.

Using interview as a method can adversely affect the study's reliability. Regarding the impact of me as an interviewer and the specific context, in this case, the project Kuststad 2025, entails that consistency and objectivity can be difficult to maintain to a full extent. Additionally, the data collected from the interview is unique in conjunction with the context and the individual who was involved in the interview. This can in turn influence the study's reliability. (Denscombe 2012) Another issue that should be taken into consideration with utilising an interview is that it is not representative. The interview was conducted with a person involved in the and was chiefly made in order to collect data for the analysis in connection with the thesis's aim and research questions. With that said, it would have been possible to conduct more interviews to obtain a more representative presentation, potentially with more employees of the municipality or with representatives of the political parties. However, regarding the study's feasibility, one interview with an employee involved with the project was decided to be carried out. The transcribed data retrieved from the interview will be utilised in the content analysis – presented in section 5.3.



## 6. Analysis

In the following section, the retrieved data will be analysed based on the described methods and material. The analysis will be combined with the theoretical framework of policy mobilities in order to seek how Trelleborg's municipality argues for the implementation and constitution of the project Kuststad 2025. Furthermore, the analysis strives to generate findings to identify which interests the project serves and for whom the project can be potentially beneficial or disadvantageous. Moreover, the analysis is organised and presented in accordance with what categories emerged during the process of coding. The coding was further conducted by organising the analysis on the basis of the chosen material. Accordingly, the analysis begins with documents published by the municipality, followed by published articles, and lastly the conducted interview.

To find all passages of text and which were utilised in the analysis, see appendix C. In addition, some images are included from the planning program to give a perception of how the municipality argues for and presents the project.

### 6.1 The planning program

#### 6.1.1 From harbour city to an attractive coastal city: The importance of the harbour and its practical implications

In the opening parts of the document: "*Planprogram: Östra ringvägen och östra hamnfarten*", the municipality states the project's overall vision: "*Our vision is that Trelleborg develops from a harbour city to an attractive coastal city*" (Trelleborgs kommun 2018, 6). This is motivated by emphasising that the harbour of Trelleborg is growing, and the city is developing. To realise the stated vision, Trelleborg's municipality is gathering in a demonstration of strength: Kuststad 2025. From this statement, traditional marketing activities can be stressed. The planning program is chiefly utilised by the municipality to address what they are interested in to transact for

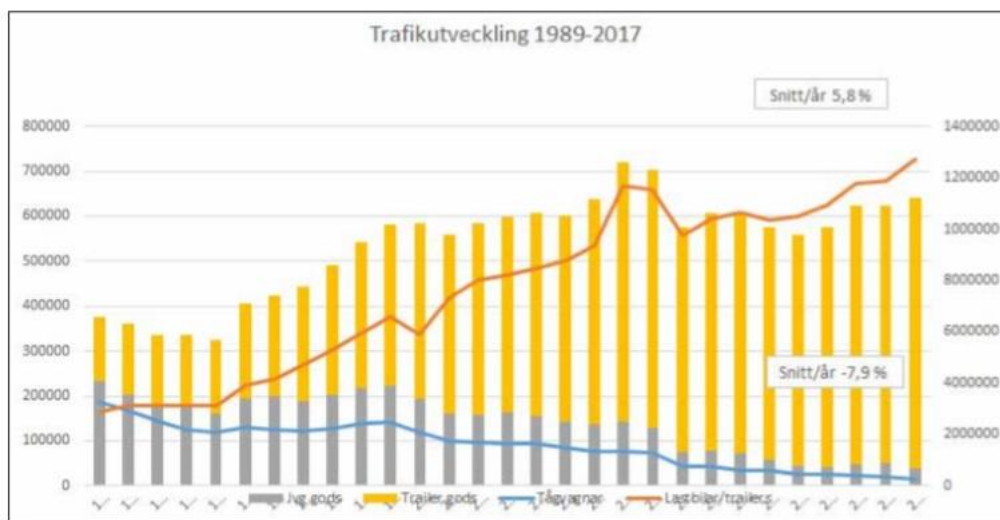
the public, namely, to transform Trelleborg into an attractive coastal city. In the following reasonings, the municipality argues the importance of the harbour and the need to reposition the harbour.

In order to become an attractive coastal city, the municipality uses the harbour as a central vantage point when arguing for why the project is needed (Reasoning 1). The municipality continues the argument by emphasising what the harbour means not only for Trelleborg but for the country of Sweden (Reasoning 2). By emphasising the harbour's importance in terms of trade, labour, and growth, the municipality states its first reasoning in the document to reposition the harbour (Reasoning 3).

By describing the harbour's contemporary importance for the city, and for the country, the municipality refers to the last decades' experience in growth. This is chiefly done by emphasising the increased requirements of environmental conditions and increasing volumes in goods. In connection with these arguments, the municipality illuminates the possibilities of enhancing the transportation in conjunction with other existing infrastructure, such as railways. The role of the harbour plays a significant role for Trelleborg according to the municipality. The harbour is further highlighted in the document when the municipality acknowledges what the harbour demands in greater depth (Reasoning 4).

When illuminating how Trelleborg's harbour view the current situation in connection with experienced growth in transport and goods, issues of security and unresolved alternatives are stressed by the municipality. If the current geographical position of the harbour were to be maintained, buildings would be needed to be demolished, but even if this were to be carried out, problems would still exist. The matter of quality requirements is still needed if the harbour should continue to function, which seems to be out of reach if the ongoing development would continue. The repositioning of the harbour can be interpreted as a best practice by the municipality, foremost by emphasising that the contemporary circumstances in the harbour of Trelleborg are not sustainable. Not only will Trelleborg's harbour benefit from the repositioning, but also the municipality. Chiefly when further concerning what the harbour means for the city of Trelleborg and the possibilities of creating the coastal city.

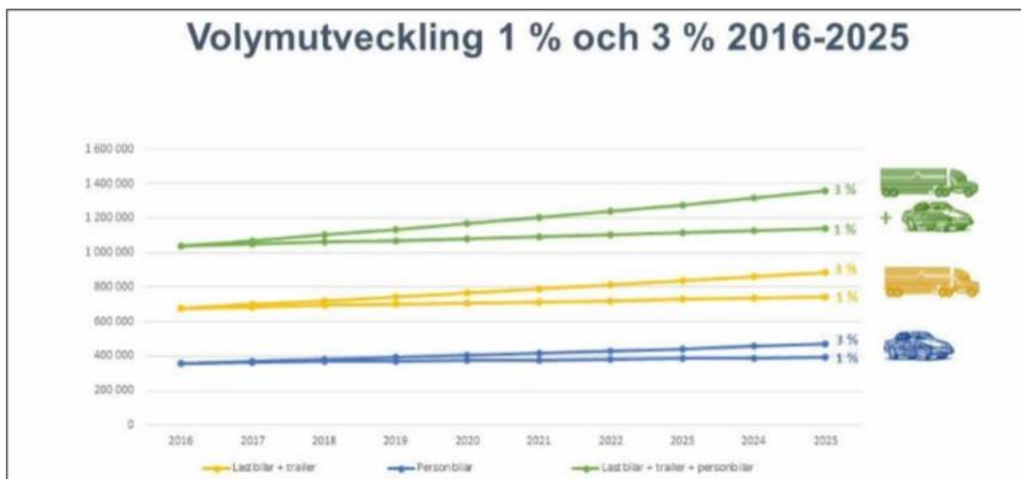
By reasoning of the importance of the harbour, practical implications are emphasised in various ways by the municipality. Firstly, the municipality argues that the current spaces for ferries in the present harbour are not enough if the development of goods and transport were to continue. Secondly, the municipality argues that today's conditions for disposition areas within the harbour are not sustainable, or safe for managing goods, according to Trelleborg harbour's<sup>7</sup> calculations. The argumentations are chiefly based on statistics produced by Trelleborg's harbour and are also included in the document:



Statistik gällande antal enheter samt fördelningen järnväg/lastbil under åren 1989-2017

Figure 2: Traffic development 1989-2017, statistics regarding number of units and distribution of railway/lorries (Retrieved from planning program: Östra ringvägen och östra hamnfarten, Trelleborgs kommun 2018)

<sup>7</sup> Trelleborgs Hamn AB – the administrative body of the harbour



Volymutveckling fram till 2025 utifrån två olika utvecklingsscenarion (1 resp 3 % volymökning)

Figure 3: Volume trend 1% and 3% 2016-2025, based on two different development scenarios (1% and 3%) (Retrieved from planning program: Östra ringvägen och östra hamnfarten, Trelleborgs kommun 2018)

As illustrated in figures 2 and 3, the amount of transportation has been heavily increased since 1989 and will continue to increase based on the shown numbers, which in turn strengthens the municipality's will to reposition Trelleborg's harbour.

When illuminating how the municipality attaches value to the city's harbour, it appears distinctly that the harbour plays a central role for Trelleborg in terms of trade, labour, and growth – which also affects different parts of the country. But also, the harbour's symbolic importance for the city of Trelleborg. The municipality implies that a repositioning of the harbour is necessary if the harbour business shall continue in the future, chiefly by emphasising how the shipping companies reasons by experiencing a tangible growth in transportation of goods, but also how means of transportation are physically expanding – for example, the ferries.

From the aforementioned and described arguments, the municipality can be regarded as a supplier in the context of policy boosterism. The municipality emphasises that the harbour plays a central role for Trelleborg's successful conditions, such as trade, labour and growth. Accordingly, it is narrated by the municipality that the harbour is needed to enhance the urban area and to maintain and to develop prosperous conditions, for example, infrastructure. However, by repositioning the harbour, spaces are released and possible for new usage. This opportunity can be tied to the creation of the coastal city and the future city-centre.

## 6.1.2 The connection with the sea: The coastal city and the city center

In this document, the city center and the coastal city are described as two separate part-projects. However, as previously mentioned in section 2, the city center and the coastal city are regarded as a one part-project in this study. In connection with the repositioning of the harbour, the municipality argues for a construction of a new and modern coastal city in the south-west parts of the Trelleborg (Reasoning 5):

The relocation of the harbour activities to an eastern location releases attractive space in the western parts of the existing harbour. This will enable the part-project Coastal city – a new modern district with a mix of housing, business premises and attractive meeting places with over five kilometres of quay accessible to residents and visitors. (Trelleborgs kommun 14)

The municipality continues by emphasising that the coastal city is part of something greater than just a new district in the city, it is also a matter of identity (Reasoning 6):

The coastal city is also part of something bigger, a new identity for the city of Trelleborg. The coastal city opens the opportunity for all inhabitants of Trelleborg to get closer to the sea. The Coastal city is not just for the residents that lives there, the coastal city is open for everyone. (Trelleborgs kommun 2018, 14)

The municipality initially emphasises that released areas from the relocation of the harbour opens the potential of something greater and new. The released areas are viewed as attractive spaces, consequently, the municipality argues that an attractive, new, modern area is suitable as a replacement for the prior harbour activities. The planned area will not only contain housing, it will also comprehend venues for social convergence and spaces for businesses to establish and grow within the area. Moreover, the municipality states that the new area is a matter of identity for the city. A new identity that implicates that the inhabitants of Trelleborg to connect to the sea, additionally, the municipality strives towards a new identity that is inclusive for all inhabitants in the city and not exclusively available for the individuals who will be residents of the coastal city.

From this presentation by the municipality, it can yet again be tied to interpret the municipality as a supplier – namely, how the municipality will enhance the planning of

a new urban area. The municipality emphasises to the public that the coastal city will be a new and attractive residential district, and a creation of a new identity for Trelleborg. Overall, a new urban area will be established to bring the contemporary inhabitants a new modern area. It is also said by the municipality that the coastal city is open for everyone, consequently, the entire city's population will benefit from the new area.

In conjunction with the presentation of what the coastal city will strive to resemble, an image of the coastal city's vision is included (see figure 4).



### *Visionsbild ur europantävlingen gällande Sjöstaden*

*Figure 4: A vision image of the coastal city from the european competition (Retrieved from planning program: Östra ringvägen och östra hamninifarten, Trelleborgs kommun 2018)*

In order to construct the coastal city, several factors are considered by the municipality. Chiefly, why the coastal city is needed and what the new borough can generate for the city. The municipality refers to earlier standpoints, and the need for more housing in conjunction to manage future population growth (Reasoning 7).

The municipality states that there is a need for more housing due to a growing population and a backlog of construction housing in the municipality. Therefore, it is argued that the coastal city is needed to meet this demand. Simultaneously, the municipality implies that future accommodations should be of certain appearances, and essentially, they should be located in a suitable location in connection with

infrastructure and communication. The municipality continues by emphasising what the coastal city will contain and bring, not only for future residents but also for the entirety of Trelleborg (Reasoning 8):

In the coastal city, thousands of accommodations will be constructed, which corresponds to many years of future housing production in the city of Trelleborg – in addition in an attractive location. By using centrally located land for housing, a larger customer base is created in central Trelleborg, which in turn leads to better conditions for trade and service. With more housing in locations close to the station, more households get proximity and the opportunity to use public transport, which provides good opportunities to reduce individual transport. The coastal city is expected to attract a broad target group. The proximity to the sea, the center of Trelleborg and the central station as well as the proximity to the motorway are quality accommodations that attract many. (Trelleborgs kommun 2018, 31)

Not only will the coastal city bring thousands of new accommodations to Trelleborg, it will also be located in an attractive location, according to the municipality. The municipality argues that the new district will generate a large customer base, which in turn will lead to advantageously conditions for trade and service in Trelleborg. The later arguments are however concentrated on what the coastal city will offer future residents, and not so much on Trelleborg as an entirety. The attractive location, as the municipality defines it, will offer a favourable position in terms of transportation, proximity to the central railway station, and to the connection to the sea. The accommodations are at the same time expected to attract a broad group of people. Yet again, the municipality stresses the phenomena of connecting with the sea, in this context, it can be interpreted as a formulation in order to attract future residents for the city. In this section of the document, additional images of the planned coastal city are included (see figure 5 and 6).



*Visionsbild - Sjöstaden*

*Figure 5: Vision image of the coastal city overviewed (Retrieved from planning program: Östra ringvägen och östra hamnininfarten, Trelleborgs kommun 2018)*



*Visionsbild - Sjöstaden*

*Figure 6: Vision image of the coastal city, residential district (Retrieved from planning program: Östra ringvägen och östra hamnininfarten, Trelleborgs kommun 2018)*

The creation of new accommodations and a new residential district in the city of Trelleborg shall be attractive, according to the municipality, consequently the area will attract residents. This type of policy will further be beneficial for Trelleborg's trade and service. In this context, the project can be interpreted to not only serve interests of more and new accommodations but also to serve an economic interest. The municipality views an opportunity to enhance conditions for a larger customer base. For whom the new coastal city will be beneficial is susceptible to affirm, however, the municipality reasons that it will "attract many" in connection with the proximity to the sea, quality accommodations, and the infrastructure. Additionally, the appellation of attractiveness is repeatedly reasoned and argued for by the municipality in order to motivate the construction of the coastal city. This can further be tied to the municipality's marketing activities to promote the project to the public and which interests it serves. By creating



an attractive, new and modern district, the city image of Trelleborg can potentially be brightened – tied to an economic opportunity in conjunction with the project.

Furthermore, the question of utilising available potential in order to create attractive surroundings is illuminated in the future city center. In this context, the municipality argues that there exists potential in the city center that can bring intensive activities for visitors and employees. In addition, the recurrent topic of achieving a connection with the sea is addressed (Reasoning 9):

The part-project city-centre includes utilising the location of the station by planning, for example, premises for activities that are visitor-and staff-intensives while simultaneously linking the city, the central station and the sea. The city-centre has no definite boundaries but rather by its location in the relatively high intensity are around the station and business streets. The city-centre has potential, partly because there are gaps to fill in, and partly because these areas are adjacent to the future Trelleborg, the side of the sea. (Trelleborgs kommun 2018, 14)

The future city center is in several dimensions similar to the construction of the coastal city. The municipality argues that there exists potential to be filled, the potential is in this context social and business-oriented activities. Therewith, the municipality reasons by linking the activities with the sea. The matter of connecting the sea with the planned ideas appears to be notably important for the municipality, both by the creation of the coastal city and of the city center. In conjunction with this reoccurring theme, the municipality emphasises that the future city of Trelleborg is by the sea. Furthermore, according to the map (see figure 2), the city-centre will be a central point within the coastal city.

In order to utilise the areas that are planned for the future city center, the municipality argues that the contemporary traffic around these areas will need to be rerouted and points out consequences (Reasoning/Consequence 10):

The city-centre is also including the areas around what is the city's thoroughfare, which contains a great potential for development. These streets are today characterised by dense traffic flows, some of which are only transit traffic. The municipality wants to reduce this traffic, and instead direct traffic to the new eastern ring road. Another example could be tapered streets, tree-lined side areas and of course more buildings that enclose the street space. A street for pedestrians and cyclists in the first place, ahead of cars. (Trelleborgs kommun 2018, 14)

The municipality reasons for a city center which will embrace a more peaceful and greener environment, chiefly by rerouting the intensive traffic that exists today in the area to the eastern parts of the city. The intensive traffic will be replaced by pedestrians, cyclists, and tapered streets that are connected to tree-lined areas. Additionally, the municipality argues that more buildings could be constructed to enclose the street space. From this reasoning, it appears that the municipality strives towards a centre that is dedicated to individuals who are visiting or active within the area, and not for traffic who are just transiting.

From the described and mentioned reasonings, it can be interpreted that the municipality yet again sees a possibility to combine an economic opportunity with an opportunity to enhance the city environment of Trelleborg. The municipality act as a supplier by emphasising that the new city center will bring a green environment for people in motion, rather than traffic which does not intend to utilise the available space of the planned city center. Additionally, the city center will be attractive by taking advantage of the proximity to the sea. Overall, the area today will be enhanced to a more prosperous centre with the connection to the central railway station and new activities, such as employment.

### 6.1.3 Creating opportunities: The ring road and Business Center Trelleborg (BCT)

The argumentation behind rerouting the contemporary traffic has other reasonings besides creating the aforementioned environment in the planned city-centre. The municipality expresses the importance of rerouting the traffic in the part-project; the ring road and the harbour entrance. In connection with this context, the emergence of business-center Trelleborg is also stressed (Reasoning 11).

Like the coastal city and the city center, the ring road has its reasonings in conjunction with the repositioning of the harbour. By creating the ring road, the municipality argues that the environment for the city center will be improved as well as conditions for transshipment. In conjunction with the construction of the ring road, the Business center

is mentioned. In the document, the Business center is stressed as an umbrella term for the prerequisites that are planned in the eastern areas of Trelleborg (Reasoning 12):

Business center Trelleborg (BCT) is the collective name for the conditions and functions planned within the eastern business area to create good conditions for business and industry. These functions are mainly distributed in three areas of logistics centres, check-in function with associated truck center (layout of rest areas for trucks etc.) and other operations. Check-in, and truck centres are central features of Trelleborg's harbour operations. (Trelleborgs kommun 2018, 14)

While defining what the Business center Trelleborg is meant to be, the municipality also argues for what the business center can generate in connection with the harbour, and chiefly, which role it will play for Trelleborg (Reasoning 13):

The EU has identified 100 harbours throughout Europe that are to be the backbone of a core network, a core network that includes just Trelleborg's harbour. Other operations can be both existing and new operations with connection to logistics centres and check-in with truck centres as well as without this obvious connection. Examples are businesses that are linked to logistics (e.g. haulage contractors), future actors in knowledge-intensive activities and/or other existing activities in the area. Based on this, the intention is to be able to develop clusters around productivity in transport/logistics, manufacturing, food and energy. The business will be an important part of Trelleborg's ambitions of developing as a regional core. (Trelleborgs kommun 2018, 14)

Business center Trelleborg will mainly be focused on logistics around transport, according to the municipality. However, the municipality also argues that other operations will be present in the scope of practice for the business center. Namely, knowledge-intensive activities. Additionally, the municipality intends to develop clusters in connection with logistics, manufacturing, food, and energy. From this statement, it appears that the municipality wants to create a novel industrial district in the city where logistics around transport creates possibilities for other businesses. The area will furthermore play an important role in order to develop Trelleborg as a regional core within the region of Skåne.

The business center has a connection with the construction of the ring road and the new harbour entrance, foremost, when illuminating how the municipality views the importance of transportations logistics within the harbour. Furthermore, how the transportation logistics can be capitalised in the planned business center, where other

businesses also can be generated according to the municipality by creating clusters. Besides the other part-projects, the part-project Business Center Trelleborg can be interpreted as the prime target for an economic opportunity in conjunction with project's constitution. Chiefly because the municipality intends to develop clusters around the existing conditions. Consequently, there exists an understandable economic opportunity when the municipality promotes the planned business center. Not only will new industries be developed, but also knowledge-intensive activities. In this context, it can be interpreted that the municipality also strives to attract new and more human capital to Trelleborg.

Moreover, the construction of the eastern ring road and the new harbour entrance can be connected to the construction of the coastal city (Reasoning 14):

The motive for the eastern ring road and the following eastern harbour entrance is to control traffic through check-in, away from the present western harbour entrance. With the western harbour entrance still in use, the municipality believes that an extension of the returned harbour quarters is impossible. The purpose of the development is mainly new housing, and this sees the municipality of Trelleborg as incompatible with a future traffic from a western direction which would then cut as a line the middle of the city-centre. (Trelleborgs kommun 2018, 14)

With today's traffic through the western harbour entrance, the possibility of utilising the intended space for the coastal city is impossible, according to the municipality. In addition, the municipality reasons that today's traffic will interrupt the planned city-centre. Therefore, the municipality argues that the ring-road is needed to reroute the contemporary traffic flows from the western harbour entrance, in order to control the traffic through to the check-in depot. This is planned to connect with the planned Business center, which will have its focus on transportation logistics. Additionally, the construction of the ring-road is needed in order to relocate the present harbour to an eastern position, thereby the construction of the coastal city can begin on the intended space.

When acknowledging how the municipality views the contemporary conditions for traffic, the harbour, and the planned projects, the municipality appears to be very decisive in order to realise the part-projects. As the municipality states it, with today's harbour entrance still in use, the extension of the harbour quarters is impossible. Essentially, the municipality reasons that the relocation of harbour is crucial. If the

construction of the coastal city, the city center, the business center, and the ring road shall take place or not. Chiefly, by augmenting that the part-projects are connected to each other in various aspects. By relocating today's harbour to a eastern location will consequently create the opportunities needed for the other planned part-projects. In this context, the municipality act as a supplier by conveying that today's harbour entrance must be repositioned to accomplish the project Kuststad 2025. Consequently, the planning of the future urban areas can begin and later be enhanced, according to the municipality.

## 6.2 Disagreements in conjunction with the project's implementation

The document "*Samrådsredogörelse östra ringvägen och östra hamnfarten*" was published and processed in conjunction with the published planning program by the municipality. By publishing a planning program, a public consultation meeting needs to be held according to the law of planning and building<sup>8</sup>. During such a consultation meeting, parties such as inhabitants, political parties and authorities can state and present their aspects of the planning program's content. After the meeting, the planning program can be complemented after approval by a political process in the municipality. In conjunction with made expressions and opinions, answers are included by the municipality. The meeting was conducted in Trelleborg, June 2018. (Trelleborgs kommun 2019)

In connection with the meeting, a total of 59 expressions were sent in. Five expressions were stated by authorities and municipalities, seven expressions were stated by companies and various parties, 36 expressions were stated by individuals, four expressions were stated by associations, and two expressions were stated by political parties. (Trelleborgs kommun 2019) The latter two expressions were made by two different political parties: The Sweden Democrats (Sverigedemokraterna) and Söderslättspartiet.

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<sup>8</sup> PBL – Plan-och bygglagen

The expression made by the Swedish democrats is short and concisely (Counterargument 1). The party reasons that central streets and parts of the city must be included in the program to manage the traffic flows within the city. According to the party, road-user must have an ability to reach the eastern entrance instead of transiting through central parts of the city to exit or enter the city. The party also urges for more detailed plans in connection with emergency-vehicles and heavy transportation around housing areas. The municipality answered by stating that questions of these characteristics are more connected to the general planning of the city than the project itself. Additionally, these questions are processed in the layout plan, simultaneously with the local planning of the eastern ring-road and the new harbour entrance.

On the other hand, Söderslättspartiet views the planning program more critically and urges a rework of the planning program in several aspects (Counterargument 2). According to the party, the planning program needs to be clearer in conjunction with direction, objectives, and vision. The party emphasis that an analysis of the consequences for the environmental conditions, the eastern parts of the city, and accessibility needs to be elaborated further or added. Additionally, the party states that the coastal city will bring positive synergy-effects, but a detailed description of the effects is missing in the planning program. Furthermore, how the program manages a social development that is equal and will generate good living conditions is completely missing, according to Söderslättspartiet. The party continues by stressing that another alternative of a western harbour entrance is not mentioned in the planning program, which should be concerned to illuminate how alternative traffic solutions would be efficient for the harbour traffic and urban development. The municipality answered shortly to the statement by referring to the coming processes in the layout plans and the local plans were these issues will be processed.

From the statements made by the two political parties, most notably Söderslättspartiet, it can be interpreted like that an opposition exists within the municipality against the majority. When regarding this concern, the issue of best practice can be highlighted. As the majority within the municipality's city council views the project as the best practice for Trelleborg, it simultaneously exists an opposition that does not share the entire vision of the project's implementation. Consequently, the project can potentially not benefit the political parties when concerning the project's served interests. The public

consultation meeting, local political party's statements and reasoning in conjunction with the project's constitution and implementation can further be illuminated in articles published in the local newspaper Trelleborgs Allehanda.

### 6.2.1 Statements made by the municipality addressed to the local newspaper

Following the conducted public consultation meeting, the article "*Samrådesmöte utan frågor fick stark kritik*" by Bergström (2018-06-18), was published in the local newspaper Trelleborgs Allehanda. In the article, it is observed that this consultation meeting received critique by the audience present. Chiefly because the audience was not allowed to ask questions during the presentation, instead questions were allowed only to be asked afterwards in small groups. In the article, the then head of the municipal commission<sup>9</sup>, Torbjörn Karlsson (S), was interviewed to refute the critique from the audience.

When asked why the audience's questions were not let through during the presentation, the municipal commissioner answered that other setups had been tested earlier when discussing the ring-road. However, during this meeting, a new setup was decided to generate a more comfortable environment where people can ask their questions in peace and quiet. Furthermore, a question was asked why so many inhabitants are upset in conjunction with the planned ring-road and what the municipality does to reach an understanding. The municipal commissioner answered by explaining that the municipality is trying to reach this object, but everyone is not sharing the same vision as the municipality. Karlsson further elaborated by explaining that the municipality may not convince them and that is not strange, chiefly due to the fact that people have different standpoints in several political issues. And the municipal commissioner also stressed that infrastructure is a difficult issue, therefore many people feel affected, directly or indirectly, by any new plans the municipality may present.

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<sup>9</sup> Kommunalråd

Besides the statements made the municipal commissioner in conjunction with this consultation meeting and the project, other articles have been published in the local newspaper regarding the project Kuststad 2025. Some of the articles consequently contains how representatives from different local political parties and the municipality has reasoned in conjunction with project's constitution and implementation.

In the article "*Ingen nödbroms för Kuststad 2025*" by Mårtensson (2019-10-08), it is reported that the local political party Centerpartiet urges to pause the ongoing project, however, the majority in the municipality are united to continue with project. It is highlighted that the party is worried about the project's expenses, therefore, the party urges a new accurate funding plan for the project. Due to the majority in the municipality among the parties, this calls for a new funding planning by Centerpartiet was rejected. However, a financial strategy plan was compiled by the municipal authority. The plan showed that the municipality must invest a total of 24 billion kr in the coming 25 years. In this article, the present municipal commissioner Mikael Rubin (M) was interviewed regarding the apprehensions made from Centerpartiet. Rubin expressed that the apprehensions are exaggerated and emphasised that the financial analysis of the project had been compiled by competent individuals. However, a representative from Centerpartiet, Patrik Holmberg, acknowledged the uncertainty with the project. In the article, Holmberg elaborates by explaining that the strategy only outlines the project in general terms and does not explain what the project Kuststad 2025 really will come to implicate. Therefore, the municipality should instead be fully aware of what the project will cost and if there exists the right circumstances to see it through.

Another local political party that has expressed their standpoints for the project is Miljöpartiet. In the article "*Miljöpartiet lämnar styrgruppen för Kuststad 2025*" by Mårtensson (2018-05-24), it is reported that the party decided to leave the project. The decision was made during a meeting with the executive body of the project, in which every party is represented, debating the building plans. A discussion arose in conjunction with the building plans. Two parties proposed that all parties should be unified, while Miljöpartiet notified that the party does not support these plans. When voting whether Miljöpartiet could include their unsupportive views or not, the answer was no. To follow, the party and its representative Emil Samnegård left the meeting and the entire project. Samnegård explained the party's action by stressing that it is



unreasonable that the party should be expected to support every detail. According to Samnegård, the party cannot be a participant where such conditions are prevailing. In the article, it is also highlighted that Söderslättspartiet shares similar visions as Miljöpartiet, even though both parties have been part of the executive body.

From the articles published in the local newspaper and in the statements made by the local political parties in the planning program, it appears to exist disagreements in conjunction with the project's constitution and implementation. Although there exists a majority in the municipality's city council among the parties, on the basis of the planning program and the articles, there exists an opposition that does not fully agree with the project's implementation and constitution. Besides the political parties, it also appears that there exists an opposition when regarding the number of individuals who expressed their views during the public consultation meeting. However, the disagreement over the project varies among the parties and the representatives of the municipality. On the basis of the published articles, the representatives of the municipal commission support the vision stated in the planning program and the prescribed funding plan for the project. On the other hand, parties such as Miljöpartiet and Centerpartiet does not share the same vision when illuminating how the project is governed by the municipality. This can once again be tied to the issue of best practice when promoting a policy model, in this case, the project Kuststad 2025. However, in this context, there are political parties within the municipality that do not share the same visions as the majority, to different extents. Consequently, the project also becomes an issue of politics and power when the municipality reasons for the implementation and constitution of the project.

### 6.3 How an employee from the municipality views the project

During the conducted interview several topics were taken up, but some topics were more eminent than others. Much of what is mentioned and described in the planning program was brought up during the interview, however, some part-projects and ideas

from the project were portrayed in a more detail way by the interviewee. Additionally, new issues appeared that was not included in the planning program.

### 6.3.1 Utilising the geographical location of Trelleborg

One of the reoccurring topics during the interview was the matter of utilising the geographical location of Trelleborg and the city's prevailing conditions. More precisely, how the prevailing conditions could be capitalised to generate a positive development for the city of Trelleborg. The interviewee repeated several times the importance of the harbour and what potential the harbour possesses for the future development of Trelleborg. Also the interviewed person emphasised the importance of the harbour in connection with the planned business center. By emphasising that (one of)?? the world's largest rail ferries are using Trelleborg's harbour and the harbour's prosperous development since the 1980s, the interviewee stressed the unique location properties that Trelleborg possesses (Statement 1):

We hope that we can get more and new companies, and also with the unique location characteristics, that we can get logistic companies which may benefit from this transshipment between road, rail and shipping ... we have a dialogue with companies that already exist here (The planned area for Business Center Trelleborg) in order to develop the area together, and we would also like to have elements of knowledge-intensive activities because these then can produce synergy effects creating more jobs in all sectors. (Employee from Trelleborg's municipality)

The unique characteristics of Trelleborg are several times stressed by the interviewee, additionally, how the characteristics can be utilised to develop Trelleborg in various dimensions – such as knowledge-intensive activities. In this context, Trelleborg's municipality can be regarded as a supplier in connection with the phenomena of policy boosterism. By addressing that there exists potential to be used to generate prosperous conditions, a story of success is narrated. Additionally, by emphasising that there already exist circumstances that could enable success, the narrative can be interpreted as convincing.

### 6.3.2 Motivating the project

When motivating why the municipality is constituting and implementing the project (Statement 2), the interviewee refers to a professor who is involved with what makes some municipalities have a positive development. In this context, the employee emphasises that all municipalities must work towards a positive population growth in order to have a beneficial tax revenue and live up to their commitments. Therefore, it is important that construction of new housing areas continues and that in attractive locations, according to the employee. In conjunction with this matter, the interviewee yet again mentions that Trelleborg possesses a fantastic location, this time the regional train traffic<sup>10</sup> is emphasised. With accessibility and proximity to Malmö, Lund, and Copenhagen, in terms of transportation, the attractiveness of Trelleborg is enhanced.

As illuminated in the planning program, the connection with the sea is repeated numerous times by the municipality. In the interview, the same topic was occurring, most notably when the employee explained where and why new accommodations and premises shall be constructed. Around the city of Trelleborg, prosperous agricultural land exists and building without utilising these are to be to an advantage, therefore, being able to build in existing areas close to the sea is advantageous, according to the employee. Not only will accommodations exist in the planned areas, there will also be premises for services, nursery schools, retirement homes and commercial operations. In this context, the interviewee reasons that the municipality strives to have an active population. The municipality wishes to have a night- and day population with both active and working residents. Furthermore, the interviewed person stressed the importance of obtaining a broader and larger labour market (Statement 3):

We would also like to have a larger labour market, a broader labour market ... and if the customer base improves, better critical mass, we attract more trade and even people who start companies, and the companies which already are here will also probably have easier with competence provision. (Employee from Trelleborg's municipality)

What appeared in the interview that did not appear in the planning program, was a planned area for a university campus in the future city-centre (Statement 5). The

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<sup>10</sup> Pågatåg

interviewee explained that there is a planned area for a campus in cooperation with Malmö university. The employee further elaborated that there are thoughts of incorporating culture activities, by having the university being active during daytime while culture activities could take place during the evenings, accordingly the interviewee emphasised that multifunctional activities could take place in the future city center in connection within the existing central railway station. The municipality's collaboration with Malmö University has been ongoing for a while, according to the interviewee, but the municipality's main duty is to point out a suitable location for the planned campus.

By construction an area for a future campus including culture activities, the project can be interpreted to serve an interest to generate more knowledge-intensive activities in Trelleborg, which is also emphasised by the municipality with reference to the planned business center. In turn, the municipality could potentially attract a "critical mass" which could generate a larger and broader labour market, as stated by the employee. But also, the strive towards attracting individuals who would start and pursue businesses in Trelleborg.

### 6.3.3 The project's reception

When asked how the project has been received in the general terms (Statement 6), the interviewee explained that there have been mostly positive response. In the municipality's city council, the majority is stable for the implementation of the project. However, doubtful responses have emerged in conjunction with the planned ring road. The interviewee reasoned that of course the directly affected residents are not delighted, which is understandable according to the employee. However, the municipality has made the decision and has also offered to buy the affected properties for a fair sum, according to the law of expropriation<sup>11</sup>. The interviewee also mentioned that there have been letters sent to the editor of the local newspaper, Trelleborgs Allehanda. Additionally, there is one person who has started a petition for a referendum. The

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<sup>11</sup> Expropriationslagen

employee elaborated further that the process of a referendum is a long process where a certain number of names are required, these shall further be tallied, and lastly, the municipality council to decide if a referendum should take place or not. A follow-up question was asked whether the concerned inhabitant has opposed the entire project or just the ring-road. The employee answered that it appears unclear, in one article the inhabitant reasons that a ring-road is needed, but it should not be a motorway, furthermore that the ring-road should not be connected to the harbour entrance. The interviewee states that a motorway is not planned and that the planned ring-road and the harbour will be connected.

In this context, the project would be potentially disadvantageous to these individuals who are residents in the planned area along the ring-road. However, it could potentially be beneficial should the affected inhabitants have an interest to sell their properties. Additionally, there exists discontent in conjunction with the constitution of the project in conjunction with the matter of a referendum. This issue can be tied to how the municipality views the project as a best practice while an oppositional actor, in this case, a city inhabitant, does not share the same vision. From what has been said according to the employee, there appears to exist a disagreement whether the project is the best practice for Trelleborg or not, between the municipality and one inhabitant and potentially several more. Moreover, the existence of one oppositional actor or several, can be tied to the illuminated disagreements in conjunction with the project's implementation, noted in sections 6.2 and 6.2.1. Besides the project's practical implementation, the project can also be interpreted as an issue that involves how the oppositional actors promote their own practices against the majority's best practice when arguing for the project.

#### 6.3.4 Inspiration and the vision of the future of Trelleborg

Moreover, when asked if the municipality has been inspired by other projects of similar characteristics where harbour areas have been remodelled to more attractive areas, the employee answered (Statement 7):

Absolutely. We have an exchange with Malmö city, we have an exchange with Brunnshög in Lund, we are also part of a network Nordic waterfront where we meet once a year and travel, then there is Oslo, Helsinki, Stockholm, Gothenburg, Copenhagen and then there is also Malmö, Helsingborg, and Trelleborg. And we can learn how others have solved situations and important questions can be put and so on. (Employee from Trelleborg's municipality)

A follow-up question was asked; are there any specific or distinct experiences that the municipality has considered when planning? The employee answered that it is hard to say, since it is a continuous work, additionally, the different parts have had this co-operation for a long time, but it is clear that the municipality have looked at how others have solved situations, how they reason, what has worked out, and so forth. In this context, the municipality can be interpreted as consumers of policies from other actors and projects. Although it is not circumstantially elaborated by the employee what specific parts of ideas the municipality has consumed from other actors and projects, it appears clear that the municipality has an ongoing cooperation and exchange with other policymakers who are constituting projects of similar characteristics.

Furthermore, the identity of Trelleborg was concerned in connection with what the project can implicate for Trelleborg and the city's future development (Statement 8). The employee reasoned that it is important for Trelleborg to have an exchange with the surrounding world, it is important that the plans are realised, and that the municipality has an in-migration. Moreover, the interviewee stressed that it is essential to have a population in balance. When municipalities do not continue to expand and develop, it could cause the youth to move away while the elderly remain. Consequently, the tax revenues decrease but the needs will be increasing within the municipality. Therefore, the employee emphasises that it is essential to have a population in balance. In this context, the interviewed person stressed what Trelleborg is offering compared to other locations. With existing infrastructure, people can live in Trelleborg and simultaneously have accessibility to the entire labour market in the southwest of Skåne and that of Copenhagen without moving residency. The employee stated (Statement 8):

Because what you see today is that people choose to move to attractive areas, Trelleborg offers qualities of the small city, good schools and so on. At the same time, you have access to the entire metropolitan regions. (Employee from Trelleborg's municipality)

From these statements made by the employee, it can be interpreted that the municipality has several interests to serve in conjunction with the project's constitution and implementation. Firstly, there exists an interest to continue the development of Trelleborg by having an exchange with the surrounding world and that building activities are increasing within the municipality, more precisely in the city. The municipality has additionally an interest to attract more inhabitants, in this context it is connected to an economic opportunity. By attracting inhabitants who strive to stay and live in Trelleborg, the tax revenue will be increased, and the population will be balanced, according to the employee. When reasoning why it is needed to build in Trelleborg, the employee refers to other municipalities where neither expanding nor development are taking place. This statement can be tied to one of the main characteristics of policy mobilities, namely how cities function together and how they can be pushed apart in relational space by comparing – comparative urbanism. Consequently, it can be interpreted that the municipality has had a target to brighten Trelleborg's city image when creating the project Kuststad 2025 by comparing. Furthermore, the employee states that people choose to move to places which are attractive. As observed in the planning program, the municipality has a strong desire and an interest to create attractive surroundings in order to attract inhabitants. To follow, the term "attractive" can be interpreted as a key term when the municipality is promoting their project in the context of policy boosterism.

## 7. Discussion

The identified findings from the analysis show that Trelleborg's municipality argues for the constitution and implementation of the project Kuststad 2025 in some distinctive ways. Initially, the municipality argues for the project's implementation by emphasising the need for repositioning the harbour in conjunction with Trelleborg harbour's requirement for more space and improved conditions. However, by repositioning the harbour, spaces are released to utilise by the municipality. By constructing a new residential district along with a new city center, a new ring-road for transportation in connection with the new harbour entrance, and finally a new Business center, the municipality perceives an opportunity to redevelop and renew major parts of Trelleborg's city in order to obtain attractiveness. By transforming Trelleborg into an attractive place, the municipality strives to attract new inhabitants and to improve the existing environment in the central parts of the city. In addition, the municipality argues by emphasising that there exist several economic opportunities to capitalise when implementing the project. Most notably by attracting and to promote businesses and companies, and additionally breed clusters in the planned business center, and the need for tax revenues to fulfil the municipality's obligations. Furthermore, there exists a desire to attract and to foster knowledge-intensive activities when illuminating how the municipality argues for the project.

On the basis of the analysis, the project serves several interests. As noted, the municipality sees an economic opportunity to transform and to develop Trelleborg. This can further be tied to the theoretical concept of policy mobilities, in particular policy boosterism. The promotional activities made by the municipality are several times emphasised in conjunction with different understood economic opportunities. Nonetheless, the municipality's need to advance and to pursue Trelleborg's most comprehensive urban development project historically, yet it can at the same time indicate something else. On the basis of the theoretical concept of policy mobilities, policymakers need to consume and supply certain policies or policy models. As Trelleborg's municipality reasons and argues for the project Kuststad 2025, it is simultaneously conveying how success will be obtained through their best practices. The geographical construction of the project is on the other hand also affected by other



factors such as identity, forces, legacies and existing conditions. The findings can, therefore, suggest that Trelleborg's municipality has a strong desire to refurbish the image of Trelleborg by redeveloping and transforming essential parts of the city from what has been prevailing.

Furthermore, when stressing if Trelleborg's municipality has distinctively consumed or been inspired by other projects of similar characteristics, it is susceptible to affirm to a full extent that certain policy models have been consumed, though, policy mobilities appoint that policies are relationally produced. Although, as the analysis shows, Trelleborg's municipality has an exchange and cooperation with other policymakers and projects of similar characteristics when constituting the project, and which is important to maintain. Still, the utilisation of the previous studies can be applicable when comparing if the projects of Helsingborg and Malmö share the similar visions as Trelleborg when implementing a large-scale urban development project, in particular, how harbour areas are refurbished and transformed. Chiefly, by identifying and understanding why and how projects of similar characteristics are constituted and implemented. But also, how policy models of similar characteristics are related and motivated by policymakers.

In the case of Helsingborg's project H+ (Pålsson & Olander 2011), Helsingborg's municipality also stressed to make central parts of the city attractive. Foremost to attract inhabitants and businesses, and to improve the academic and the cultural representation of the city. In addition, Helsingborg's municipality aimed to reduce social and physical barriers. However, as the authors stated in their findings, the project implicated a need for change of the city image in conjunction with socioeconomic conditions.

Additionally, the project involved something greater, namely Helsingborg's future and survival. On the other hand, the case of Malmö (Holgersen 2012), entailed the municipality's view of the implemented transformation of the city, where the prior industrial city was transformed into a knowledge-based city. Similar to the visions of Trelleborg and Helsingborg, Malmö's municipality aimed to attract capital and people by constructing and implementing a specific type of urban planning and architecture. But also, by implementing knowledge-intensive activities with a new university and a new infrastructure. Though the municipality viewed the transformation as successful, Holgersen's findings implied that a social polarisation still exists within the city,

consequently the redevelopment was of a material character rather than of a social and economic redevelopment in Malmö.

The findings from the illuminated studies can accordingly be tied to this study's findings. The vision stated by both Helsingborg's municipality and Malmö's municipality, are to different extents similar to the project Kuststad 2025. All three urban development projects strived, and strives, to obtain attractiveness in the central parts of the respective cities to brighten the city image and to attract inhabitants, businesses and city growth. The case of Malmö is notably similar to the ongoing project in Trelleborg when emphasising the planning of knowledge-intensive activities, and with reference to the planned campus, business center and infrastructure. Accordingly, Trelleborg's municipality argues that the project could attract people who could pursue businesses, foster existing companies, and attract new companies in connection with the intended development of clusters. In order to attract creative individuals, new businesses, and to develop existing companies, it appears that the municipality argues for this development by creating conditions for knowledge through knowledge-intensive activities and the planned university campus. Moreover, the project could attract the demanded individuals through the construction of attractive and modern residential districts, but also through infrastructure and communication.

However, the project H+ originated from dialogues with the city inhabitants. Though, Trelleborg's municipality has been communicating with the inhabitants of Trelleborg through the public consultation meeting, it appears that the project has instead been established through other factors. In particular, the prevailing economic opportunities in conjunction with the repositioning of the harbour and the possibilities to brighten the city image through new constructions.

Moreover, the identified findings in the analysis can simultaneously provide explanations for whom the project will be potentially beneficial or disadvantageous. Directly, the ones who are residents in the planned areas for the constructions, in particular, the ring-road, will be affected by the constructions. On the other hand, when concerning the project's aim and potential establishment, it could be reasoned that the main contributors to the project will be beneficial if Kuststad 2025 were to be implemented. In connection with the phenomena of policy boosterism, the promotional

activities of policies are among others done to enhance the professional reputation of the policy actors who are or who have been engaged when developing the concerned policies. Therefore, the main contributors will potentially be beneficial if their “best practices” were to be implemented and constituted, according to their visions and beliefs. Chiefly, by gaining admirers of the established policy model. But also, the inhabitants who perceives the implemented project as a positive establishment will be benefited. Primarily in practical terms by getting a transformed city with new accommodations, new premises, a new infrastructure, and a large expansion. Simultaneously, the oppositional side who do not agree, to different extents, with the project’s constitution and implementation will potentially interpret the project as disadvantageous due to their own oppositional visions and beliefs.

As the findings from the analysis shows, there exists an oppositional side who do not fully agree with the project’s establishment, in particular, local political parties within the municipality but also inhabitants. As illuminated in the theoretical framework of this thesis, the analysis of the local politics of policymaking can simultaneously highlight how oppositional actors can act as potential transfer agents. Though controversy has occurred in conjunction with the project, the majority among the policymakers within the municipality for the project’s constitution and implementation still appears to be stable. However, the occurred disagreements among the political parties and the occurred disagreements made by inhabitants could potentially be enlarged in the future. Possibly when the project is approaching its construction phase.

Whether the project Kuststad 2025 will be successful or not remains to be witnessed, however, the discussion can be concluded by referring to the statement made by Pålsson and Olander (2011): *“In the end if the city resident’s are not satisfied with the outcome of an urban redevelopment the project cannot counts as successful”* (Pålsson & Olander 2011, 6)

## 8. Conclusion

In conclusion, the initial asked research questions can be answered based on the study's findings and elaborated discussion.

Trelleborg's municipality argues for the constitution and implementation of the project Kuststad 2025 in some tangible ways, chiefly by reasoning that there exists an opportunity to renew and to develop central parts of the city in conjunction with the repositioning of the harbour. This will be done by several understood economic opportunities, additionally, the project will add attractiveness to Trelleborg and brighten the city image. Consequently, both capital and inhabitants will be attracted by Trelleborg in conjunction with the existing and the creation of new infrastructure. The desire of attractiveness will be achieved through Kuststad 2025's different part-projects and will further transform Trelleborg from harbour city to an attractive coastal city.

The project serves various interests, but the main ones are to capitalise the creation of new constructions such as infrastructure, accommodations, premises and knowledge-based activities. In addition, the project serves an interest to attract people and capital through the aspired conditions. This will chiefly be achieved by constructing a new coastal city, a new city center, and a new business center in connection with existing and future infrastructure.

The project can potentially be disadvantageous for inhabitants who are directly affected by the project's constructions. On the other hand, the project can be beneficial for the main contributors of the project – the majority within the municipality. Primarily, the policymaker's reputation will be enhanced if the project will be implemented and constituted according to their visions and beliefs. On the other hand, the project could potentially be disadvantageous for the oppositional side who do not fully agree with the majority's visions and beliefs.

Furthermore, there exist some disagreements among the local political parties within the municipality, in addition, there exist some disagreements stated by some inhabitants. Though controversy has occurred, it has not been tangible enough to change or affect

the majority of the policymakers in conjunction with the project's constitution and implementation.

When comparing the project Kuststad 2025 to the cases of Malmö and Helsingborg, it appears that there exists similar motives and characteristics among policymakers when implementing and constituting a large-scale urban development. Most notably, when refurbishing and transforming prior harbour areas. The projects are especially similar when highlighting how the municipalities as policymakers argue and reasons for the importance of creating attractiveness in order to attract people and capital. But also, the existing opportunities to create something more prosperous from what has been prevailing, for example, industrial origins. Additionally, it could be stated that Trelleborg's municipality has, to different extents, been inspired by projects of similar characteristics when arguing for the implementation and constitution of the project Kuststad 2025.

At the moment, the project Kuststad 2025 is designing local and structural plans for the future construction of the different part-projects, according to the municipality's scheduled time-plan. Therefore, future research could possibly investigate how the municipality reasons for the project after the finalised plans, and potentially if the municipality has changed or modified their arguments in comparison with this study's findings. Additionally, future research could also explore how the disagreements in conjunction with the project's constitution and implementation are place in the future, if continued, has it escalated or been abated? Finally, future research could study the outcomes of the project when finished, and how the outcomes has impacted the urban areas of Trelleborg.

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## 10. Appendixes

### Appendix A



(Synoptically Time-plan for Kuststad 2025, retrieved from Trelleborgs kommun 2019)

### Appendix B

Intervjuguide:

Tid och plats: Trelleborg 2019-11-22

Intervjuns längd: 27 minuter, 46 sekunder

Medgivande om att spela in: ja

Frågor:

Inledning → Uppfattningar och syn på projektet

- Vad är projekt Kuststad 2025? -delprojekten
- Hur började först idén om projektet från Trelleborg kommuns sida? Eventuella följdfrågor: -Varför och hur? Vad menar du med ...? Kan du berätta mer om ...?

-Har Trelleborgs kommun tagit hänsyn till/inspirerats av andra projekt av liknande karaktär?

-Vilka är anledningarna bakom projektets tillkomst?

- I vilken fas befinner sig projektet idag?
- Hur ser omständigheterna och förutsättningarna ut idag för Trelleborg i samband med projektet? -Följdfrågor kring: utveckling, identitet, problem
- Hur har projektet mottagits?

-aktörer: lokalt av befolkningen och politiska partier, myndigheter (trafikverket och länsstyrelsen), angränsande kommuner

Eventuell följdfråga:

-Hur har Trelleborgs kommun svarat på mottagen kritik och rekommendationer från utomstående aktörer?

## Avslutning

- Vad förväntas projektet medföra för Trelleborg?

-Följdfrågor: vilka utmaningar existerar och vilka kan väntas dyka upp? Hur ställer sig Trelleborgs kommun till de urbana förändringarna?

- Något mer du vill du ta upp innan intervjun avslutas?

## Appendix C

Identified reasonings, statements or/and arguments made by Trelleborg's municipality in the documents:

- Trelleborgs kommun (2018-05-29) Planprogram: östra ringvägen och östra hamninfarten
- Trelleborgs kommun (2019-01-23) Samrådsredogörelse östra ringvägen och östra hamninfarten

Structured into categories/themes:

### Category 1: The importance of the harbour and its practical implications

#### Reasoning 1:

Trelleborg, Sweden's most southern city, has a strategic position that has historically been important for traveling and trade. Trelleborg's harbour is the gateway to the continent and is an important export-and import channel for Sweden and Europe. That the harbour is one of five

CORE-harbours in the country and that it is part of one of nine transport corridors (TEN-T) through Europe shows its importance for Swedish trade. (Trelleborgs kommun 2018, 11)

#### Reasoning 2:

In general, the shipping plays a great role for the country as almost 95% of Swedish imports and exports goes through the ports. At the same time, Trelleborg's harbour has an important role for employment in Trelleborg's municipality. In the shipping company there exists 133 jobs – and indirectly the business generates more than 1800 indirect jobs, which in some way has a connection to the harbour, approximately 5300 jobs in the Malmö region and 31 000 jobs throughout Sweden are provided by the port's freight transport. Since 1989 and 2017, the harbour of Trelleborg has had an average of 5,8% units per year and the trend looks to continue. (Trelleborgs kommun 2018, 11)

#### Reasoning 3:

Almost ten years ago, the shipping companies flagged that the imposition of higher environmental requirements and increasing volumes in the long term will lead to larger vessels and a need for longer ferry locations and quays that can accommodate up to 240 meters long vessels, a somewhat deeper port pool and better manoeuvring space, both efficiency and safety needed to be improved. As well on the land side it started to get crowded in Trelleborg's port with constant increase in freight traffic, which means that trucks and trailers are taking more and more space in connection with the arrival and departure of ferries. Simply put, it is the shipping companies' demand for longer quays and greater manoeuvring space that is the background to the move of the harbour. As well as the opportunity to improve the possibility of intermodal transport solutions in direct connection with existing railways, shipping and planned roads. (Trelleborgs kommun 2018, 11)

#### Reasoning 4:

With the volumes of goods that the harbour calculates for the future, the capacity for temporary constructed check-in spaces as well as other disposition area, will reach its maximum. Parts of these areas are expected to reach their maximum capacity by 2025 and must then be expanded again to new temporarily disposition areas. The next step, according to Trelleborg's harbour, is to consider demolishing buildings to meet the new space requirements. Aside from the concrete spaces that the trucks need for disposition, the harbour has quality requirements for how other logistics should function within the harbour. Today, and even with the adjacent "temporary" solutions for disposition, logistics is problematic – comprehensive areas are required for traffic movements between the disposition areas. Thus, the harbour cannot dispose the spaces in a rational and safe manner, which means that they are not spread appropriately. (Trelleborgs kommun 2018, 22)

**Include figure 2:** *Traffic development 1989-2017, statistics regarding number of units and distribution of railway/lorries (Retrieved from planning program: Östra ringvägen och östra hamnfarten, Trelleborgs kommun 2018)*

**Include figure 3:** *Volume trend 1% and 3% 2016-2025, based on two different development scenarios (1% and 3%) (Retrieved from planning program: Östra ringvägen och östra hamnfarten, Trelleborgs kommun 2018)*

## Category 2: The connection with sea: The coastal city and the city center

#### Reasoning 5:

The relocation of the harbour activities to an eastern location releases attractive space in the western parts of the existing harbour. This will enable the part-project Coastal city – a new modern

district with a mix of housing, business premises and attractive meeting places with over five kilometres of quay accessible to residents and visitors. (Trelleborgs kommun 2018, 14)

#### Reasoning 6:

The coastal city is also part of something bigger, a new identity for the city of Trelleborg. The coastal city opens the opportunity for all inhabitants of Trelleborg to get closer to the sea. The Coastal city is not just for the residents that lives there, the coastal city is open for everyone. (Trelleborgs kommun 2018, 14)

**Include figure 4:** A vision image of the coastal city from the european competition (Retrieved from planning program: östra ringvägen och östra hamnfarten, Trelleborgs kommun 2018)

#### Reasoning 7:

In order to meet the municipality's growing population, according to the housing supply program, long-term preparedness is needed to be able to build approximately 225 accommodations per year. However, as a result of backlog construction, the rate of expansion needs to be higher in the coming years. In order to meet the need and demand for housing, it is also a matter of being able to offer housing with varied appearance, location and forms of lease. An important issue, when it comes to the location of the new housing, is that they are mainly located in connection with existing infrastructure and in connection with public communications. It is of the utmost importance to reduce car use even though the municipality is growing. Furthermore, it is also important that new housing is placed on land that does not use too much resources to be used. (Trelleborgs kommun 2018, 31)

#### Reasoning 8:

In the coastal city, thousands of accommodations will be constructed, which corresponds to many years of future housing production in the city of Trelleborg – in addition in an attractive location. By using centrally located land for housing, a larger customer base is created in central Trelleborg, which in turn leads to better conditions for trade and service. With more housing in locations close to the station, more households get proximity and the opportunity to use public transport, which provides good opportunities to reduce individual transport. The coastal city is expected to attract a broad target group. The proximity to the sea, the center of Trelleborg and the central station as well as the proximity to the motorway are quality accommodations that attract many. (Trelleborgs kommun 2018, 31)

**Include figure 5:** Vision image of the coastal city overviewed (Retrieved from planning program: Östra ringvägen och östra hamnfarten, Trelleborgs kommun 2018)

**Include figure 6:** Vision image of the coastal city, residential district (Retrieved from planning program: Östra ringvägen och östra hamnfarten, Trelleborgs kommun 2018)

#### Reasoning 9:

The part-project city-centre includes utilising the location of the station by planning, for example, premises for activities that are visitor-and staff-intensives while simultaneously linking the city, the central station and the sea. The city centre has no definite boundaries but rather by its location in the relatively high intensity are around the station and business streets. The city-centre has potential, partly because there are gaps to fill in, and partly because these areas are adjacent to the future Trelleborg, the side of the sea. (Trelleborgs kommun 2018, 14)

#### Reasoning/consequence 10:

The city-centre is also including the areas around what is the city's thoroughfare, which contains a great potential for development. These streets are today characterised by dense traffic flows, some

of which are only transit traffic. The municipality wants to reduce this traffic, and instead direct traffic to the new eastern ring road. Another example could be tapered streets, tree-lined side areas and of course more buildings that enclose the street space. A street for pedestrians and cyclists in the first place, ahead of cars. (Trelleborgs kommun 2018, 14)

### Category 3: Creating opportunities: The ring road and Business Center Trelleborg (BCT)

#### Reasoning 11:

The part-project ring road originates from the harbour's needs, the need for smooth transport to and from the harbour, and with a new check-in area, a whole new situation is possible for the internal logistics in the harbour area ... The eastern ring road, as well as the eastern harbour entrance, is expected to lead out transit traffic and heavy freight transport to and from the harbour outside the city. With a new eastern entrance to the harbour, the city and the Business Center as well as a direct connection to the railroad, both the environment in the city-centre and opportunities for transshipment between different modes of transport are improved. (Trelleborgs kommun 2018, 15)

#### Reasoning 12:

Business center Trelleborg (BCT) is the collective name for the conditions and functions planned within the eastern business area to create good conditions for business and industry. These functions are mainly distributed in three areas of logistics centres, check-in function with associated truck center (layout of rest areas for trucks etc.) and other operations. Check-in, and truck centres are central features of Trelleborg's harbour operations. (Trelleborgs kommun 2018, 14)

#### Reasoning 13:

The EU has identified 100 harbours throughout Europe that are to be the backbone of a core network, a core network that includes just Trelleborg's harbour. Other operations can be both existing and new operations with connection to logistics centres and check-in with truck centres as well as without this obvious connection. Examples are businesses that are linked to logistics (e.g. haulage contractors), future actors in knowledge-intensive activities and/or other existing activities in the area. Based on this, the intention is to be able to develop clusters around productivity in transport/logistics, manufacturing, food and energy. The business will be an important part of Trelleborg's ambitions of developing as a regional core. (Trelleborgs kommun 2018, 14)

#### Reasoning 14:

The motive for the eastern ring road and the following eastern harbour entrance is to control traffic through check-in, away from the present western harbour entrance. With the western harbour entrance still in use, the municipality believes that an extension of the returned harbour quarters is impossible. The purpose of the development is mainly new housing, and this sees the municipality of Trelleborg as incompatible with a future traffic from a western direction which would then cut as a line the middle of the city-centre. (Trelleborgs kommun 2018, 14)

## Category 4: Disagreement in conjunction with the project's implementation

Reasonings made by local political parties and representatives from the municipality (Samrådsredogörelse östra ringvägen och östra hamninfarten).

### Counterargument 1 (Sverigedemokraterna):

In order for Trelleborg to have a functioning traffic flow in the central parts of the city, parts of Heskilegatan, the eastern entrance and Östervångsvägen must be included in the planning program ... The reason for this is to reduce the traffic flow on Hedvägen and central parts of the Trelleborg, road users must be given the opportunity to reach the eastern entrance as soon as possible, instead of transiting towards the central parts, Hamngatan and Strandgatan, to get out or into the city ... Furthermore, it would facilitate the emergency-vehicles to and from the eastern central parts. In the event that Östervångsvägen, in the planning, is to pass under the railway, a provisional connection to the eastern entrance should also be included in the plans, as it is uncertain when a railway bridge will be accomplished. The planned connection to Heskillegatan through Kyrkoköpinge is not suitable for heavier vehicles and should therefore be placed west of "Länkarnas hus" where an entrance to the district heating plant (fjärrvärmeverket) also should be included in the plans. This would mean that heavy traffic to the concerned district would not have to cross several residential areas. Sverigedemokraterna want these parts to be included in the planning work, to enable a fully functioning ring road to come to fruition as soon as possible. (Trelleborgs kommun 2019, 48)

### Answer from the municipality:

Questions of these characteristics are more linked to the city's overall planning, primarily to the in-depth general plan, which is being developed in parallel with the detailed plans for the eastern ring-road and the new harbour entrance. More detailed questions about other intersection points with the ring-road will be illuminated more clearly in the upcoming processes. (Trelleborgs kommun 2019, 48)

### Counterargument 2 (Söderslättspartiet):

Söderslättspartiet believes that the planning program is deficient in significant respects and therefore it must be reworked. We consider it extremely important that a planning program shows goal fulfilment, analysis of consequences and necessary compensatory measures in all the areas that affect people and environment ... The planning program for the eastern ring-road and the eastern harbour entrance should be much clearer in terms of direction, goals and vision. An analysis of consequences should be made of how the eastern part of the city should be compensated for green space, accessibility and G / C roads as well as management for noise reduction and air pollution. It is mentioned the coastal city (Sjöstaden) will produce positive synergies and there is also no clear description of these effects. The objectives of these measures should be included in the planning program. How this planning program handles a societal development that is equal that results in good living conditions is completely lacking and this is not acceptable ... Finally, there is no comparative alternative in form of a rebuilt and improved entrance from the west. The planning program is based on a zero alternative that fully represents the current situation. Most of the benefits presented for the planning program must be regarded as completely irrelevant since Trelleborg has entered an agreement with the Swedish Transport Administration (Trafikverket) to investigate the possibilities of an improved western port entrance. This should be taken into account for efficient traffic solutions with the harbour traffic and a improved urban development, etc. (Trelleborgs kommun 2019, 48-49)

### Answer from the municipality:

In a number of the questions raised in the opinion, the answer can be attributed to the upcoming processes. The tests in the detailed plans, and the tests in the work on the in-depth overview plan. In issues dealing with the western entrance, Trelleborg's municipality refers to the investigation which will be carried out shortly. This will clarify issues related to land claims when the detailed plan boundaries are determined. (Trelleborgs kommun 2019, 49)

### Category 5: Statements made by the municipality addressed to the local newspaper

Arguments, statements or/and reasonings made by local political parties and representatives from the municipality in the local newspaper: Trelleborgs Allehanda.

#### Articles:

Samrådsmöte utan frågor fick stark kritik by Bergström (2018-06-14)

Ingen för nödbroms för Kuststad 2025 by Mårtensson (2019-10-08)

Mijöpartiet lämnar strygruppen för Kuststad 2025 by Mårtensson (2018-05-24)

Identified reasonings, statements or/and arguments made by the employee from Trelleborg's municipality in the transcribed interview. From sections were the employee held a presentation about the project Kuststad 2025, and questions were asked from the interview guide.

Structured into categories/themes:

### Category 6: Utilising the geographical location of Trelleborg

#### Statement 1:

We hope that we can get more and new companies, and also that with the unique location characteristics, that we can get logistic companies which may benefit from this transshipment between road, rail and shipping ... we have an dialogue with companies that already exist there (The planned area for Business Center Trelleborg) to develop the area together and, and we would also like to have elements of knowledge-intensive activities as they then can produce synergy effects creating be more jobs in all sectors.

## Category 7: Motivating the project

### Statement 2:

Because she is a professor, and the person talks a lot about what makes some municipalities have a positive development, and all municipalities must work to have a positive population growth in order to have a good tax revenue and live up to their commitments. Then it is important that it is built within the municipalities and that it is built in attractive locations, and Trelleborg has a fantastic location given that we have commuting trains, since 2015, train leaves every half hour to Malmö, Lund, Copenhagen and so on.

### Statement 3:

And the program says that there should be at least 4000 accommodations, but we have stretched it, so it can be about 6000 or more also but these three proposals are fairly equal about 4000-5000. Then, you have to take advantage of the quays, we have 5kms of water contact, and we want to have accommodations, but there must also be premises for services, pre-schools, elderly homes, health centres and so on. We would also want premises for commercial operations. We want to have people in motion, night- and day population, both working and living

### Statement 4:

We have 10+ agricultural land around the entire city, and to build without using this area, to build on old land, is an advantage for us and to build near the sea is attractive. We would also have a larger labour market, a broader labour market ... and if the customer base improves, better critical mass, we attract more trade and even people who start companies, and the companies which already are here too, will probably have easier with competence provision.

### Statement 5:

And here we have the central railway station today, and here you have an area for a campus in cooperation with Malmö university, and in the small-scale structure you can also have culture, you can have cultural activities in the evenings and the university during the day, in turn we try to get in a multifunctional functions.

### Statement 6:

So, again, there is a very stable majority in the council, when we are out in the public and talking, we often hear, oh do it and it is good and so on. What is existing, what is irritating, is the ring road. And of course, it is obvious that those who are directly concerned are not happy, you can really understand that, and the municipality has made the decisions and bought residential properties. There are 24 residential properties where the municipality has offered to buy them, and they get well paid, they receive compensation accordingly to the law of expropriation, but it is a voluntary offer. Because we understand that they are in this uncertainty. And in fact, many have already taken that offer.



And then it is clear that there are letters sent to the editor in Trelleborgs Allehanda, and there is also one inhabitant who has started a petition for a referendum. And for a referendum you need a certain number of names, then they need to be tallied, and then it should be taken up in the council for deciding whether a referendum will take place or not. So we will see how it goes but so far it has been a stable council.

No, and that is also a little unclear, because in some debate articles it has been said that the ring road is needed, but that it should not be a highway, and then it is not a highway we have planned. And then in other contexts, it sounds like that the ring road is important, but that it should not be connected to the harbour entrance, and then it just becomes strange because they are connected.

## Category 8: Inspiration and the vision for Trelleborg's future

### Statement 7:

Absolutely. We have an exchange with Malmö city, we have an exchange with Brunnsög in Lund, we are also part of a network Nordic waterfront where we meet once a year and travel, there is Oslo, Helsinki, Stockholm, Gothenburg, Copenhagen and then it is Malmö, Helsingborg, and Trelleborg. And we can learn how other have solved it, ask questions and so on.

So, it is hard to say that it is one particular thing because it is a continues work and we have been working together for a long time, so I cannot say that it is something specific, but then of course, you watch how others do and how they reason and what results and so on

### Statement 8:

Absolutely, I would put it this way, it is important that Trelleborg have this type of exchange with the outside world, it is important that building goes on and that we get an in-migration, for municipalities not developing the younger ones that moves away and the elderly remains. And the tax revenue decrease, but the needs increase. So that is way it is very important to have a population in balance. And now with the public transportation, commuting trains, you can live in Trelleborg, centrally, and still change jobs and have access to the entire labour market in the southwest of Skåne, Copenhagen without moving. Because what you see today is that people choose to move where it is attractive to live, Trelleborg can offer qualities of the small city, good schools and so on. At the same time, you have access to the entire exchange of the metropolitan areas.