



**UNIVERSITY  
OF ICELAND**

# **EURA 2023**

University of Iceland

Reykjavík, 22-24 June 2023

**Book of Abstracts**



## **Welcome to the European Urban Research Association Conference in Reykjavík 22-26 June 2023**

### **The European City: A practice of resilience in the face of an uncertain future**

On behalf of the University of Iceland the EURA 2023 conference is organized by the Faculty of Political Science in partnership with Faculty of Life and Environmental Science and the Institute of Public Administration and Politics.

We are especially grateful for our partners from the City of Reykjavík who have actively participated in the preparation of the conference. We also like to thank the EURA organization as well as the Icelandic Ministry of Infrastructure and the Strategic Regional Plan for their support.

This year we expect 235 presentations in 55 panels and welcome 300 guests from 46 countries. We are especially happy to welcome a large number of young scholars. It is refreshing to see the interest in urban planning and politics research, this gives us hope that the EURA conference will continue to thrive in years to come. We have exciting key notes on Thursday morning with our guests Matthew Carmona from the UK and Tina Saaby from Denmark. On Friday morning we will have a meeting with practitioners where our partners from Reykjavík city will introduce some of their most innovative projects in relation to planning and social innovation in the city. Conferences are an important venue to make new scientific friendship and there is multitude of social events to help with that such as twelve mobile workshops on Thursday afternoon organized by our partners from the city of Reykjavík where we get to complete the day at the opening reception at the Reykjavík City Hall. The Conference Dinner takes place at the old culture house in downtown Reykjavík.

On behalf of the organizing team, I wish you all a successful conference and a pleasant stay in our beautiful city.

Prof. Dr. Eva Marín Hlynsdóttir

### **Local Organizing Committee**

- Eva Marín Hlynsdóttir - Professor at Faculty of Political Science, Chair of the Committee
- Ásdís Hlökk Theodórsdóttir - University of Iceland
- Benjamin Hennig Professor - Faculty of Life and Environmental Sciences
- Ólafur Rastrick Professor - Faculty of Sociology, Anthropology and Folkloristics
- Gústaf Adolf Skúlason - Institute of Public Administration and Politics
- Þorsteinn Gunnarsson - Chief administrative officer and representing Reykjavík city.



**Government of Iceland**  
Ministry of Infrastructure



**Strategic Regional Plan**

## 5A: The socially inclusive city (I)

Chair: Hannah Saldert

### **5A) *Unveiling the Challenges of Proximity: Integration of TOD and 15-Minute City Concepts in A Highly Car-dependent City***

Elif Sezer (University of Palermo) and João Igreja (University of Palermo).

#### *Abstract*

Car dependency and proximity to essential destinations in cities are closely interrelated. The sprawling nature of cities often results in longer travel distances, leading to increased travel times, traffic congestion, and higher carbon emissions. Conversely, proximity plays a vital role in reducing car dependency. Bearing this in mind, new urban models have emerged as potential solutions to address these challenges and some major cities have already taken steps towards the negative impacts of car dependency. However, in many other cities, urban and transport planning still operates within isolated frameworks and failing to adopt these integrated approaches.

This research is seeking answers to understand the possible challenges to implementing proximity-centered concepts in areas plagued by inefficient public transport and traffic congestion, as Palermo in this case study, by integrating the 15-Minute City Concept and TOD concepts. In order to achieve this aim, the research looks for answers to the following questions; (i) How compatible are 15-Minute City and TOD concepts regarding their principles and measurement indicators, (ii) How this integration could be systematically applied in a car-centered urban context, and (iii) Does this integration could help to identify areas to promote urban planning strategies by analyzing the state and weaknesses of the built environment, including accessibility to services and walkability.

The objective of this study is to determine the socioeconomic characteristics of the area, assess the existing built environment in terms of service accessibility and walkability, and identify suitable areas for urban planning strategies. The paper is organized into five sections, encompassing the theoretical framework, a detailed description of the case study, and a methodology section that elucidates the indicators employed for the analysis. In the concluding part of the paper, we present the analysis findings and provide a critical overview of the potential of this approach for future research endeavors.

### **5A) *Mapping the relationship between Green-Blue-Grey Infrastructure (GBGI) and Quality of Life: A case study of Bristol, UK***

Harry West (University of the West of England), Danielle Sinnett (University of the West of England) and Issy Bray (University of the West of England).

#### *Abstract*

Mental health, particularly for urban populations, is a growing public health concern. As urbanisation continues it is important to plan and develop towns and cities that maximise population wellbeing, and related health and social outcomes, whilst also contributing to the sustainability agenda. Understanding how people relate to and feel a sense of belonging in the urban environment is therefore an important research agenda. There is mounting evidence about the importance of green (e.g. parks, trees) and blue (e.g. lakes) infrastructure for the health and wellbeing of urban residents. There is also emerging evidence about the benefits of certain 'grey' features (e.g. historic buildings, active travel routes).

This paper reports on the preliminary results of a RECLAIM Network Plus project exploring the relationships between Green-Blue-Grey Infrastructure (GBGI) and a range of health and social outcomes in neighbourhoods across Bristol (United Kingdom). Using GIS and spatial analyses we link various GBGI features to self-reported health, social interaction and neighbourhood satisfaction from the Bristol Quality of Life Survey - an annual city-wide survey conducted since 2001. Multiple GBGI factors such as tree density, distance to quality green and blue spaces, and the presence of historic buildings and transport infrastructure are considered.