Urban Runnability:

Reconsidering the active city concept from a non-transportation perspective

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Picture: Authors own.

Preface

This research is tightly linked to my own interests and lifestyle; I am a geographer and an urban planner with an interest in green and liveable cities, but I am also an amateur marathon runner and triathlete. Running and biking within the urban and built environment is a big part of my life. For a long time, I have been able to see the value and the benefits of running and being physically active, however, I am aware that people may find it challenging to be physically active when they live a busy life in the city. For this reason, there may be a benefit in studying active cities and active mobilities where the physical but also mental benefits of running and moving for recreation are attended to. The value running has for mental restoration, stress relief, well-being, health and longevity should be a motivator to bring more attention to leisure activities within the discourse of active cities. My love and aspiration to make cities better suited for running and other physical activities is part of the inspiration for this research.

I would like to dedicate this space to thank my supervisor Lars Bodum for his support and guidance, and to thank my family and friends for their encouragement and support throughout the project. A special thank you is also well deserved to all the runners out there who motivate and inspire us all to become more active citizens.

Abstract/Resumé

Urban planners, governments and stakeholders have disregarded physical activity and movement for a long time (World Health Organisation, 2018). This oversight has resulted in low physical activity levels that, in combination with the mental and physical load of living in cities, have contributed to poor mental and physical health among citizens. The active city concept has emerged to improve citizens' health and well-being whilst also making cities more sustainable (Faskunger, 2013; World Health Organisation, 2018). This research paper posits that within the active city concept, a focus on active mobilities solely for transportation has garnered excessive attention. Given the focus on mobility for transportation, there appears to be a lack of research on mobility for non-transportation which has resulted in a research gap on physical activities done for restoration, physical health, leisure and enjoyment.

The primary objective of this research study is to therefore enrich the existing discourse of the active city concept with the aim of opening a discussion on how cities can become more active from a non-transportation perspective. An investigation and study into running, as a physical, recreational, and leisure activity, has been applied within this research study. Running is understood to be an understudied active mobility form that can give valuable insight into how to cater for physical activity (Schuurman et al. 2021). With an emphasis on the value of exploring the dynamics of running, this research explores which environments are conducive or hindering for running, and how these environments affect the running experience. This exploration is done to be able to gain insights from the runner's perspective on how to enhance the design of cities for physical activities.

This research study carries out a case study of the running environment of Aalborg, Denmark to understand how runners are affected by the environment. In-depth interviews with runners were carried out to retrieve data on the running environment of Aalborg and to also retrieve the subjective embodied and sensory aspects of running. Alongside the interviews, GIS data was carried out and analysed to reveal the spatial aspect of the running environment of Aalborg. Autoethnographic fieldwork was conducted to reveal the *ground truth* and atmospheres of these running environments. From the case study, attributes of a conducive running environment were revealed. Providing and conditioning for these attributes can have great benefits. The characteristics of a runnable environment may improve the city for walking and other soft mobility forms. SDGs number 3 *Good Health and Wellbeing* and number 11 *Sustainable Cities and Communities* are also more likely to be met when a city becomes a runnable city due to the way the environment supports good health and well-being through connected green spaces, safe paths and trails, networks of continuous paths and recreational and restorative urban spaces. This paper concludes with a proposal of planning principles for revising urban planning from a runnability perspective.

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1. Introduction

Within the contemporary urban debate, *active cities* are gaining attention. Active cities and active mobility, as a concept, entail increasing the daily movement and physical activity of citizens (Faskunger, 2013; World Health Organisation, 2018). The attention to active mobility has gained momentum due to the Sustainable Development Goals 2030´s (SDGs) ambition to reduce the emissions of greenhouse gases and pollutants from private automobiles. The attention to active mobilities has also been emphasised within the health sector as an opportunity to improve the general health and well-being of urban citizens. This is based upon the argument that physical activity and movement have been disregarded by planners, governments and stakeholders for a long time (World Health Organisation, 2018; Sallis et al. 2016). This oversight has resulted in a physical inactivity pandemic (Sallis et al. 2016, p. 1) that is responsible for 5 million deaths per year and that is contributing to an increase in the prevalence of mood and mental health disorders. As a result, the public healthcare systems worldwide are under pressure to reduce these numbers and improve people's general health and well-being.

It is estimated that by 2050, 70% of the world's population will live in urban areas (Glazener & Khreis, 2019). This emerging demographic change has highlighted the crucial challenges confronted by urban planners and local authorities. Edwards & Tsouros (2008) argues that local governments bear an essential duty to enhance urban health and accessibility. This involves designing cities in a way that promotes physical activity, reduces sedentariness, and overall fosters better health amongst citizens through strategic urban planning and design.

Within the active city and active mobility discourse, walking and cycling have been the top focus and priority (Christiansen et al. 2016; Lawrence et al. 2006; Jensen et al. 2023; Smith et al. 2017). These forms of 'soft mobility modes' (La Rocca, 2010) are highlighted as fundamental modes of transport to increase levels of physical activity whilst also decreasing the usage of private automobiles (Lawrence et al. 2006; Glazener et al. 2019). This focus and ambition have produced a plethora of literature, research, and guidelines on how to make cities more walkable and bikeable, and on how to move from A to B, in a more sustainable and active manner. Furthermore, this ambition to change citizens' utilisation of soft mobility has resulted in a wide range of successful case studies in cities across the world, where positive impacts have been observed in Paris, Copenhagen, Madrid, Oslo, Bogota and Sorocaba (Glazener & Khreis, 2019; Designed to Move, 2015).

Although there is much value in focusing on active mobility, it is just as valuable to highlight that "mobility is more than movement between points A and B" (Jensen, 2013, p.3). There is a need to widen the focus within the active city discourse from solely encompassing active transportation to embracing a wider portfolio of active, leisure and recreational movements within cities and urban areas.

Investments in sports, leisure activities and active recreation can bring many positive outcomes. It can improve general mental and physical health, but it can also foster community development, social integration, tourism, and economic development (World Health Organisation, 2018; Designed to Move, 2015; Edward & Tsouros, 2008; Sallis et al. 2015).

There are many active physical leisure activities that take place within cities and urban realms. Amongst them, there are for example cycling, swimming, skateboarding, running, yoga, football, rollerblading, boccia, paddle tennis and ice-skating. Some of these sports require distinct facilities and costly equipment, some may simply require a grass pitch, a field or a park and have very few requirements. Within the concept of active cities, the aim should be to facilitate for all sorts of physical activities, despite the variety of requirements. Running and jogging are recognised as one of the most common physical activities worldwide (Deelen et al., 2019; Schuurman et al. 2021; Strava, 2002; Asics Global, 2020). It is a sport that has few entry requirements, and which geographically takes place in the urban landscapes and streetscapes. Within the concept of the active city, facilitating urban spaces for running, can be the next step and focus, to facilitate cities for physical activities.

This research project attempts to widen the active city and active mobility discourse by bringing in the movement of running as an active, highly physical, but also soft mobility mode. Running is an understudied mobility mode within the active city discourse and is a physical activity that may give valuable insight into how to cater for active citizens by how it is a popular and essentially urban phenomenon. This research project aims to understand how urban environments affect runners and what urban environments are conducive to running. The research will utilize the theories of psychogeography, attend to the subjective and sensory experience of moving within the built environment as a runner, and further engage with the concepts of 'floating life' (Jensen et al. 2021) and staging mobilities (Jensen et al. 2013). With this, the project engages with non-representational theory (Thrift, 2007), and further takes part in the discourses of the *Right to the City* (Lefebvre, 1968). In light of the underlying and interconnected goals of healthy and active cities, this project ties together SDG number 3 *Good Health and Wellbeing* and number 11 *Sustainable Cities and Communities* (UNDP, 2023) to runnability (Shashank et al. 2022; Schuurman et al. 2021) and thereby showcase how these goals go hand in hand with the active city concept. With these theories and discourses, the project attempts to bring a new angle into the active city and active mobility concept and discourse by focusing on mobility in a different manner what has been done this far by looking at urban mobility as not just for transportation purposes.

Runnability, "much like walkability, can be understood as a quantification of the features of the built environment that facilitate movement of runners" (Shashank et al. 2022, p.322). It is a term which is used and applied within this research study. The term is intended to better describe an environment that is conducive to running, and which thus reflects a great running experience. A *great running experience* represents a run that feels encouraging, safe, restorative, fun, and motivating, and which most likely will increase a runner's enthusiasm to run more frequently.

To present the current discourse on runnability, active mobilities and the active city, the research in this project will first be done through a comprehensive literature review. Building upon this discourse, a case study on the running experience and runnability of the city of Aalborg, Denmark will be executed. This is to dive deeper into the notion of how the environment affects runners and their running experience. The investigation in Aalborg will be based on in-depth interviews with running personas in Aalborg, with the combination of GIS data and autoethnographic field work to ensure a mixed methods approach of quantitative and qualitative data. The data from the case study will be applied in the end to discuss what insights runners may bring to enhance the design of cities for active mobilities, and physical leisure- and recreational activities.

2.Problem formulation/problem justification

This section presents the main issues and problems that justify why there is value in developing the discourse on active cities. The section expands on the problems mentioned above and further emphasises the research gap within the active city and active mobility concept. It highlights the issues that have come with the lack of awareness of physical activity in urban planning, and this may shed light on how modern urban living fundamentally is the root of the problem.

2.1 Physical health

Prior to the introduction of the active city concept, the issue of physical health had garnered attention in academic literature. Despite the consensus on this matter, the divergence between academic research and local governance policies has resulted in a lack of awareness and investment to increase citizens' activity levels. Consequently, 1 in 4 adolescents worldwide do not meet the WHO´s minimum requirements for physical activity. This was further emphasised in 2010 when 23% of adults and 81% of adolescents were engaging below the recommended limit of physical activity (World Health Organization, 2018). Today, in economically developed countries, levels of inactivity are estimated to be as high as 70%. The health problems deriving from this inactivity have put greater pressure on the healthcare systems. This pressure has materialised as financial demands where the costs of this physical inactivity are estimated to account for 1-3% of national healthcare costs, and where additional monetary losses are a result of the subsequent losses in productivity (World Health Organization, 2018).

The financial perspective of poor physical health highlights how investing in physical activity will decrease the expanding pressure on the public healthcare systems, but also bring economic benefits to the city in general (World Health Organisation, 2018).

2.2 Mental Health

Urban areas and urban living are positively linked to a higher prevalence of mood and anxiety disorders and poor mental health (Sundquist et al., 2004; Peen et al. 2010; Pelgrims et al. 2010; Srivastava, 2009). A factor influencing this is the number of environmental stress factors found in the urban environment, such as crowdedness, pollution, land use and the environmental profile, and the lack of restorative urban green spaces and experiences (Grahn & Stigsdotter, 2010; Mackerron & Mourato, 2013). The low levels of physical activity in urban areas are also connected to this by how low physical activity levels fundamentally contribute to poorer mental health (Ibáñez Román et al. 2023). The mental load of urban living and inactivity is regarded as a massive health issue. Recently, because of the awareness of this, "there have been calls for public health and planning disciplines to reconnect to 'create healthy cities' that facilitate healthier lifestyles, which in turn might contribute to reducing the risks of noncommunicable diseases" (Giles-Corti et al. 2014, p. 2). With the understanding that urban life and urban planning are linked to poorer mental health, strategic urban planning and design may alter this trend. Facilitating physical activity for transport and recreation and decreasing environmental stressors may be regarded as solutions to improve citizens' mental health (Sallis et al. 2016). This narrative falls well under the agenda of the active city concept but can further be developed and researched.

2.3 Environmental implication

The active city concept is interconnected with the sustainability agenda. This is because urbanisation, development, modernity, car dependency, consumerism, travel habits and the way people in cities live their lives today have contributed to environmental degradation and climate change. The United Nations (UN) declared that there is a need to significantly transform the way cities and urban spaces are built and managed to ensure a sustainable future (UNDP, 2023). Cities today account for 75% of the global CO_2 emissions and face problematic high levels of air pollution, and with the growth and expansion of cities, they are also responsible for the loss of biodiversity (Geneva Environment Network, 2023). It is therefore within the responsibility of cities and their citizens to act. However, guidance is needed to demonstrate how the issues of physical inactivity and environmental degradation can be solved holistically. The concept of active cities focuses on the notion of active mobility, health and well-being and may therefore provide the required guidance.

2.4 Spatial Structures

"Physical activity can and should be integrated into the settings in which people live, work and play" (World Health Organisation, 2018, p. 7). With this statement in mind, studying how physical activity can be integrated into urban areas and cities is fundamental. It is also essentially what the concepts of active cities and active transportation address. The aim of furnishing urban spaces for physical activity is supported by a growing consensus that there is a relationship between the built environment and people's physical activity (Smith et al. 2017). This implies a necessity to bring attention to urban design and urban planning. The attention to how urban design and the built environment affects walkability and active transportation has occurred because of this (Shashank et al. 2022). The research on walkability and active transportation, within this narrative, has shown that single-use, low-density land development and disconnected street networks are positively associated with automobile dependence and low levels of active mobility. Inversely, high street connectivity, mixed-use development, green streets and parks, and high-density and well-designed infrastructure are positively associated with walking and active mobility (Lawrence et al. 2006; Jensen et al. 2023; Ettema, 2016). This research indicates a requirement to be attentive to the spatial structures and solutions in cities to ensure physical activity and well-being.

There is a need to present to urban planners and policymakers the more widened and comprehensive evidence of the complete impacts of land-use patterns, urban design and spatial structures on health and well-being. In this case, Lawrence (2006) argues for a need to further study and examine a wide range of potential health-related land-use consequences and variables that may affect health or increase physical activity. Whilst this can be done in many varied and diverse ways, there has been significantly less focus on active recreation, leisure activities and sports within the active city and healthy city debate. This is a flaw within the active city concept given that sports and recreation are vital for a healthy life (World Health Organization, 2018). Evidence shows that the built environment holds possibilities to increase participation in physical activities and to also increase engagement in sports (Ettema, 2016). In such a way there may be a need to widen the array of health-related activities and movements studied, particularly when walking-enhancing environments are established. Sallis et al. (2016) recommended increasing the number of studies and experimental evaluations of urban environmental attributes for physical activity. This fits well with Jensen's et al. (2023) argument that planners and researchers need to account for different speeds of movement and different perceptions of what is possible in certain spaces for different people.

2.5 Mobility Choices

The mobility modes and ways in which people travel affect their physical activity levels. Correspondingly, citizens choose the mobility modes that are prioritised and designed for by urban planners. Within this notion, the low levels of physical activity are therefore associated with urbanisation, suburbanisation, development, patterns of transport, technology, and cultural values (WHO, 2018). A significant portion of responsibility for the way urban streets and spaces have been designed, can be given the prioritisation and dependency on the private automobile. This has resulted in streets and networks being coded, ordered, and ruled by 'traffic logic' (Levels, 2020). Because of this outdated traffic logic and car dependency, there is a need to re-design, re-accommodate and reclaim urban streets and urban spaces. Different modes of mobilities and soft mobilities with different speeds, for a diversity of people, need to be accommodated and designed to increase physical activity settings and conjointly create more sustainable cities. This new way of thinking is linked to the sustainable mobility paradigm (Levels, 2020), the mobility turn (Sheller & Urry, 2006) and eventually the concept of active cities.

2.6 Running as a physically active mobility form

The growing focus on the mobility turn (Creswell, 2010), on sustainability and on active cities have increased the focus within urban planning on soft mobilities. Walkability, as an accessible, sustainable everyday activity, has received the most heightened focus, along with cycling and access to public transportation. A walkable city is crucial for a healthy and liveable city, but because of this intensive focus, it appears that other soft mobility forms have been overlooked. Improved walkability and "bikeability" (Kellstedt et al. 2021) may arguably provide 'trickle-down' effects to other mobility forms. However, this argument may also be flawed and lack secure evidence as not enough studies have been done on alternative mobilities and leisure time mobilities. The absence of other mobility forms within the research may limit the development and variability of the active city discourse.

The *mobility turn* highlights the importance of widening the understanding of what it means to be mobile. It emphasises that being mobile is not just about getting from point A to point B, but that it is also about the journey and practice of doing mobility. Drawing from this, an argument may be that within the active city concept and the sustainable mobility focus, the wider practice and embodiment of being mobile have not received enough focus. It can essentially be argued that to be physically active means more than just transporting oneself, and that physical activity also encompasses leisure time mobility and recreational mobility. Cycling, walking, or running for the act of simply moving for fun or for health benefits appears to be lacking within the active city concept. Physically activity rather appears as a productivity goal and as a means of transportation. The trickle-down effect of improving a city for walking or biking for transport may make leisure activities and mobility more accessible,

feasible and enjoyable. However, there is also a need to understand these other activities. Particularly, if the goal is to develop healthier cities with healthy residents.

Running is one of the most popular leisure activities worldwide (Anagnostopoulos, 2021; Schuurman et al. 2021), and recreational road running "has been linked to numerous mental and physical health benefits" (Schuurman et al. 2021, p. 1). For example, runners have a 25-40% reduced risk of premature mortality and a significantly lower rate of cardiovascular diseases (Schuurman et al. 2021). Running also promotes improved mood and mental health through the restorative benefits of running, particularly when running outdoors in green environments (Bodin & Hartig, 2003; Deelen et al., 2019; Ettema, 2016). In a global world where physical inactivity is decreasing, investing in active mobilities and active leisure activities may promote great health effects. This assumption may hold potential when considering that 150 minutes of moderate-intensity physical activity, or at least 75 minutes of vigorous-intensity throughout the week, is recommended by WHO (Edwards & Tsouros, 2008). Running, as an activity, falls within the latter level of WHO´s intensity levels. This means that for an adult, the physical activity goal may be achieved by around three easy 25-minute runs or jogs during the week, emphasising the benefits of running.

2.7 The research gap

Despite running's popularity, accessibility and health effects, there is a very low assortment of research that explores the link between features in the built environment and running (Shashank et al.2022; Anagnostopoulos, 2021; Jiang et al. 2022; Anagnostopoulos et al., 2012). There is a lack of research and information on the environmental preferences and concerns of runners (Schuurman et al. 2021). For example, is there little known of "the types of surface runners prefer to run on, or which features of the built environment they find conducive to running" (Schuurman et al. 2021, p. 2). Some studies apply walkability studies as a proxy for runnability (Ettema, 2016). However, there is a fallacy in doing so, as walking and running have different goals, speeds, intentions, affordance levels, performance and embodied experiences. Runnability, for example, "measures the affordances of the environment to support more sustained and vigorous physical activity" (Shashank et al. 2022, p. 239). Furthermore, walking studies most commonly consider walking as an alternative mode of transport to automobile usage and thus consider walking as a practice of going from point A to point B. Running, on the other hand, may be considered a "particularly unusual form of mobility because it is one of the few where mobility is done for its own sake" (Cidell, 2014, p. 576), and thus it would be misleading to assume running as purely a method of transportation. Considering the differences between walking and running "one cannot safely assume that an environment that is attractive for walking is equally attractive to runners." (Ettema, 2016, p. 1128).

Considering that running is a mobility mode where the aim is to be mobile for the sake of moving and for being physically active, this research assesses running as a distinctive mobility mode. This research aims the understand how the environment affect´s runners' perceived embodied and sensorial experiences, and thus what environments runners find favourable or unfavourable to running. To further expand on the embodied and sensorial perspective, an autoethnographic field study will accompany the study to better describe the atmospheres of these places. The research applies theories from staging mobilities, non-representational theory and the mobility turn to further engage with the link between the environment, the societal factors and the embodied practices and sensory feelings of running in the urban realm. By doing so, it may then, in the end, be possible to understand how urban characteristics may facilitate and accommodate running.

Shuurman (2021) argues that by understanding the preferences and concerns of runners, valuable insights can be collected for the purpose of designing urban areas that effectively enhance the citizens' overall physical activity levels. Building upon this argument, the inherent goal of this study is then to demonstrate how the runners' perspective may bring valuable insights to enhance and ensure optimal urban designs for a wide range of other active mobilities and physical leisure activities. This aim is based upon the argument that to increase the general health and well-being of urban dwellers, it is significant to bring in a wide range of mobilities to ensure optimal urban designs and plans (Johansson et al. 2019).

2.8 Main research question

"How may the development of active cities and the encouragement of physical activity among citizens be approached from a non-transportation perspective?"

Sub-research questions:
- What is the current focus within the active city and active mobility concept?
- What environments are conducive to a great running experience and what environments are hindering to a great running experience?
- How does the environment affect the running experience?
- What insights can be gained from the runners' perspective to enhance the design of cities for active mobilities and physical leisure and recreational activities?

3. Methods and methodological pathway

This section of the research project presents the methods and methodological pathway for the data collection and analysis of data. The methods are chosen to be able to map out and understand the running experience of Aalborg and to generally understand how the environment impacts the running experience. A systematic methodology and research design are created to ensure a thorough data collection and analysis, but to also ensure that the reader is aware of how the results and findings are created and established. The research design is presented in Figure 1.

This research study opens the discussion of the ontology of running in cities and aims to describe the runners' perspective of the environment around us. It opens for the ontology of running in Aalborg to essentially describe how runners experience the city. It does so by accounting for and gathering data on the embodied and sensory aspects. Feeding into a broader ontology of being a running, the aim is to interpret the data from the case study so it can be useful and comparable to other similar case studies. Within this argument, the research represents a form of *innovative research* by how new knowledge and perspectives are brought to urban planning and the active city concept but also aims to create the basis for further research.

The presented research aims to follow a *post-positivistic* approach (Farthing, 2016) by being aware of the researcher's ontological assumptions about the world, and of how the research is influenced by cultural values regarding urban planning, running and the active city discourse. The presented research further acknowledges the bias and uncertainties within the study itself and the inherent complexity of describing how the environment impacts runners. These uncertainties and the inherently bias points are discussed in the method section below.

3.1 Research design

Research Design

Sub-research question nr. 1

What is the current focus within the active city and active mobility concept?

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Literature review & Discourse analyisis

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Case Study: Running in Aalborg, Denmark

Sub-research question nr. 2

What environments are conducive to a great running experience and what environments are hindering to a great running experience?

Methods

In- depth interviews with running personas + Mapping of running routes and discussion of points along these routes **Analysis** Coding	Auto-ethnography: Running to sites highlighted in the interviews + Photography: displaying atmospheres and the grund truth

→

Presenting the running experience of Aalborg

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Discussion

Sub-research question nr. 3

How does the environment affect the running experience?

Theoretical concepts
Psychogeography
Non-representational theory
Floating life

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Sub-research question nr. 4

What insights can be gained from the runners' perspective to enhance the design of cities for active mobilities and physical leisure and recreational activities?

Theoretical concepts
Right to the city
Staging mobilities
The mobility turn

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Main Research Question

How may the development of active cities and the encouragement of physical activity among citizens be approached from a non-transportation perspective?

Figure 1. The research design of this research study. The methods and research for the case study is enclosed within the green square.

3.2 Methods for data collection

The data is collected through a multimethod approach. The methods used are in-depth interviews (Farthing, 2016; Valentine, 2005), a literature review (Boyle & Flowerdew, 2005), autoethnography (Besio, 2009) and through the usage of geographical information systems (GIS) and mapping tools. The usage of multiple methods is to be able to extract wider data and to support and ensure strong empirical evidence. These methods mostly provide qualitative data. The usage of qualitative data is to mainly derive information on the embodied and sensory experience of running in certain places and to receive individual and personal perspectives on runnability. Conversely, some data also represent quantitative data by how the primary data is analysed and presented, and by the usage of the maps. The mixed method approach (Hesse-Biber, 2015) of combining qualitative and quantitative methods supports the empirical evidence within this study. It supports this by ensuring that the limitations of solely using qualitative data are balanced out by the quantitative characteristics of analysing maps. This combination allows for cross-disciplinary work and allows for different examination practices of how the environment affects running by using both maps and personal experiences.

3.2.1 Literature review

To answer the research question, a comprehensive literature review was developed. This was in order to understand the state of the art on active and healthy cities, on mobility research and what role the urban environment has on inducing or hindering active mobilities and active recreational activities. The search engine *Google Scholar* was mainly used. Searches were done on associated terms such as "active cities", "walkability", "runnability", "healthy cities", "mobilities" and "active mobilities". Additional articles were discovered by looking up resources in bibliographies and links within the primary articles. Thus, a trail of literature on certain themes was established. Most articles found, within these themes and terms, appeared to be relatively new research, from the last decade. Further efforts were made to mostly read contemporary articles and thus stay within the contemporary discourse.

3.2.2 Interviews

Seven in-depth interviews (Farthing, 2016) were carried out to understand the different running experiences of Aalborg. The rationale behind these interviews was to obtain qualitative information and data on Aalborg as a runnable city. In-depth interviews are not supposed to be representative (Valentine, 2005), but are supposed to rather understand and highlight the individuals' experiences and their perspectives on running, and how they perceive and operate in the environment around us.

With the intention of receiving personal perspectives on running, efforts were made to interview a diversity of running personas. This was necessary to be able to paint a better picture of how the environment impacts different types of runners and their running experiences. However, to interview a great variety of running personas appeared to be an ambitious task. The sampling methods of

participants were based on *convinces sampling,* where the interview objects were contacted by ease of access. The sampling was based on *self-selection sampling*, as the participants volunteered freely to take part in the research. Most of the participants proved to be roughly the same type of runners, and due to time restrictions, only a few runners were available for an in-person interview. This resulted in a low diversity which arguably challenged the validity of the research. Regardless, it can still be argued that there is diversity among the participants. The notion of limitation can be extended to the proposed lack of an age gap in the collected data, with the range of runners being 24-34 years. This lack of demographic representation devalues the validity of any statements made against the proposed research, as one can assume that there is a significant shift in activity levels based on the participant's age.

The socio-economic diversity of the runners is uncertain, as neither income nor economic status were inquired. This limits socio-demographic awareness of how the environment affects different runners. All runners interviewed lived in the inner city of Aalborg, which was important for the sampling of the participants because if the runners lived elsewhere, the results and analysis may have unfolded differently. For future research, the validity and reliability of the data would improve by ensuring a wider range of running personas, both in terms of the type of runners, but by also ensuring different age groups, different socio-economic backgrounds and different disabilities as well.

Ethical measures were put into place to ensure the anonymity and transparency of the selected participants. In terms, this included making each interviewee aware of the purpose and agenda of this study. Due to the nature of the interview process, cases of interview bias and "demand characteristics" (Leustek, 2017) might have impacted the quality of the research. The interviews, except for one, were carried out in Danish and transcribed in Danish. The transcripts were translated during the coding process. The translation may have errors, or the translation may undervalue or overvalue certain points due to language barriers and linguistic differences. This must be taken into consideration as well.

The actioned interviews were conducted following the concept of semi-structured interviews (Farthing, 2016). This formatting, including the pre-planning of certain questions, helped ensure that the right themes were covered. The questions were adapted and re-ordered during the interview process to allow for a free and organic dialogue. A test interview was performed in advance to ensure that the interview format was understandable and well-designed. The interview questions considered themes such as: what types of runners they were, how running feels, what areas of Aalborg are favourable for running and which areas are not, why these areas are favourable or unfavourable, and how it feels to run in these areas. The complete interview format can be found in Appendix 3, along with the interview transcripts (Appendix 5). The interviews lasted from 40 minutes to an hour and were all done physically face to face.

3.2.3 Mapping and generating GIS

During the interviews, the participants were handed a map of Aalborg. They were requested to draw in routes and highlight favourable and unfavourable running paths and areas. These maps were transferred over to QGIS as *Layers*. These layers represented routes, favourable paths, favourable areas, unfavourable paths, and unfavourable areas in Aalborg for each runner. These individual layers were combined into one singular comprehensive map. This map allowed for an analysis of Aalborg as a runnable city, but also moderately provided a visual representation of the running experience of Aalborg and the spatial relationships the runners have with the city. The maps do not project or capture the circumstantial and dynamic characteristics of these areas. Traffic levels, mobility patterns, activities or environmental factors are not presented. These maps only then functioned as preliminary data of the runnability and running experience of Aalborg.

3.2.4 Autoethnography

Autoethnographic runs were made to the areas and paths that the interview objects particularly emphasised or pointed out on the maps. This was to reveal the *ground truth* of these areas. Autoethnography, as a research method, is a form of ethnography were the author's and researcher's own experiences are valued and used as data (Besio, 2009). Photographs and visual materials were taken during these runs to assist in describing the different sites, paths, and areas. A better description of the environment, the atmosphere, and the sensory experience could then be presented. This step was vital to be able to allow for a non-representational presentation of the running experience of Aalborg and depict and present the sensory experiences of certain running environments.

Because autoethnography is a personal research method, the positionality of the researcher will inherently be projected and may skew the data where the researcher's ontological assumptions influence the outcome. The researcher is an avid runner who lives and runs in Aalborg and therefore already has pre-conceived ideas of runnable and non-runnable areas. The researcher's scientific background may also limit the objectivity of the autoethnography (Cardano, 2014), by how the researcher wears certain "urban planner glasses" and may pay more attention to the environment than other runners would. However, it is within this research an understanding that the runner's perspective inherently means that runners, in general, have a certain ontological understanding, due to their mobility experiences and embodied practices.

3.3 Methods for analysation

The data was analysed through the method of *thematic analysis* (Demyanov, 2023). This enabled a close examination of the data from both the interviews and the visual maps, which further accommodated an identification of broader themes and patterns of running in Aalborg.

3.3.1 Interviews analysis and coding

The interviews represent qualitative data and were analysed through a combination of *inductive coding* and *deductive coding* (Kaluza, 2023). No initial themes were prepared in advance of the analysis, in such a way that themes and patterns were discovered and established during the coding process. However, due to the nature of the interviews with the semi-structured questions, it may be argued that certain themes were already prevalent so the coding process could also be referred to as deductive. The codes enabled a systematic and structured analysis of the interview data. Due to the systematic process and presentation of the codes, the interview may additionally represent quantitative data.

The aim of the first round of coding was to establish and identify themes and the main codes. After this was established, a framing and hierarchy of main codes and sub-codes were created. The outline and organisation of codes can be found in Table 1. The codes were separated into descriptive and "substantial objects" and "associated feelings and thoughts" to connect the material and environmental objects to the feelings and sensory experiences of the runners. The coding process consisted of a mixed-coding method of *in-vivo coding* which allowed for the usage of quotes, *process coding* was applied to certain actions which the runners highlighted, and lastly, *open-coding* was used for more loose and tentative codes. *Descriptive coding* was also applied to describe certain runners' individual experiences, which may have stood out and did not fit well within another theme. The structure shown in Table 1 was used for all interviews to maintain a structure, and later it was applied during the analysis process. The aim of the coding was to be able to decipher the runners' views on certain running environments, and then connect the runners' senses and sentiments towards these different running environments. To develop a generalised and comprehensive understanding, all individual interviews were combined into one table to present an overview of how certain environments, both in Aalborg and more general ones, are connected to feelings, sentiments or sensory experiences.

Table 1: Outline of codes and organisation of the interview analysis.

Substantial objects	Associated feelings and thoughts*
Running Motivation Why running: Motivational motives	
Favourable running environment	
Favourable areas in Aalborg	
Unfavourable running environment	
Unfavourable areas in Aalborg	
Stress and risks	
running in Aalborg	
Running routes	

* Negative emotions when running & Positive emotions when running

4. Literature review

This section of the research report presents the literature review. The literature review highlights and discusses the current focus and development within the active city and active mobility discourse. The section further emphasises the current state of the art regarding active cities, mobilities and walkability, and highlights the effect of the urban built environment on physical activity. The literature review further engages deeper into the problem formulation by assessing the current discourse and literature on running, runnable environments and runnability within urban planning and the geographical realm.

4.1 The problem

It would be wrongful to assume that the current issues observed can be appropriately discussed using only a top-level analysis. As a result, it is important to dive deeper into the current issues regarding physical inactivity, to garner a better understanding of the current literature and scientific landscape. Europe is facing an inactivity problem (Edwards & Tsouros, 2008). Two-thirds of the European population do not meet the recommended physical activity levels. This observed level of inactivity has resulted in an elevated risk of chronic diseases and several health-related issues that further put pressure on the healthcare systems (Edward & Tsouros, 2008).

The current percentage of overweight adults in the European Union is roughly 50% (Eurostat, 2021). The economic consequences of the lack of physical activity are substantial too, because it impacts the healthcare sector and further has substantial indirect costs which are tied to the loss of productivity (Edwards & Tsouros, 2008). Due to these issues, Edwards & Tsouros (2008) stated that "improving participation in health-enhancing physical activity is a public health issue of urgent concern. It is also about the well-being of communities, protection of the environment and investment in a future generation" (Edwards & Tsouros, 2008, p. 2). The belief in investing in various forms of physical activity is based upon the argument that it "can address a range of common physiological and psychological problems, such as cardiovascular disorders, metabolic issues, early death and poor mental health, and promote a sense of agency and control over one's life and body… (so that) increasing people's activity levels on a population level has the potential to result in great gains in health and wellbeing" (Shashank et al., 2022 p. 322).

The reasons for low physical activity, particularly in Europe and other Western Countries, are amongst related to sprawl, urbanisation, suburbanisation, the high number of private vehicles (Glazener & Khreis, 2019), economic freedom, infrastructure design, cultural and behavioural norms, and essentially the way we live our lives. To counteract the growing concern related to health issues in cities The WHO European Healthy Cities Program was established already in 1986 to deliver basic principles to help provide health to all (Edwards & Tsouros, 2008). This program has since evolved into a wide European Healthy City Network. This network aims to develop healthy cities across Europe through political engagement, capacity building and innovative partnerships. The engagement in healthy cities, with the conjoint aim of developing sustainable cities, has resulted in a wide-ranging focus on active cities and active mobilities. In response, active cities and mobilities have gained momentum in urban planning and policymaking over the last decade. This urban focus is particularly important since approximately 72% of the European population lives in cities or urban areas (Greg et al. 2018).

4.2 Active Cities

WHO argues that there is a need to "achieve a paradigm shift in both supporting and valuing all people being regularly active, according to ability and across the life course" (WHO, 2018, p. 62). The active city concept is essentially a response to this shift and demand by putting a focus on active living in urban areas and establishing a foundation from which informed policies could be established to design cities around physical activities. Active living can be defined as "a way of life integrating physical activity into daily routines, such as walking and bicycling for transportation, taking the stairs, and using recreational facilities" (Faskunger, 2013, p. 143). The active city concept promotes this active lifestyle for all citizens (Faskunger, 2013).

A number of initiatives, programs and planning guides have been created over the last 15 years, to achieve healthier and more active cities. The World Health Organisation´s Global Action Plan on Physical Activity (GAPPA) from 2018 is the most pivotal and renowned plan. This action plan was created on the basis that there was an urgent need for awareness and investments to decrease inactivity. Countries had also requested this action plan to receive guidelines on how to increase physical activity for their citizens. GAPPA aims to increase global physical activity by 15% by 2030 through the application of four main objectives that are; to create active societies, create active environments, create active people, and create active systems. These objectives and goals fall well under the concept of the active city and are also interconnected with the SDGs. It is further understood within this research study that by making cities more suitable for running, a city is actively succeeding in some of GAPPAs objectives (the sub-objectives closely linked to this research study are presented in Appendix 1). Following this narrative, other programs and initiatives have been developed on the grounds of GAPPAs objectives. These novel initiatives and programs highlight how the active city concept is beginning to become recognized and established amongst stakeholders, city leaders and governmental bodies. (Some of these initiatives are presented in Appendix 2.)

4.3 The co-benefits of active cities

The novel programs and initiatives mentioned above all imbed the underlying goals of increasing health and well-being for their citizens, with this the number of indirect benefits of investing in physical activity also deserves to be emphasised. Cities that invest in physical activity can "save money on health care and transport services, have more productive citizens and workers, be more liveable and attractive to residents, employers and visitors, have less air and noise pollution and better access to green spaces, enhance neighbourhood revitalization, social cohesion and community identity, and expand social networks" (Edwards & Tsouros, 2008, p. 4-5). Sallis et al. (2015) conducted a review of the co-benefits of activity-friendly environments in terms of physical and mental health, social benefits, safety prevention, as well as environmental and economic benefits. In this study, the physical activity settings were defined as parks and trails, urban design, transportation, schools and workplaces and buildings. All these settings had benefits and positive effects, and none had any noticeable negative consequences. It was therefore argued by Sallies et al. (2015) that there is a need to demonstrate the co-benefits of investing in activity-friendly environments to persuade city mayors and stakeholders to see the values of these environments.

The indirect value of facilitating physical activities has a particularly distinct social and economic benefit. It enhances community engagement and belonging and reduces healthcare costs. Further, facilitating physical activities increases employees' productivity and energy levels, whilst also reducing antisocial behaviour and crime rates. The facilitation of greater sports events especially has indirect economic benefits for the whole city (Nike Inc. & C40 Cities, 2019). Active cities are therefore an investment in environmental, social, economic and human capital. It further becomes a question into which these issues gain both fiscal and social benefits relative to the investment on which these functions are built. However, based on the previous discourse, it can be estimated that these functions would be a significant return on employed capital within the urban realm, ultimately improving human health.

4.4 Liveability

Liveability (Pacione, 1990) and liveable communities are buzzwords that have gained momentum over the last decades. These terms imply creating conditions to optimise health, well-being, and safety for and amongst residents. Strategies that include better neighbourhood walkability, better access to public transport, development of open public spaces and improved local amenities have been utilised in this regard. The concept of liveable communities and active cities can be viewed as one singular concept because they share a focus on promoting health through urban design, physical activity, sustainability and the development of public spaces. The main difference is how the liveable community concept more heavily emphasises community support, community facilities, social support, and a sense of belonging (Giles-Corti et al., 2014).

Edwards & Tsouros (2008) emphasises that a healthy city is one that continually creates and improves the opportunities to be physically active in both the built and the social environments. Their argument accentuates the importance of not only focusing on the built environment but also focusing on the social environment and bringing in wide participation of actors, citizens, and stakeholders into the strategies. The active city concept implies how both the built and the social environment play an important role in facilitating opportunities to improve health and well-being, and it predominantly puts more emphasis on the facilitation and development of active mobilities. Concentration and attentiveness to the social dimension and the community aspect are not included in this research project. However, this does not insinuate that the social dimension does not deserve wider concentration and consideration within the active city discourse.

4.5 Active Mobility

Physical activity can be defined as "any bodily movement produced by skeletal muscles that results in energy expenditure above resting levels" (Edwards & Tsouros, 2008, p. 2). This can include walking, biking, running, dancing, gardening, or other forms of exercise. Within the active city concept, as much as it is about physical movement, the goal is to facilitate movement that is enjoyable, restorative, and safely health-enhancing. Until now, the active city concept has primarily only focused on active mobility and active transport, particularly after the COVID-19 pandemic (Nieuwenhuijsen, 2021). For good reason, active mobility reduces the risks of diabetes, respiratory diseases, cardiovascular diseases, dementia, depression, obesity, cancer, improved mental health, and increased life expectancy (Glazener & Khreis, 2019). Walking and cycling are the most fundamental and common forms of active transportation (Glazener & Khreis, 2019; World Health Organization, 2018). Since urban planning and urban design dictate the usage of certain mobility modes, the accessibility, frequency, and attractiveness of walking and cycling, these mobilities are highly dependent upon the planning policies of a city.

Pollution in urban areas may be considered a health risk when moving and being outside. This is a valid concern as pollutants from motorized vehicles are harmful to inhale. However, studies show that the benefits of being physically active most commonly outweigh these negative effects. It is only in less than 1% of the world's cities that the negative effects of the emissions outweigh the positive effects of being physically active outside (Glazener & Khreis, 2019). With respect to this concern, it is important to also recognise that urban design can relieve the effects of pollution, such as ensuring green structures along polluted roads.

4.6 Car dependency

Clean air and active transportation overlap "as they are both functions of mobility" (Glazener & Khreis, 2019, p. 22). The function of exchanging from private automobiles to active transportation, in the urban realm, is a key strategy to improve local air quality and reduce PM2.5 in urban areas (Lawrence et al. 2006; Glazener & Khreis, 2019). This notion of transforming the method of mobility, as previously mentioned, would lead to an increase in public physical activity levels and in turn elevate the general health of the citizens. The current path dependency on private automobiles needs to be overcome to ensure cleaner air and active transportation. The current dependency on automobile transportation has, until now, altered the city by how the objectives of urban and transport planning have been to optimise the city for automobiles and motorised vehicles (Jensen et al. 2023). Road infrastructure and urban areas are designed for the automobile to such an extent that "physical activity has been engineered out of people's lives" (Sallis et al. 2016, p. 2). Redesigning the city for soft and active mobilities requires a great deal of work and high investments (Jensen et al. 2023) but has huge benefits. Many cities across the world are re-designing their streets to ensure active mobility and walkability are prioritised.

An example is how Paris, Oslo and Madrid are banning private cars from their city centres and increasing the infrastructure for walking and biking instead (Glazener & Khreis, 2019).

4.7 Walkability

Walkability has received a considerable amount of focus over the last decade within urban planning, design, mobility planning and the active city and active mobility concept. The focus on walkability increased during the post-modernist planning era (Lo, 2009), represented by the mobility turn and the sustainable mobility paradigm (Levels, 2020). These paradigms have changed the focus and goals of policymakers and planners. The "mobility hierarchy" (Jensen et al., 2023) is shifting so that the automobile no longer is the dominant method of transport. A plethora of research on the theme of walkability and pedestrianism has been produced under this paradigm shift. The benefits of walkable cities are therefore well-known. Jane Jacobs (1961) was one of the first to defend walkability and high diversity in cities by how it fosters public safety and social cohesion. Since the 70s, Gehl (2010) has urged urban planners to consider the human dimension and improve walkability for more liveable and healthier cities. Their influence started a movement of pedestrianizing the streets to provide safer places for people to interact, socialise and live. Within the active city and active mobility concept, walking is a key focus. It represents a form of physical activity which not only contributes to a more sustainable city but also contributes to healthier and physically active citizens.

4.7.1 What is walkability?

It is important to define pedestrianism and walkability because they influence the design of infrastructure and the urban environment (Lo, 2009). In essence, a pedestrian is someone who travels by walking rather than using a vehicle as a mode of travel. Walkability then combines several factors which make people more likely to walk, better enjoy their walk and prefer to walk than using other transportation modes. Walkability can be studied and measured in many different ways. The most common factors used for walkability are described by Lo (2009, p. 163) as follows:

- Presence of continuous and well-maintained sidewalks
- Universal access characteristics
- Path directness and street network connectivity
- Safety of at-grade crossing treatments
- Absence of heavy and high-speed traffic
- Pedestrian separation or buffering from traffic
- Land-use density
- Building and land-use diversity or mix
- Street trees and landscaping
- Visual interest and a sense of place as defined under local conditions.
- Perceived or actual security

The factors above are directly connected to characteristics within the built environment. Research on walkability shows that there is a clear link between the built environment and walkability and willingness to walk (Lawrence et al. 2006; Christiansen et al., 2016; Lo, 2009; Ettema, 2016; Sallis et al., 2016). Single-use, low-density land developments and disconnected street networks are associated with less walking and higher usage of private automobiles, whereas land-use mix, well-connected street connectivity, quality of infrastructure (Lawrence et al., 2006), densely populated areas, urban green spaces and parks and aesthetic places increase walkability (Christiansen et al., 2016: Ettema, 2016). Jensen et al. (2023) studied individuals' willingness to walk by researching how the built environment affects people's decision-making process of where to walk and the distances people are willing to walk. The results showed that people are more willing to walk in streets that have visual views, decorations, appealing design and architecture, decorations, and a cosy and lively atmosphere. On the other hand, individuals' willingness to walk decreased in areas with high traffic, tall buildings and places that were missing aesthetic views and a lively atmosphere.

There is a difference in looking at walking for transport and walking for recreation and leisure by how certain environmental features appears to have a different impact on these. For example, a study by Boarnet et al. (2011) showed that walking for transportation was more influenced by quality of walking infrastructure, absence of traffic, mixed land use and absence of dogs, whereas recreational walking was more influenced by aesthetics, presence of cafes and proximity to highways (Boarnet et al. 2011). Recreational walking involves mental restoration and stress relief. Walking routes for recreation are therefore actively planned and actively chosen. Green and natural features in the environments are recognised as the most beneficial and preferred environments for stress relief.

Walking, as an activity, can be understood as an inherently complex and anthropological activity. The mobility turn has emphasised walking as not just a transport method or physical activity, but a way of seeing the world (Jensen, 2023). It is an activity that constitutes a multi-sensorial engagement with the world and the built environment around us. Being mobile and walking is "a sum of experiences both on an inner, personal, bodily level, and an integrated experience, connected to various external factors" (Jensen et al. 2023, p. 13). This notion ties walking to the mobility paradigm.

4.8 Physical activity and the built environment

"Design of urban environments has the potential to contribute substantially to physical activity" (Sallis et al. 2016, p. 10). Neighbourhoods designed with walkable features, parks and play facilities increase overall activity levels (Karusisi et al. 2012). However, the built environment is more robustly associated with walking than overall physical activity (Baonet et al. 2011; Smith et al. 2017). Solely using walking as a measure of physical activity could potentially neglect the broader context of what it means to be physically active, for example by how physical activity may be conducted indoors, away from the neighbourhood of residence and away from the environments close to home. This means that when urban planners are trying to create active cities, walkability and leisure physical activity need to be separated and not looked at with a singular understanding or planned for singularly. For example, leisure physical activity appears to mostly be affected by access to, and characteristics of, public and private recreation facilities. Whereas transport-related physical activity appears to be more affected by street networks, distance from home and well-designed infrastructures for walking and biking (Brownson et al. 2009). This essentially means that we cannot take for granted that just because people live in walkable environments, they are physically active in other areas of their lives or are participating in other forms of physical activities. It is therefore important to widen the understanding of how the built environment influences other forms of physical activities than just walking.

WHO states that "physical activity can be undertaken in many different ways: walking, cycling, sports and active forms of recreation (for example, dance, yoga, tai chi) (…) All forms of physical activity can provide health benefits if undertaken regularly and of sufficient duration and intensity." (World Health Organization, 2018, p. 6). Physical activity is defined as "any bodily movement produced by skeletal muscle that requires energy expenditure" (WHO, 2018, p. 14). Some physical activities are mandatory and transport-related, others are done for enjoyment and by choice. This prompts the question of why the active city concept, until now, has had such a particular and persistent focus on active mobilities, whilst neglecting other forms of physical activities within the urban streetscape. Particularly, also when acknowledging how sports and recreation investments may not only promote higher physical activity levels but also promote and drive tourism, infrastructure development, community development, improved mental health, social integration, safety, lower pollution levels and other economic benefits (Sallis et al. 2015). With the understanding that physical activity is much more than active mobility and transportation, there is a need to widen the research on how physical activity and the environment are linked.

4.9 Running and runnability

This research project concentrates on running as a physical activity performed in urban areas. It is understood as an understudied activity within the active city and active mobility concept. The next part of the literature review engages in the state of the art of running, runnability and the relationship runners have with the environment.

4.9.1 Popularity of running

First and foremost, running is a growing recreational sport (Deelen et al., 2019; Schuurman et al. 2021; Anagnostopoulos, 2021). During the Covid-19 pandemic, there was a significant increase in road runners and amateur runners training in public areas. After the pandemic, Asics Global (2020), with their running app, revealed a tremendous increase in runners with a 253% rise in registration and a 62% increase in people who ran weekly. Strava, a leading social platform for athletes and recreational activities, stated that the number of people who ran a marathon in 2021 doubled in 2022 (Strava, 2022). In Denmark running is presently recognised as Danes' favourite physical leisure activity, where almost a third of Danes (above 16 years old) run on a regular basis (Forsberg, 2015).

Running, as a physical activity, promotes multiple mental and physical benefits (Jiang et al., 2022; Schuurman et al. 2021). Runners have reduced risks of premature mortality, and a significantly lower rate of cardiovascular diseases and certain cancers (Shuurman et al. 2021), and they have improved to have better restorative capacities for mental health (Ettema, 2016). Bodin & Hartig (2003) showed that running had the ability to reduce anxiety, depression, and anger. Running in green environments is proven to particularly "lower blood pressure, stress reduction, and improving mood, self-esteem, perceived health and well-being" (Deelen et al. 2023)

"Running is inherently geographical, with spaces, places, movement and bodies central to the practice" (Cook & Larsen, 2022, p. 1). Running as a sport and physical leisure activity can be described as an urban phenomenon where "attractively designed public spaces may promote running" (Deelen et al. 2019, p. 1). However, little is known about what actually makes a running environment attractive and restorative for runners (Deelen et al. 2019; Jiang et al. 2022; Schuurman et al. 2021; Shashank et al., 2022), the spatial need for runners (Anagnostopoulos, 2021) and how to design and improve the urban environment for running (Karusisi et al. 2012). Further investigations into runnability and how the environment impacts running are therefore necessary (Cook & Larsen, 2022; Karusisi et al. 2012; Ettema, 2016; Dong et al., 2023).

4.9.2 Runnability vs walkability

Parallels can be drawn between walkable and runnable environments. This has been done in several running studies (Ettema, 2016). However, running can be described as something completely different from walking. For instance, "running is a particularly unusual form of mobility because it is one of the few where mobility is done for its own sake" (Cidell, 2014, p. 576), whereas walking commonly is done as a form of transportation, commuting, errand running or moderate physical activity (Shashank et al. 2022). Running is different from walking, particularly regarding speed, spatial scope and the sensory experience it gives (Jiang et al. 2022). The essential goals of running and walking are quite different from each other too. An important point is that when studying the walkability of urban space, accessibility is the fundamental factor. However, in regard to running, it is more significant to study the throughout movement (Jiang et al. 2022), the flow and continuality of the run, and the affordances of the environment to support sustained and vigorous activities. Running is not about getting from point to point. It is rather about finding routes with minimal intervention from vehicles, pedestrians, and animals, because these interventions make the navigation of the run more complex and stressful compared to running in areas which create more healing experiences (Sahsank et al. 2022).

Deriving from the argument that walkability studies may hold significant information for the environmental preferences of running (Shuurman et al. 2021), the reverse may also be true. Designing and facilitating streetscapes for running, may also positively affect and contribute to walkability, other mobility modes and overall general physical activity (Jiang et al. 2022; Schuurman et al. 2021). An example of a positive relationship between running and walking may for example be how walkability studies that concern restoration suggest that people actively choose routes or locations that are calming. These route choices may be similar for runners (Ettema, 2016). However, walkable environments may also act as a hindrance to running. Mixed-land use, the presence of facilities and high density improve walkability, but Ettema (2016) argue that these elements may reduce runnability, as walkable environments may cause too many interactions and stress factors for running. This argument encourages research into better understanding a runner's perspective and experience of the urban environment.

4.9.3 Macro and micro scale environmental influences

Runnability is essentially about maintaining momentum through the environment safely. Runners are particular about where they run to avoid obstacles and hindrances. The more conducive the built environment is to run, the longer distance people run (Yang et al. 2023) and the more restorative the run is perceived (Ettema, 2016). The slopes, surfaces, (lack of) streetlights and staged built environments have an impact on the momentum, movement and safety of runners. Encounters with pedestrians, other mobilities, crowds of people or lack of people may also have an effect. It is these features that are essential to understand in order to better facilitate cities for running.

Currently, not much is known about these features and how they impact runners. There is a need to gather more information on how the built environment influences runners.

To begin with, there is little known of how macro- and micro features in the streetscape affect running behaviour (Dong et al. 2023; Jiang et al. 2022). To close this research gap, Jiang et al. (2022) explored the influence of the built environment at different running scales, in inner London. This was done by analysing GPS running data and Strava sample points. The results for macro-features showed that running primarily occurs on primary, secondary, and tertiary roads, cycleways, and footways. Paths, pedestrian streets, and service streets were less used for running. Safe, accessible streets with large open spaces and longer street lengths promoted running, whereas areas of high job density, canopy density and high levels of pollution had a lower frequency of runners. Concerning the micro-features, the results implied that wider sidewalks, a high number of streetlights, trees, sky openness and proximity to water facilitated running. Architectural interfaces, fences and plants below the branching point appeared to hinder running. Hereby, Jiang was able to quantitatively depict walkable environments and runnable environments from each other. For example, pedestrian streets, high canopy and service streets which are positively linked with walkability appeared to be unfavoured by runners. Taking the microenvironmental features further, Dong et al. (2023) used the Strava Heatmap in correlation with street-view images to depict eye-level street features to prove how the street environment significantly correlated with running. Safer, wider, and relatively open streets with natural views, streetlights, street amenities and furniture promoted running. Whereas enclosed environments, dense and overwhelming buildings, and streets with a high level of interruptions appeared to be less conducive to running.

Shashank et al. (2022) define *runnability* as a quantification of the features of the built environment that facilitate movement for runners. To quantify this, Shashank (2022) presented a runnability index to demonstrate the features in the built environment which provide affordances for runners. This index was created through GIS maps and pixelated ages. The index showed that higher values of runnability appeared in the centre of parks and urban forests or highly gridded sidewalk networks. The lowest runnability values were found in industrial areas with longer blocks, low density, traffic and congestion. The three studies mentioned above all aimed to clarify what environment runners prefer. There are agreements in their findings, but there are also contradictions or uncertainties. These contradictions makes it difficult to exactly pinpoint favourable running environments. For example, what level of street amenities and street furniture is conducive or hindering to running, and what density levels act as the limit for runnability, or how open should a street be to feel safe and conducive to running?

What is clear from the runnability research is that environmental characteristics that include green and blue natural features with comfortable, runnable surfaces, in well-lit areas appear to be important for runners' evaluation of an attractive running environment (Deelen et al. 2019; Schuurman et al. 2021).

The presence and quality of green and open public spaces with lakes and parks are associated with a higher probability of running, particularly when found within one's neighbourhood (Karusisi et al. 2012). On the other hand, the most common and frequent impediments to running appear to be poor lighting, unleashed dogs, pedestrians, and encounters with other mobile vehicles such as cars or cyclists (Ettema, 2016). Runners prefer to run away from busy streets (Jiang et al. 2022). Poor running surfaces appear to be the most significant factor determining the attractiveness of a running environment, according to Ettema (2016). What sets this study apart from the previous literature is its contribution to the discourse by tying together the active city, the mobility turn with runnability. The environment affects running frequency and the perceived running experience. An environment regarded as conducive to running increases both the running frequency and the distance of running routes. Threats from the environment, both social and physical, lower running frequency. A well-designed neighbourhood for running, affects the frequency of running and lower the threshold to go for a run. However, experienced and dedicated runners are willing to travel longer distances to run in runnable environments (Ettema, 2016). The frequency of running, according to Ettema (2016), is based on the restorative capacity of the running environment.

The built environment influence running behaviour differently across time and space. A study by Yang et al. (2023) displayed how running is more sensitive to the built environment on weekends than during weekdays. This indicated that people preferred to run in more aesthetically and sensory pleasing environments and had a higher preference for green and blue spaces when they had more flexible time. Interpreted, it may be assumed that running will be done regardless of the environmental factors, but that it is not until there is time to choose or to go the longer distance, that people's preferences become realised or gratified. The same study also suggested that more people ran during the spring and summer months than they did in the winter and autumn months, thus describing seasonality to be a factor effecting runnability.

4.9.4 Seasonality

The built environment has an impact on physical activity levels, but as seasons change, there is a need to consider how weather and seasonality play into this. Active travel and physical activity decrease in the winter season (Hudde, 2023; Tucker & Gilliland, 2007; Pivarnik et al. 2003). An active city is not fully active if physical activity only happens in the spring and summer months. Ensuring physical activity and active mobilities occur all year round is vital. To do so there is a need to better understand people's perceptions of risks and attractiveness of seasonality and weather conditions for physical activity and running. Hudde (2023), in his study on how weather and seasonality affect mobility modes and cycling, explained that it is not necessarily the winter conditions that dictate the travel choices, but rather the cultural and societal norms of how seasonality is perceived. Behavioural norms may be changed through initiatives and awareness to ensure health and well-being all year round.

Understanding these behavioural norms and why people are less active in winter may be a future research proposal and agenda to ensure physical activity, running and active mobilities all year around.

4.9.5 Diversity of runners' identities

Runners can be categorised within different sub-groups and identities. The variety of runners means that the routes and environments they choose and prefer may be very varied. When studying runners, it is important to consider different running identities, intrapersonal and interpersonal motivations and reasons for why they run. It affects their frequency, where they run, their subjective experience of the environment and their running routes. Some people run to compete, some entirely for stress relief and others simply for physical health. These runners have different ambitions and capacities (Ettema, 2016). What is interesting within this narrative, is how novice runners and experienced runners have different subjective experiences of the running environment (Deelen et al. 2019). Novice and casual runners, who may not even view themselves as runners, are underrepresented in running studies (Deelen et al. 2019). For example, green and lively elements and hindrances from cars are more significant for novice runners than for experienced runners. This means that "to keep novice runners involved in running it is recommended to design comfortable running tracks and routes and provide good access to attractive, green and lively spaces" (Deelen et al., 2019, p. 1). Justifying the need to better understand what comfortable running routes are to facilitate cities for active leisure mobilities and active citizens, at all levels and with different ambitions and capabilities.

4.9.6 Running commuters

There is a particular group of new runners who counteract the idea of running not being about moving from point A to point B. Anagnostopoulos (2021) wrote about the rise of running commuting and how this is becoming a new popular urban transportation mode. What is particularly interesting is how it re-positioned the idea of running by how it also can be a form of active transportation. The study presented the environments preferred by runners who used running as a transportation mode and thus bridged active transportation and active leisure activity together.

Running is an activity with safety risks. Running commuters are described to be particularly vulnerable road users. They interact with traffic of high speed and mass. Runners share the same environment as many other mobilities. It is the many interactions with other mobilities and street users, that affect their views on runnability. Anagnostopoulos (2021) studied running commuters in London. Most of the run-commuting in London took place around the business district. These runners preferred green routes and routes parallel to the river. The runners appeared to avoid particularly congested roads, even though the route would be longer, most probably to avoid potential conflict with other vehicles. This indicated that street typology and safety were important for deciding the route, rather than saving time.

4.9.7 Socio-demographic variables

Building further on the diversity of running identities, many runnability and running studies are inherently biased, where there is a lack of accounting for socio-economic and socio-demographic differences. Socio-economic factors play an integral part in people's physical activity levels. For example, newly developed walking and cycling routes are more likely to be used by people with higher incomes and education levels (Smith et al. 2017). Building on this, Karusisi et al. (2012) took sociodemographic factors into consideration when studying jogging behaviour in Paris. They found out that the probability of jogging increased with the individuals' education level. Running probability was higher amongst people with fewer financial constraints and higher economic freedom. Although this study highlighted some sociodemographic factors, most studies on running and runnability only reflect the perspective of white, middle-aged, middle-class, able-bodied runners (Cook & Larsen, 2022). This is a flaw within the current discourse. However, some studies have highlighted the difference between men and women.

Research shows that women and men have different environmental preferences when running and that environmental factors influence and affect men and women differently (Schuurman et al. 2021). Safety is more important for women than men. Women are most likely to experience the negative effects of running, such as fear of risks and harm, harassment and other negative encounters (Cook & Larsen, 2022: Krenichyn, 2006). To better understand the differences between men and women, Schuurman et al. (2021) did a cross-sectional study of 1228 runners, with attentiveness to age and gender. The study paid much attention to the different perceptions of men and women and what environment they found conducive to running. Women put more emphasis on well-lit streets and good running routes. Men put more emphasis on quiet routes and continuous paths (see Figure 2). Men and women have different concerns when running, and different requirements. Both gender's concerns and requirements should be accounted for equally to be able to maintain a high frequency of runners of both genders.

Figure 4. Thematic analysis: Features of the built environment conducive to running.

Figure 2: Schuurman et al. (2021) Features of the built environment conducive to running, divided into men´s and women´s answers. Published by: Schuurman et al. 2021.

4.10 Literature review summary

The literature review above presented the state of the art of the active city concept and the current discourse on walkability and how the environment affects walking and physical activity. The literature review, additionally, presented the current research and discourse regarding runnability. It demonstrated a present shift in how physical activity and mobility are considered but also highlighted gaps within the current body of research. It is essential to conduct more studies on how the environment affects physical activity and runnability for a more in-depth understanding of how cities better can facilitate physical activity and active leisure mobilities. Based upon the current body of research, it appears to be conducive and significant to tie together runnability with the mobility turn and with the sensorial and embodied experiences, as this represents a departure from previous research studies. The next section of the report will bring forward theories that may assist in engaging with the interconnectedness of runnability and sensorial experiences.

5. Theoretical concepts

This section presents the theoretical concepts that are applied within this research study. *Psychogeography*, *floating life (*Jensen et al. 2023) and *non-representational theory* (Thrift, 2007), alongside *the mobility turn (*Cresswell, 2010; Sheller & Urry, 2006) and the concept of *the right to the city* (Lefebvre, 1968) are considered in this research study to bring awareness to the embodied and sensorial aspect and experiences of moving and running within the city. The theoretical concepts of *mental maps* and Lynch's *Image of the City* (1960) are also presented due to how mental maps set the foundation of how people interact with the city and consider the space around them.

5.1 The sensorial and embodied perspective

Psychogeography, which can be described as «the pseudo-scientific intuiting of the city´s atmospheres and driving ambiences" (Smith, 2013 p. 106), is a valuable viewpoint to bring into this research. It involves the rediscovering of the physical city "through the moods and atmospheres that act upon an individual" (El-Azma, 2009, p. 120). Psychogeography, as a field, originally stems from the work of the Situationist International (SI) network in the mid-20th century. The concern and motivation were founded on a critique that the modernisation of the city, put short, had alienated humans from urban life (Pinder, 2000). As a protest against modernisation and the capitalist city, the group advocated for the usage of various techniques and forms of mobility which would re-connect people with the built environment (Basset, 2004). The exercise of "drifting", an unconscious form of walking, became an important technique to reconnect with the city.

The practice of walking, as a way of experiencing and emerging oneself in the city had an important interest amongst scholars at that time (Bassett, 2004). Walking had gone from just being viewed as a mobility mode to being conceptualised as a political, science-based, and philosophical practice (Bassett, 2004). The psychogeographical method of walking, within this research paper, becomes useful by how it focuses on the act of sensing the city through experiencing it. This concept can be applied to better understand running too.

Walking, as a subjective and sensory experience, has since the mid-20th century, reached a wide interest amongst urban scholars, planners, designers and so forth. This is based on the acknowledgement that the spaces and places around us determine how we feel and how we behave (Ellard, 2015), and because pedestrianism can be understood as "a way of seeing the world" (Jensen et al. 2023, p. 3). Walking is perceived as a subjective experience which allows for an awareness of what it feels like to move through an environment. Walking is a multi-sensorial practice in which atmospheres, sensations and effects of the built environment and urban design become activated. The same can be said for running by how the built environment decides how the walk or run is perceived by the one who is doing it. This experience is subjective, and points to the perspective of "how does it feel to move in space?" (Jensen et al. 2023, p. 3).

Jensen et al. (2023), in a study on the willingness to walk, used the expression of "floating life" (Jens et al. 2021). Floating life views walking as a way of moving through space and time, where walking is conceptualized as "a multi-sensorial, effective and mobile engagement with the material environment" (Jensen et al. 2021, p.1.) The dimensions of floating life consist of the materiality's, the urban design, the embodiment, and multi-sensorial experiences (see figure 3). It is conceived that "to walk under the theoretical auspices of floating life means to be attentive to the mundane, embodied, and multi-sensorial qualities of moving physically by foot in the city" (Jensen et al., 2023, p. 1). Parallels can therefore be drawn between psychogeography and floating life and brought to the concept of running.
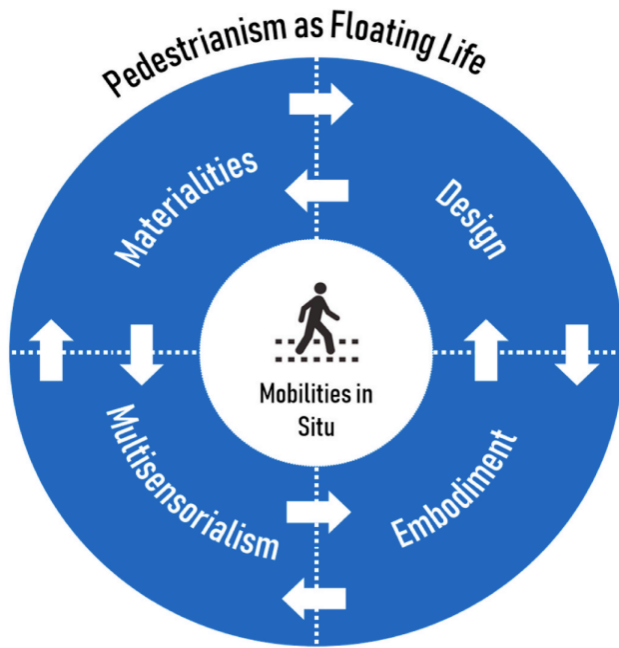
Figure 3: The concept and framework for pedestrianism as floating life. Figure published by Jensen et al. (2023).

This multi-sensorial embodiment of moving through the world with our senses is linked to non-representational theory (Thrift, 2007). The theory is an alternative approach to the practice and production of geographical knowledge, which commonly is done through modes of representation. Non-representational theory emphasises practices, embodiment, and materiality, rather than simply generating geographical knowledge through representations and interpretations of reality. This theory aims to present "the undisclosed nature of everyday life" (Cadman, 2009), and to better understand the subjective multi-sensual world. The discussion involves how social and cultural life is enacted and takes place (Larsen, 2019). This may, for example, be done through studying the practice of running by describing the enactment of the physical landscape, the human encounters and events, the multi-sensory experience, the bodily performances, and the experiences of emotions, moods, feelings, and skills (Larsen, 2019). When bringing running into the discussion of non-representational theory there is a focus on how the landscape is experienced whilst being in it. Non-representational theory then highlights the value of studying the world from the perspective of the human body, the senses, movement, and the embodiment whilst running. The subjective feelings and observations of moving through the urban realm have been done in research on the perceived sensory experience of urban spaces, for example of urban green space regarding stress restoration and well-being (Grahn & Stigsdotter, 2010; Mackerron & Mourato, 2013).

5.2 Mental maps

Maps, in contrast to non-representational theory, reflect geographical representation where the *ground truth* of the sensory and embodied experiences of spaces are overlooked. Maps, despite this, are used within this research project, but they are constructed based on the cognitive and mental maps of runners. The usage of mental maps in research was introduced by Lynch in his book *Image of the City* (1960). The book was written at the same time as Situationists developed psychogeography, where "both practices (were) equally committed to the development of an objective description of the relationship between the urban environment and the physic life on individual, both depending heavily on walking as a method" (Wood, 2010, n/a.).

The usage of mental maps, as research, showed how people interact with their surroundings and how people interpret the environment and store them into codes (Mondschein et al. 2013). The maps represent individual spatial information which influences how people move in the city. These maps may for example affect where runners choose to run and why they choose to run in certain areas. Additionally, may it also be argued that the way one moves through the city affects people's mental maps. This notion explains why runners may have different mental maps than pedestrians and demonstrates the value of studying their mental maps separately. Understanding the citizen's mental maps and subjective perceptions of different places in the city is valuable information when intending to design better cities and to better facilitate certain mobility modes and movements within the city.

Mental maps are built up by distinct elements found in the built environment. These are paths, edges, districts, nodes, and landmarks (Hospers, 2010). Paths represent streets, tracks, trails, or other forms of channels people move along. Edges represent transition zones and linear boundaries. Districts describe neighbourhoods, quarters, or certain areas of the city with distinct characteristics. Nodes are described as meeting points in the city. Landmarks are singular objects that are used as reference points, such as towers, signs or sculptures. Within this discourse, the notion of *sensescapes* has later been applied too. This supplemented the concept further by explaining that mental maps also are formed by smells and sounds of places (Hospers, 2010) and not just physical objects. Thereby, tying the sensory and embodied experiences of moving to the mental maps. It is significant to note that there are many mental images and maps of a city. Therefore, when studying these, it may be difficult to find common problems or trends. Lynch (1960) recommended studying the mental maps of smaller communities or groups to understand certain problems or phenomena in the city. This recommendation validates the usage of only studying runners' maps within this research project.

5.3 The mobility turn

The mobility turn (Cresswell, 2010; Sheller & Urry, 2006) is described as a shift in thinking about mobility as strictly about transport and movement between locations to view mobility as a social, cultural and bodily practice. It discusses the complexity of space and applies social theory, cultural studies, geography, science, tourism, anthropology and transport studies to the mobility discourse (Sheller & Urry, 2006). It makes the point that mobility is more than movement between A and B (Jensen, 2013), and rather how it represents everyday practices, identity, people's relationships with the environment, freedom, signs and materiality. The mobility turn is important because it focuses on the fundamental life of moving, and what it is to be mobile in this world. It allows for a study into both large-scale movements, but also small-scale bodily movements, such as walking or running. The mobility turn opens an understanding of how humans, objects, the environment, and other factors are interconnected when things are on the move (Cresswell, 2010). It allows for a wider consideration of stillness, boundaries, immobility, and how mobility is far more than moving from point to point. The mobility turn is applied to this research study by how it critiques and re-considers mobility, which, at its core, is what this research paper also does.

5.4 Staging mobilities

Another central theoretical viewpoint to consider when studying mobility is that mobilities are staged (Jensen, 2013). *Staging mobilities* is a dynamic process of mobilities being staged from above (for example, being stopped at traffic lights) and being staged from below by interaction between individuals (negotiating a passage on the pavement). Staging mobilities describes interactions during mobility performances and the negotiations and decision-making processes that take place. With this concept, it is highlighted that the urban environment contains an "assemblage of circulating people, goods, information and signs in rational networks creating the meaning of movement" (Jensen, 2013, p. 4), but which also creates experiences of inclusion and exclusion. Within the concept of staging mobilities, these experiences and processes are staged from above by for example the way infrastructure, technologies and networks are designed under the influence of governance systems, cultural meanings, and the production of social order (Jensen, 2013).

The staging mobility framework consists of three main themes, which are the physical setting with the material spaces and designs, the social interactions, and the embodied performances. The framework is visualised in Figure 4.

Figure 4: The staging Mobilities framework. Figure published by Jensen (2013).

This framework assists in how to consider and study a mobility like running. It points to how the environment affects mobility experiences and performances and how social interactions, situations, and embodied performances also influence mobility practices. The staging mobilities framework elucidates how interactions with other mobilities affect our mobility practice, which not only reflects the social dimension but also reflects an awareness of the body concerning the practice. This way of thinking is important when de-tangling how a certain mobility is experienced and performed, and may assist in giving evidence of contestations, conflicts, exclusion, and inclusion of that mobility practice.

Most prominently, the theoretical viewpoint emphasises how the environment, with its urban design and built elements, influences mobilities. An example is how certain street designs serve certain mobilities, how certain surfaces facilitate certain movements, and how this is embedded in mental maps of where or where not to move, walk or run. This notion can be drawn to the concept of 'mobile semiotics' (Jensen, 2013) where the environment is understood to constitute semiotic systems that assist in making sense of a situation. The understanding of these signs is cultural and reflects societal norms and values. Accordingly, certain areas, sites, or places have certain mobility codes dictating where to bike, walk, run or stop. The mobility turn, with the notion of critical thinking, also points to how these codes are contested due to various forms of mobilities, speeds and movements which inhabit the same space.

5.5 The Right to The City

Urban streets serve a diversity of functions and facilitate several encounters, everyday practices, public spaces and places of mobility and movement. Therefore, urban streets must meet several diverse, conflicting and ambiguous demands (Levels, 2020). Urban streets are considered highly contested spaces. Lefebvre's book '*The Right to the City*' (1968) brings value to the active city and active mobility discourse. It involves the perspectives of how space is used, who the space is for, how space is controlled and essentially the contestation of place and space. The notion of *the right to the city* is a political discussion. It considers urban policies of inclusion, sustainability, and justice and in essence how we inhabit urban space and place (Purcell, 2014). It fits well into the theme of urban mobility and runnability by considering for what and for whom urban mobility places and sites are designed and facilitated.

Levels (2020) touches upon the re-claiming of urban streets by exploring cyclists' interests in street space and how cyclists historically have been political actors who shaped urban mobility and urban design. Cyclists, cars, and pedestrians share the same limited space in cities, and most commonly, cars have dominated this space. However, Levels points to how cycling groups and bicycle clubs (in Berlin and New York) organised themselves to reclaim the streets and change the hierarchy of urban infrastructure design and rules. Biking, which used to be illegal or very dangerous, as a result of this is now seen as an "embodied performance of individualistic green political identity and part of a bicycle culture that celebrates empowerment and independence that is increasingly supported by city government" (Levels, 2020, p. 390). This organisation and counteraction may potentially be applied to the running community by how it can be assumed that the number of runners, rise in amateur run clubs and increased participation in running events and races in cities may be another example or form of re-claiming the streets. Within the contestation of space in the city, runners are defying the dominance of cars and pedestrians by running through the city at different speeds with a different motives. Greater events such as marathons or half marathons may represent a re-claiming of the street through road closures which put traffic on hold for runners to take over the streets. Run clubs, both informal and formal are growing in numbers (Deelen et al., 2019; Selsmark, 2023). Run clubs, where a high number of people run together in big groups, do the same in taking over streets and sidewalks when manoeuvring through the streetscape. Though not necessarily with intention, runners do, in taking up city space, reclaim the urban streetscape. It must be pointed out that this has not been researched. There is no clear documentation of how runners feel when taking up space, the response they receive from other mobilities, the conflicts they encounter or their feelings of safety when doing so and will therefore be brought into the discussion of this study.

5.6 Concluding remarks on the theoretical concepts

The theoretical concepts above emphasise the value of studying runners' subjective sensory experiences because running is understood as an interaction between the body, the senses and the environment. Runners can essentially be framed as "highly accomplished sensualists who attune to different grounds, topographies and weather conditions that impact on their bodies" (Cook & Larsen, 2022, p. 4). The experience of running allows runners to navigate terrain, and uneven surfaces, to navigate other road users and to adapt their pace to their surroundings (Deelen et al. 2019). Some experiences may be restorative and enjoyable, other experiences may be associated with stress and regarded as unpleasant or difficult. But inevitably, by attending to the theories above, in combination with the runners' subjective experience, valuable information can be garnered on how to develop and design better environments for physical movement and active mobilities.

6. Case study: The running experience and the runnability of Aalborg

This research study attends to the runnability of Aalborg, Denmark. The case study aims to map out the runnability and the running experience of Aalborg to create a better understanding of how the environment affects runners. The findings assist in identifying what environments are contributing to a great running experience and what environments are hindering to a great running experience. This can be used to further establish better planning principles and characteristics to ensure cities are better designed for running or other leisure activities.

6.1 Context

The active city concept may seem like a tenuous concept, and focusing on physical leisure activities such as running may appear superfluous when considering all the *wicked problems* (Rittel & Webber, 1973) urban areas face. Therefore, to start the case study, both Aalborg and Denmark are put into context of the physical inactivity issues. Overall, in Denmark, like what is globally presented by WHO, there is an issue of inactivity. 3 out of 4 Danes are only minimally active in their spare time, and this inactivity is responsible for 6000 additional deaths per year (Petersen, 2023). The national health profile from 2021 highlighted issues regarding mental health, an increased number of obese citizens, low levels of physical activity as well as social inequity and alcohol consumption (Sundhedsstyrelsen, 2021). The national health profile showed that there is a need for action to ensure better mental and physical health for the population.

The number of adults in Denmark who participate in sport or exercise has decreased since 2011, falling to a percentage of 57% in 2020 (Rask et al. 2022). Contrastingly, running appears to be increasing in popularity in Denmark. Currently, over 30% of Danes run for exercise, with a 20% increase since the 1990s. Running now represents the 3rd most popular activity after walking and strength training (Rask et al., 2022). Close to 60% of Danes who exercise do this in the street or nature areas rather than indoors or in other sports facilities. Therefore, it may be essential to better facilitate Danish cities and urban areas for this increase in runners.

6.1.1 Aalborg municipality

The research for this research paper is done in the city of Aalborg. The city is the fourth largest city in Denmark, located in the northern part of Jutland. The inner-city centre "Midtbyen" is an important node with high streets, shops, and public transportation possibilities. Limfjorden is a wide fjord running through the city. Two bridges and one motorway tunnel are tying each side of the city together, where Nørresundby represents the other side of the fjord. All the interview objects in this study lived on the Aalborg side of the Municipality and close to or within the inner city.

Aalborg municipality has many relevant planning and development strategies for the active city concept. The city has strategies that fall within the themes of active mobilities, health and sustainability such as its Mobility Plan for 2024 which has the overall aim of developing sustainable mobilities and decreasing the usage of private automobiles. They have a Bicycle Policy (Aalborg Kommune, 2020) with the ambition of becoming the best cycle municipality in Denmark, the "Under åben himmel - Politikk for natur, parker og udeliv - Vision 2015" involves creating more space for nature, for both natures' own sake and the citizens' in Aalborg (Aalborg Kommune, 2018), and they have a Recreational Facility Strategy to better facilitate for wider and more flexible usage of recreational facilities and of better accessibility to these different facilities. (For a more detailed explanation of these plans see appendix 4.) These strategies are not analysed, but simply presented because they indicate that Aalborg is a city that may prioritise health, sustainability, and active mobility and that they may see value in the findings from this research.

The strategies are also presented to make the reader aware that Aalborg is a city where active mobility forms and recreational activities are integral parts of the urban streetscape and urban planning in Aalborg. This project does not intend to critique Aalborg's visions, plans or strategies. However, by studying the runnability of the inner city, this project may open a discussion of how the city can better accommodate for active leisure mobilities and give recommendations for how the local planners can better plan the city for active and recreational mobilities in the future.

6.2 Results

The following section present the results from the data collection of Aalborg's runnability and running experiences. Maps of Aalborg´s running environments will first be presented before the results and analysis from the interviews will be presented.
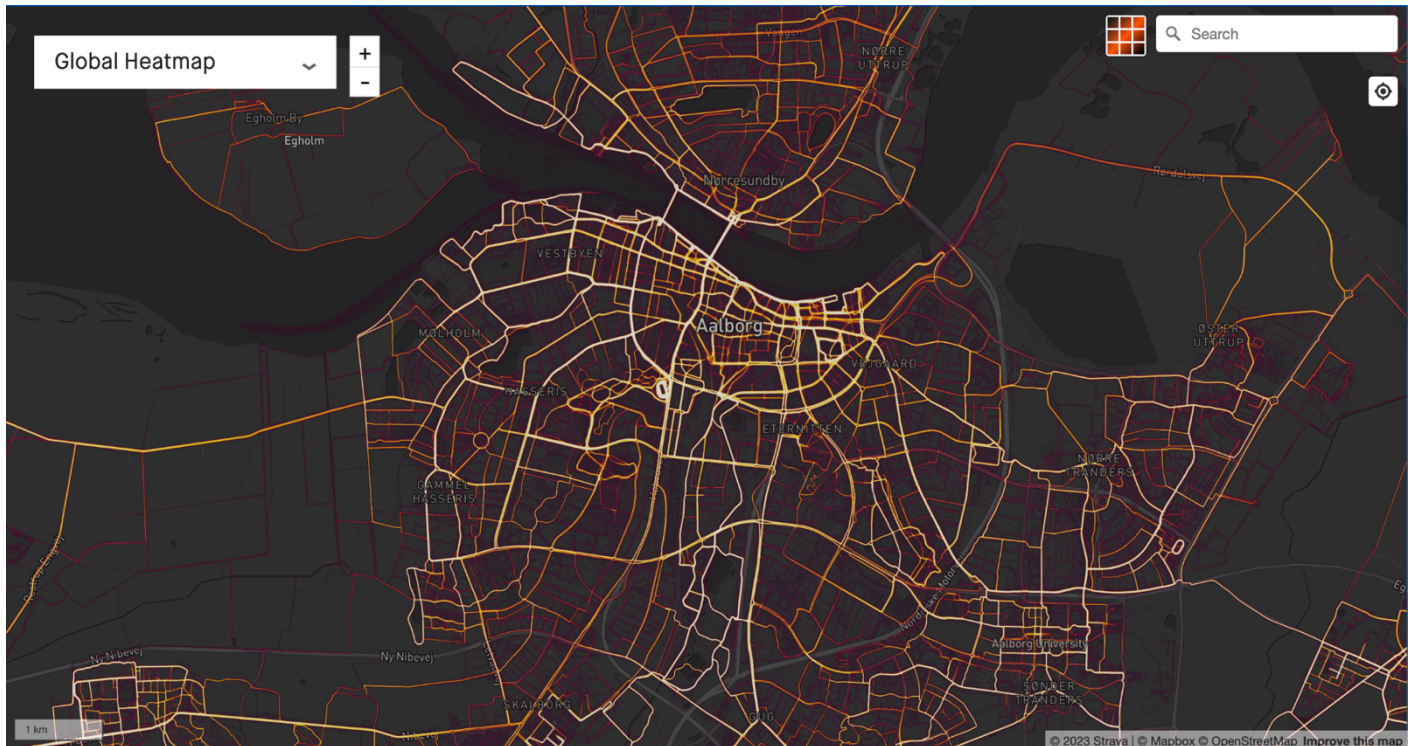
Figure 5: Strava Global Heatmap of Aalborg (Strava, 2023)

6.2.1 Mapping runnability

There are many ways to map out and collect data on runnability. Strava's Global Heatmap (Strava, 2023) is a map and visual representation of the collective activities of the app's users. It presents the popularity of running routes and paths around the world. For this project, the heat map of Aalborg was extracted (presented in Figure 5). The map gives a great spatial representation of Aalborg´s runnability and the popular running areas in the city. However, the map is deficient in providing information on the place and the identity of these sites. The heat map therefore only functions as a preliminary map to look at popular running sites in Aalborg. Certain heated" areas on the map represent areas where more data from runners is aggregated in comparison to other sites The most heated and common places to run on this map of Aalborg are the paths along the harbourfront, the track and field course, the parks Østerådalen and Østre Anlæg, the road Kong Christians Allé and some streets and roads in the neighbourhood Hasseris. The harbourfront on both sides, as well as the bridges over the fjord, emerges as very popular. Because the map does not give a great representation of place and identity there is a need to dive deeper into the streetscape and the runners´ own experiences and mental maps. This will produce better information on Aalborg's runnability and running experience and present a better ground truth of the heatmap.

In the efforts to create a better runnability map of Aalborg, seven runners were asked to draw out on a map their favourite running route, their favourite running areas and their least favourite running paths and areas in the city. These maps were layered together to produce a combined runnability map of Aalborg (see Figure 6).
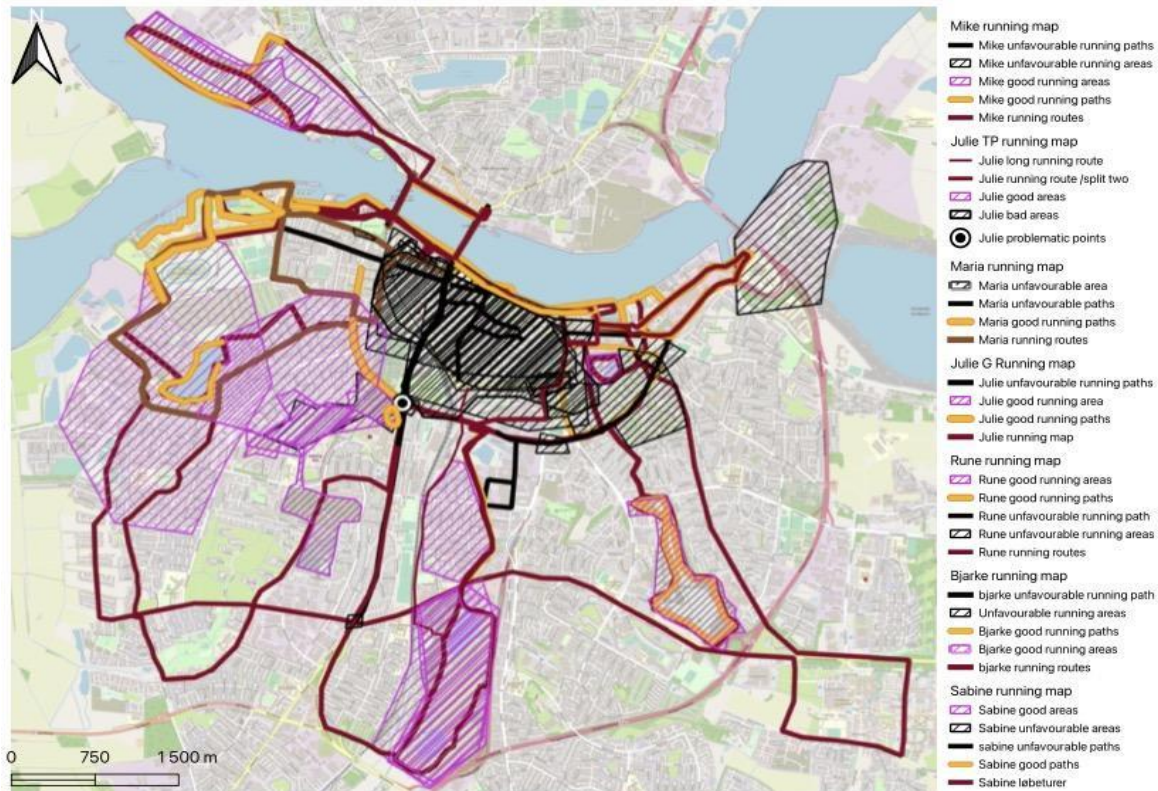
Figure 6: The combined running map of all running personas' different favourable or unfavourable running areas and paths.

The map above represents the first combined running map of Aalborg. The cluttered layout presents a chaotic representation and is thus challenging to read. However, clear trends and agreements of certain paths, places and areas are obtainable and depictable. Therefore, this map was further analysed and re-made into a more clear and structured running map of Aalborg (See Figure 7 below).
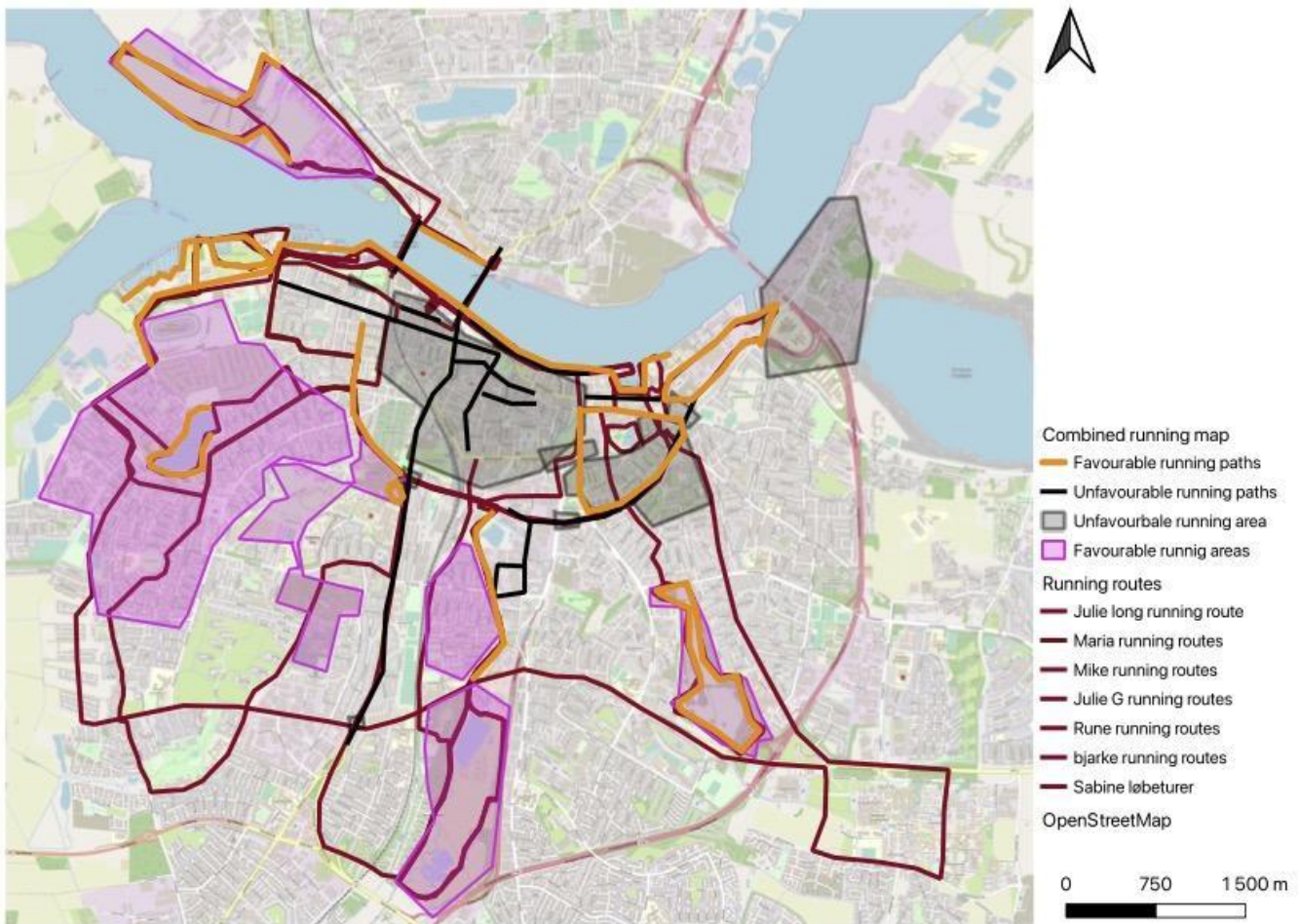
Figure 7: Analysed and combined map of Aalborg's runnability.

Figure 7 represents the analysed and combined map of Aalborg's runnability and the running personas' mental maps of Aalborg as a runnable city. The pink areas represent the runners' favourable areas, whereas the grey areas represent unfavourable running areas. The orange paths represent paths, trails or roads that the runners highlighted as their favourites, whereas the black paths, trails and roads represent their unfavourable paths. The red paths represent their favourite or most common running routes, many of these running route's overlap. By only looking at this map, the preliminary runnability results are:

- The most popular running areas are the bigger parks in Aalborg; Østerådalen, Sohngårdsholmparken and Lindholm Fjordpark.

- The most favourable running paths are the harbourfront, particularly between the two bridges at the Nørresundby side. Favourable paths were also found within the parks, along Kong Christians Allé, at the track and field stadium and in the industrial area at the east harbour.

- The most common running routes were along the harbour front and in the neighbourhood Hasseris.

- The least unfavourable running areas are "Midtbyen" (the innercity centre), Rørdalen, Øgadekvarteret and some highlighted areas with a big junctions such as by Karolinelunden and Vesterbro, as well as the junction at the end of Peder Skrams Gade.
- The least favourable running paths were those found in the city centre. The street Vesterbro was highly unpopular. Both bridges were also highlighted as unfavourable.
- Other unfavourable paths and streets were Kastevej, Boulevarden, the high streets, Østre Allé, Hobrovej.

The findings above are a general overview because certain areas and paths were unevenly favoured amongst the runners during their in-depth interviews. The interview analysis therefore gives a better ground truth of the runnability and running experience of Aalborg. These interviews further explained the reasoning for why certain areas are favourable or unfavourable, with the emphasis on trying to depict the sensory and embodied feelings of running in these different areas. The next section presents the analysis and coding of the interviews.

6.2.2 Interview analysis and results

To start, it is important to understand why the interview objects run. Their reasons and motivations may affect how they run, where they run, what they value in a running route and what affects a great running experience. An example of this is how a road runner may find trails with tree roots hindering a great running experience, whilst a trail runner may find that a technical trail with tree roots elevates the running experience. The table below presents the overall motivations and reasons for why the interviewees run.

Table 2: Why do the interview objects run and what are their motivations to run.

	Analysed codes & main themes	Relevant quotes	Additional
Mental restoration and stress-relief	• All runners connected running to a break from or a disconnection from everyday life • Running as emotionally bound to e.g. feeling good, to de-stress, or gain energy, mental clarity • Running as a calming activity, allowing one to be present, relax and even daydream.	• "The feeling that you receive some self-love" Maria • "It's like a drug" Rune • "Allows one to daydream and let thoughts wonder" Bjarke • "Running is boring, especially when running alone, but it is the feeling after that is important" Mike	• For new novice/new runners it may be harder to find mental clarity or restoration when running. E.g. Julie explained that for her running is a struggle, so she also struggles to find that mental clarity.
Liberation and feeling of freedom	• Running gives the feeling of freedom, liberation		
Accessible and a convenient activity	• Cheap, convenient, accessible and an easy activity to fit into the runners' everyday life		
Fitness & running goals	• For some it is important to: become faster, run longer distances • Demotivating when runs are slow or when having to stop due to external hindrances • See one's own potential and personal victories	• "You can see the impacts of working hard" Rune	

The interviewees mostly run for mental restoration and stress relief (See Table 2). The concept that running should be a calming, relaxing and de-stressing activity that offers mental restoration is therefore important to the runners. Running is a chosen activity amongst the interviewees due to how they also find it convenient and accessible. They all begin their runs close to home. Achieve faster paces and times, as well as maintaining fitness and going further distances, were important motivations for some runners too. The pursuit of going faster appears to play an important part in how the environments are perceived. For the novice runner, mental restoration was not yet achieved when running. It was rather a goal and an incentive to start running. The perspective of a novice runner, in comparison to a more confident and experienced runner, unfolds some different perspectives to the discussion of a runnable environment.

6.2.2.1 Favourable running environments

During the interviews the runners were asked to clarify their favourable and least favourable areas to run in Aalborg. The combined map above gives a good and general explanation of the runnability of Aalborg. However, the runners' individual reasonings and experiences are not represented in this map. Analysing more closely their explanations and justifications may assist in giving better insight of the actual sensorial and embodied experiences, as well as their cognitive perspectives. To combine this, the Table 3 presents the runners' favourable running areas, sites, and paths in Aalborg.

Table 3 is divided into paths along the fjord, parks and green spaces, residential neighbourhoods and sites with great paths, as these were common areas described. Deriving from the environmental preferences it is evident that the favourable areas and paths have wide and well-lit pavements, there is enough space on the road to share it with other road users, there is less traffic with few traffic lights and few cars, it is quiet, there is greenery, trees and animals, the views are nice, the surface is good and there are few disturbances from external stressors. In terms of sensory experiences, these places sustain a good flow, the environments are relaxing and calming, it is peaceful and fun to run, the runners feel safe, and the runners use less energy on navigating through traffic or people.

Table 3: Favourable running areas in Aalborg, with the description of why these areas are favoured, alongside relevant quotes from the interviewees of these areas.

Favourable running areas in Aalborg	Why (Associated feelings and thoughts)		Relevant quotes
Paths along the fjord:	Objective	Feelings	
The harbourfront	Well lit, wide pavements, enough space, no traffic or cars, lively, many running routes, less disturbance from traffic, no traffic lights, few bikers, tailwind from east to west,	Safe in the dark, livliness gives energy, calming, pretty in the dark, nice to run amongst other runners	
Nørresundby harbourfront (in-between the two bridges)	Enough space to share the space, a one-way-road for cars, grass and trees in between the different paths, wide pavements, lovely view, and well-designed.	Experience a good flow, lovely view	
Fjordparken	Enough space, easy to pass pedestrians	De-stressfull, realxing, disconnecting from thoughts, nice	
The industrial harbour	No disturbances, peace from traffic, depends on time of day (mid-day trucks and workers)	Peacefull	
Kulturboren	Bounces, great surface, no cars, people move in normal speed, a bit too narrow	Fun to run on, exciting to cross water, bouncing feeling	
Parks & green spaces:			
Lindholmfjordpark	A nice short route, not too many people, sheeps and animals, great and wide paths	A rare place and feeling to find in the city	"That's why I am worried about the new motorway. Because this is a place that Aalborg needs, which will be lost with the new bridge". Julie.
Sohngårdholmparken/Gamle Golfparken	Forest areas, trails, fields with horses and grains	Cosy, calming, smells nice, nostalgia, easy to run	
Østre Anlæg	Wide paths, short routes, great for new runners, a lot of space, many other runners	Managable route, good place for sub-goals	"It doesn´t feel like people are going from A to B, but people are coming here to enjoy the park" Julie.
Østerådalen	Many good paths, forest areas, dogwalkers, the norm that everyone runs in the same direction which makes it easier to run, big circular route, pretty views, nice to get out of the city, animals, weekend rund, just for bikers and pedestrians, flat, not too far from city centre.	Calming, easy, nice in-between the trees, trees shades from the wind, silence, lovely running under the trees, fun, undistrubing, mentally feels good, trails are fun.	
Mølleparken	Technical terrain, hills, like a forest	good for hill training, forget that you are in the city	
Residential neighbourhoods			
Hasseris	Pedestrians as first priority, cars drive slow, cars from side streets hold back, low navigation, calm area, small paths, villas to look at, allotment houses, pavements, shops to stop.	Relaxing, calming, lovely running experience, quite, peacefull, fun to look at villas.	
Øgadekvarteret	Easy and nice, not too much traffic, bike paths, short distance to park and nature		
Kiærbyen	Not too many people or runners, cars drive slow, wide paths	a place to daydream	
Sites with great paths:			
The univeristy campus	Great bike paths that are runnable, no cars.		
The track & field stadium	Consistent good surface, trees around, good for intervals, undistrubed, for fast-paces runs	Good feeling, easy to find a montone tempo, thoughts wonder, no need to think.	
Greater roads around Vestbyen	No need to navigate traffic, bikepath in-between cars and pedestrians.	Use less energy on navigating traffic, feels nice	
Around Veddeløbsbanen	Long asphalt stretch, few cars, good for intervals, good roads/surface		

6.2.2.1.1 Presentations of the favourable running environments in Aalborg

Autoethnographic runs were done in the effort to present a better 'ground truth' and sensory feeling of these favoured places. Pictures were taken on these runs. This section presents these pictures alongside an expanded description of some of the favourable areas and paths that were mentioned by the runners.

Picture 1-3: The harbourfront during the day, night and morning.

The first pictures are of the harbourfront during different times of the day. Corresponding to what the runners described, the harbourfront contributes to a great running experience by the number of people and micro mobilities the path supports. There were no disturbances from either people, cars, or traffic lights. This made it easy and enjoyable to run. The continuity of the path made it possible to run fast and get into a good pace, rhythm, and flow. As the runners also described, it felt very safe to run there in the dark by how it was well-lit with streetlights.

Picture 4-6: The Nørresundby harbourfront.

A path that was mentioned and favoured by many runners was the path alongside the Nørresundby harbourfront, especially in between the two bridges. The runners described this path as a good place to run by how there was enough space on the pavement to share it with pedestrians. The street is a one-way road for cars, which was a favoured feature by the runners. The path is protected from cars and bikers by grass and trees separating the two lanes. The protection from vehicles and cyclists made it possible to solely focus on running and not be disturbed. The views from the paths were attractive too.

The path, generally, felt well designed for running, as the runners explained, by how it offered a place to achieve a good flow without being disturbed whilst also appreciating the views.

Pictures 7-8: The industrial harbour. **Picture 9:** Fjordparken.

The industrial harbour (Pictures 7-8) was emphasised by some runners by how it was a peaceful place to run due to the lack of disturbances from traffic. The area was very silent, but also deserted during the autoethnographic run. The pavement was narrow but felt wide enough due to the lack of pedestrians and traffic during this time of day (Sunday mid-day). Fjordparken (picture 9) was a communal favourite. Again, the path was wide and continuous which allowed for a good flow. The runners described it as a de-stressful and relaxing place to run by how it was close to the waterfront and had green features.

Pictures 10-21: Pictures taken at the runners' favourable green spaces and parks.

The green spaces and parks in Aalborg were emphasised by most runners as their favourable running areas. Østerådalen (Pictures 19-21) was mentioned by many as a preferred area to run. It was described as having many great paths where everyone ran or walked in the same direction. It was favoured due to the trees that shaded from the wind, the animals and the pretty views. The area, as described by the runners, gave a calming and relaxing feeling, which mentally felt good. It was enjoyable to run in between the trees because one felt far away from the city. All the parks and green spaces favoured by the runners offered peace and quietness allowing for a mental break, but they also offered the excitement of running on trails, softer surfaces and technical terrain. These parks were however critiqued for being far away from the city centre. Most visited them during weekdays and on their longer runs of the week.

Pictures 22-24: Other favourable paths in Aalbor, form left to right: The park Østre Allé, Streets in Hasseris.

Hasseris, a wealthier villa neighbourhood in Aalborg, was mentioned as a favourite amongst many runners. This was due to the low levels of traffic and the general traffic safety of the area. Pedestrians are given priority here, requiring cars from the side street to halt and break (see picture 24 for the street design of a junction), which allows runners to maintain movement. The area is experienced and described as calm and quiet and gives a relaxing and peaceful running experience by how energy is not used on navigating cars or pedestrians. The runners described it as fun to look at all the villas. Interestingly, the pavements in this area were quite narrow, but they appeared to hold the necessary capacity needed to sustain a good running pace due to the few pedestrians and cars on the roads.

Pictures 25-27: The roads around Veddeløbsbanen.

The roads around Veddeløbsbanen were also emphasised by the interviewees (pictures 25-27). These roads appeared to have minimal traffic, with few vehicles, pedestrians, and cyclists in sight during the autoethnographic run. The surface was firm and continuously good. The paths were very continuous, which allowed for a good flow. Some of the runners used this area for intervals, which made sense due to how closely it resembled a track and field course designed into the streetscape. The pavements around Veddeløbsbanen were narrow, but due to the low levels of traffic from cars and bikers, one could easily run on the bike path. If the number of cars, bikers and pedestrians were higher in this area, one may assume that this place would not be as safe or comfortable to run on.

6.2.2.2 Unfavourable running environments

Whilst it is important to know runners´ favourable environments, is it just as significant to be aware of their unfavourable environments to bring attentiveness to what environments should be re-designed or avoided in cities. Table 6 presents the unfavourable running areas and paths in Aalborg stated by the interviewees.

Table 4: Unfavourable running environments in Aalborg.

Unfavourable running areas in Aalborg	Why (Associated feelings and thoughts)		Relevant quotes
Streets and roads	Objective	Feelings	
Vesterbro	No-go, not enough space, narrow pavements, pollution, congestion, high level of traffic: cars, trucks and bikers, too many traffic lights, too many people, people going from A to B, noisy, too many stops.	Many disturbances, feels like a boundary of the city, worried about getting hit by a bike, horrible and annoying running experience, need to orientate and navigate consistently.	"Running on Vesterbo feels like doing an obstacle curse". Julie G. "My girlfriend, who also runs, feels like Vesterbro is a barrier. We talked about it, and she feels like it mentally divides the city for her" "It only takes 45 seconds, but mentally longer". Rune
Hobrovej	Nice road but too trafficked, noisy, annoying traffic lights	Difficult to get into the zone and find peace, annoying	"Its annoying because when I run I want to be free from all stress factors like traffic" Julie TP
Østre Allé	Too many traffic lights, no pavement: need to run on the bike path over the bridge, narrow path.	Need to be cautious, annoying with stops	
Kastevej	Not enough space, cylistst and trucks, recently too much construction.	Annoying	"I need to go through both Kastevj and Vesterbo to get somewhere nice to run, which is annoying". Julie G.
The bridges			
Limfjordsbroen	Too much traffic, too close to cars, steep, noisy	Disturbed by the cars	
Kulturbroen	Not enough space, narrow, cyclists and pedestrians share the same path, badly designed, bussy (congested)	Limfjordbroen is a bit better in how it separates cyclists and pedestrians. Annoying	
Junctions			
Junction of Peder Skrams Gade and Dannebrogsgade (By kvickly shop)	Chaotic	Stressful junction and experience, don´t trust the drivers here, negative emotions	"Some bullshit here" Maria.
Junction of Hobrovej and Vesterbro	Slow traffic light, takes a while, big traffic light and junction	Annoying, loose tempo.	
Area/junctions around Karolinelunden	Too many traffic lights		
Neighburhoods			
Øgadekvarteret	Many cars, many corners, narrow pavements	Need to slow down before corners as you cannot see what is on the other side, unsafe to runs fast, scared to be ran down	
Parks			
Østerådalen	Far from the city, narrow paths, many people, many dogwalkers with dogs running free and unleashed	Need to concentrate on the environment and people which ruins the running experience, if scared of dogs it is an anxious experience	
Sohngårdholmparken/Gamle Golfparken		Feels deserted, (sabine) scared of being asaulted	
The inner city			
Generally	Chaos, many traffic lights, cars, and busses, not a place prioritised for soft mobilities, start and stop, crowds of people, many factors to consider when running, sharp corners, narrow pavements not made for running, lack of space, no in-between area between bike paths and pavements.	Focuses on running through crowds of people, loose focus on running, needs to take precautions for cars and cyclists, difficulty in being polite to pedestrians, stressful, concentration, running faster to get out quicker, needs to make many decisions, ruins flow, scared to run people ower, A barrier to get to the harbour.	"It becomes like driving a car, where you always need to orientate, and mirror-mirror-shoulder." Bjarke
The high streets	Alright to run when closed, not nice to run when shops are open, slippery tiles, slippery in rain and in the winter, cannot run fast, too many people, nice place to walk with liveliness and shops, but not designed for running.	Receives odd looks, receives unwanted attention, feels weird and strange	
Area around the football stadium during a match		tiring to run past football fans	
The harbourfront			
Stretch by the inner city	Crowded, too many people,	difficult to reach a flow state when it is bussy	"It is tricky. Because where people walk, runners also run, and you also have running wheels, e-scooters and bikers. And I normally stay away from that" Bjarke.
During the day	too many people and cyclists	Difficult to reach a flow state	
Infront of streetfood	Crowded		
Between the bridges at the Aalborg side (old harbour)	Cobble stones, uneven surface, sparsely lit, chaotic, sharp turn,	Fear of twisting ankle, hassle to run, sharp turn ruins flow	

In common, the unfavourable environments in Aalborg have high levels of traffic and many traffic lights. The paths and pavements of these areas are narrow and are commonly crowded with pedestrians. The unfavoured environments are described as stressful, chaotic, unsafe, and to be disturbing the runner. The noise levels are high in these some of areas too. Poor traffic infrastructure is a common unfavoured feature due to how it is considered to ruin the running experience by preventing a peaceful and mentally restorative run. The runners described that their energy, in these areas, is used on navigating traffic, people, bikers and sharp corners rather than solely focusing on running.

Some of the unfavourable areas and sites were also mentioned as favourable by other runners. This accentuated the notion that different runners have different experiences and different perspectives. The harbourfront and the bridges over the fjord were disputed. Why some runners find these places as favourable and why others find it the opposite may be due to experience or confidence in running, running habits or even just the time of day they run. More noteworthy, the negative connotations should not be disregarded although these sites have positive connotations too, but rather means that the place deserves attention.

6.2.2.2.1 Presentations of the unfavourable running environments in Aalborg

Autoethnographic runs were also done to some of the unfavourable areas and paths, in the same way it was done to some of the favourable areas and paths. The next section presents pictures and descriptions of some of the unfavourable running environments in Aalborg, with the addition of autoethnographic observation.

Pictures 28-30: Vesterbro

Vesterbro, a road running through Aalborg, was deemed as one of the worst places to run in Aalborg. One of the runners, described that:

 "Running on Vesterbro feels like doing an obstacle course". Julie G., 18.10-2023.

This statement fit well to how the other runners explained this street, and of how it felt to run there. It was described as an area with heavy traffic, with a high number of cars, cyclists, pedestrians, and trucks, with many traffic lights and junctions. The pictures show the narrowness of the pavements. High speeds, and the number of people and road users made the street feel unsafe to run along. A high level of navigation and orientation was required to ensure a safe journey through the street. The runners described the road to be impossible, horrible, and annoying to run on. Most avoided running on it completely. For some runners this road appeared to be so unrunnable that few wanted to cross it just to get to the other side of the city, making it appear as a barrier to run peacefully through the inner city.

Pictures 31-33: The highstreets in Aalborg.

The high streets and most streets and paths within the inner city were considered unfavourable for running. The environments within the high streets were described as crowded and busy with people. This did appear to not only make it difficult and annoying to run, but it also felt uncomfortable to run there. The runners explained how it felt strange to run there during the day, and they mentioned that they received strange looks from the pedestrians. The high streets were described as nice places to walk and shop due to the liveliness of the streets. The runners did however describe it as a place not made for running, and therefore they all avoided running there when the shops were open. The high streets were also explained to have a slippery surface when it rained, so it was difficult to maintain a high pace when running there even though the shops would be closed.
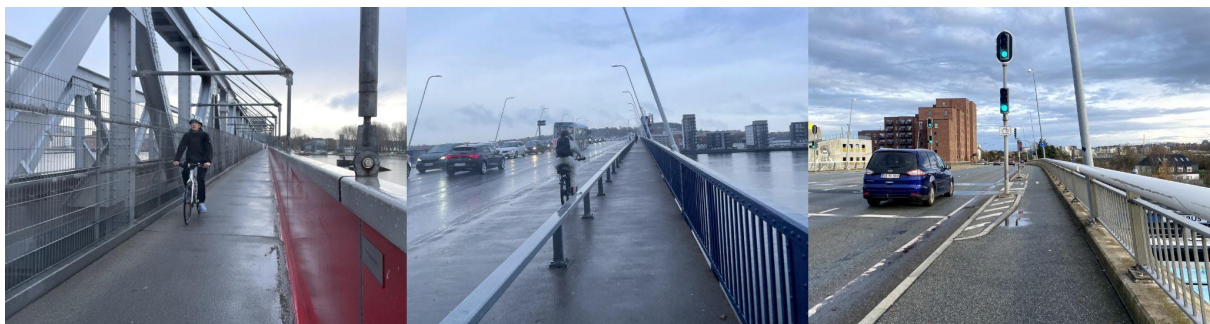
Pictures 34-36: From left to right: Kulturbroen, Limfjordsbroen, The bridge on Østre Allé.

The bridges in Aalborg were debated amongst the runners. Many of the runners incorporated these bridges into their running routes, although they did not necessarily favour them. Kulturbroen was favoured over Limfjordsbroen by some of the runners due to only cyclists, pedestrians and other soft mobilities being allowed on it. However, other runners deemed it too narrow and busy for the number of cyclists and pedestrians who used it. Other runners preferred Limfjordsbroen because of how the cyclists and pedestrians were separated into two different lanes, which made it safer and easier to run. Regardless, the traffic noise and high traffic levels annoyed the runners preventing a calming and peaceful sensation. Because both bridges were deemed as unfavourable by the runners, one may assume that neither are runnable and that these bridges also function as barriers to overcome to be able to run on the other side of the fjord which has many favourable green and runnable areas.

Picture 36 presents the bridge on Østre Allé and was critiqued by the runners due to how it lacks a pavement to run on. To run over it one must run on the bike path. When running over this bridge the runners must therefore remain vigilant for approaching cyclists and ensure sufficient space for both runners and bikers. This causes the runners to use energy on orientation rather than solely on running which limits a great running experience. The traffic along this road appeared to be quite noisy and the wind was quite strong here too. The unfavourable experiences of running on this bridge urged for a faster pace to run over it swiftly.

Pictures 37-39: Unfavourable junctions in Aalborg. From left to right: Junction of Peder Skrams Gade and Dannebrogsgade, junction of Vesterbro and Hobrovej, junction of Hobrovej and Over Kæret.

The junctions shown in pictures 37-39 were mentioned as frustrating junctions by the runners. The junction of Peder Skrams Gade and Dannebrogsgade (Picture 37) was mentioned by a runner to be very chaotic and stressful. The runner did not trust the drivers to halt here. During the autoethnographic run, this junction was under reconstruction were the intention may be to make it safer in the future. However, at this present time, it felt even more unsafe to run across. The pavements on both sides were removed, and the cars drove by fast where, as a runner, one had to come to a halt and carefully walk through the junction. The other two junctions (pictures 38-39) were bigger junctions with traffic lights and multiple lanes and turns. These junctions were described as very slow and lengthy.

The runners had to linger there and therefore lost both rhythm and pace during their runs here. Runners find that losing rhythm and pace decreases the running experience.

Pictures 41-43: From left to right: Øgadekvartert, Kastevej and the harbour between the bridges at the Aalborg side (described by some as the Old harbour).

The neighbourhood Øgadekvarteret (picture 41) was mentioned as unfavourable by some runners, though at the same time favoured by others. The runners considered it as unfavourable due to the narrow pavements and sharp corners. The sharp corners made one slow down to be able to safely run without being run over or run into someone or something coming from the other side. Conversely, the ones who found it favourable described it as a place without traffic and as being close to green spaces. During the autoethnographic in run in this neighbourhood the traffic felt safe, but the sharp corners induced a heightened state of alertness of what may appear from around the corner.

Kastevej (picture 41), the main road in the neighbourhood of Vestbyen, was also mentioned as an unfavourable street due to the traffic levels of cars, trucks, and cyclists. It was also noted as unfavourable because an extensive reconstruction project had occupied most of the street for an extended period. The construction was finished during the autoethnographic run. However, the path still posed some external stressors due to cyclists, busses and shops being close to the pavement, which may appear bothersome to some runners.

The part of the harbour that was mentioned as unfavourable by some runners was the path between the two bridges (picture 43). It was described as having a technical and uneven surface with cobblestones that were difficult to run safely on. This area was less well-lit than the other parts of the harbour. This part was further described as chaotic with a few sharp turns as well, which restricted a good flow. During the autoethnographic run along this part of the harbour, it was difficult to determine where it was most conducive to run. Does one run on the cobblestones, on the longer tiles, or the asphalt road with cyclists and cars? Decision-making processes like these, whilst running, require the runner to focus and use the energy on navigation rather than on solely running. Losing focus on solely running is emphasised as hindering a great and mentally restorative run.

6.3 Aalborg's runnability

The results above give a comprehensive description of Aalborg's runnability, and of the favourable and unfavourable places and areas to run. Regardless, it is necessary to delve deeper into these results and thoroughly discuss them. This next section of the report presents a discussion of Aalborg's runnability.

In general, Aalborg was described as a pleasant and satisfactory city to run in. This was mostly because of the great variety of running environments found within or close to the city. The interview objects explained that there are many different routes to run in and around the city, which could be used for different types of runs. Some areas were great for hill running, some for fast paces, some for intervals and some for relaxation and mental restoration. Even though most of the runners interviewed found the city to be a good place to run, they all had objections regarding the running environment. This will predominantly be the focus of the following sections.

6.3.1 Traffic and street infrastructure

Traffic levels and traffic infrastructure emerged from the analysis as the most substantial factor determining a place' runnability. The traffic in Aalborg served as the greatest impediment to a great running experience in an area. This was related to the number of traffic lights, narrow pavements, unsafe paths, levels of cyclists and traffic noise. The traffic factors decreased the possibility of achieving mental restoration and maintaining a good flow during the runs. The runs became more stressful, and the runners' focus shifted to navigation and orientation, rather than on running in areas with heavy traffic. For example, did Julie T.P. describe how

"It is difficult to find calmness and peace when running in Aalborg". Julie T.P,. 13.10.2023

She was referring to running within the inner city, which was characterised as disturbing due to the heavy traffic. However, another runner compared Aalborg to other cities and places he had run. Within this comparison, Aalborg stood out as more runnable than other places:

"Compared to other cities abroad, Aalborg has great conditions for biking and walking, which is useful for runners too". Bjarke, 10.10.2023.

However, this assumption may not be true for all paths and places in Aalborg. An example of this is the inner city, and particularly the high streets in Aalborg, by how the runners described and pointed out the inner city as an unfavourable place to run in Aalborg. This was evident in the combined map of Aalborg's runnability (Figure 7), where the whole inner city was marked in grey. The closer to the inner city, the more unfavourable the running environment became. The runners argued that the inner city was not made for running.

Safety from traffic has been acknowledged to be important in other runnability studies (Anagnostopoulos, 2021; Ettema, 2016), in such a way runners aim to not run in these busy streets (Jiang et al. 2022). However, to stay away from areas with traffic within the inner city, or even just the inner city in general, may be difficult in Aalborg.

6.3.2 The inner city

The reason why the inner city was hindering a great running experience, alongside the traffic, was mostly bounded by the narrow pavements and paths that were crowded with people. These narrow and crowded streets made it hard to navigate freely through the city at a high pace. It was described by a runner that running in the inner city became like driving a car:

"It becomes like driving a car, where you always need to orientate, and mirror-mirror-shoulder." Bjarke, 10.10.2023.

Within this narrative, the runner uses energy and focuses on navigation rather than running and experiencing mental restoration and a solid flow and rhythm. Furthermore, strange, odd looks and feeling out of place when running within the most pedestrianised areas were brought forward by the runners. This was particularly mentioned regarding running in the high streets and shopping streets. The feelings of being out of place demonstrate and of who has the right to the street. The low runnability of the high streets also demonstrates how a very walkable street may not always be considered a runnable street. Within this observation, the inner city in Aalborg appears to be more designed for walking and shopping, rather than for leisure mobilities with higher speeds such as running. This highlights the point of studying runners as its own mobility practice, and not as another form of walking.

Running on Vesterbro, the main street through the inner city, serves as a fitting representation of the experiences of running in the inner city. It appears fitting in terms of the experiences of external disturbances and of feeling out of place as runners. Vesterbro was described as a non-runnable area in Aalborg. It was described and experienced as a congested and overcrowded street. The pavements did not have the capacity or width to sustain runners and pedestrians simultaneously. The closeness to the bike lane made it even more difficult to manoeuvre through the crowds safely at a high pace. The high levels of traffic, traffic lights and junctions on this street further made it less possible to run there. In essence, the busyness of the street and the under capacity of the pavements caused the runners to feel like they were running an obstacle course. This street was therefore stressful, annoying, and disturbing to the runner.

However, within the discussion of active cities and runnable cities, is there a need for all roads to be runnable? There may be solid arguments for both sides of this question. A city needs to prioritise and facilitate different mobilities, movements and flows of people, traffic, commodities, and goods. The concern with the street Vesterbro is therefore not necessarily its runnability, but how it also acts as a barrier for the runners to run through the city. Some runners described the street as hindering them from crossing the inner city and running in other parts of Aalborg, both from west to east, east to west, but also south to north. If the streets hinder runners, it is not unreasonable that the street may prevent other physical activities and active mobilities from crossing the city safely and comfortably too. Rune for example said:

"My girlfriend, who also runs, feels like Vesterbro is a barrier. We talked about it, and she feels like it mentally divides the city for her (...) it only takes 45 seconds, but mentally it is longer". Rune, 12.10.2023.

Rune does not only describe the street as a physical barrier, but more so as a mental barrier by how the street cognitively is perceived and represented within runners' mental maps. Concerning Lynch's theory (1960), this street is not only *a path* for movement and connectivity within the inner city, but also acts as an *edge* within the city as a barrier that hinders and prevents running connectivity and running continuity through the city for runners.

The runners commonly determined a place as favourable to running or unfavourable to running in terms of the pavement width. The pavements in the inner city, along Vesterbro, as well as in the neighbourhood Øgadekvarteret, were described as narrow and unfavourable. The autoethnographic runs revealed another perspective to this. Most pavements, generally, in Aalborg appeared to be more or less of the same size, regardless of area. (Albeit, some pavements, like those on Vesterbro, were very narrow, and those along the harbourfront were wide.) Interestingly, the neighbourhood Hasseris, which was described as a very good place to run, had narrow pavements. Whereas some pavements in the inner city were quite wide. Deriving from this, a discussion on pavements should rather regard pavement capacity rather than width. The pavements appear narrower, particularly within runners' mental maps, when they are close to busy and congested roads if they are used by many pedestrians and shared with different soft mobilities like e-scooters and bikers. In calmer neighbourhoods, where the traffic is experienced as less threatening and disturbing, the pavements may feel and be remembered as wider. Ensuring that popular paths or paths next to busy roads are well-designed for their capacity and are designed to be shared by different speeds and mobilities may be important for designing a city for active leisure mobilities.

6.3.3 The harbour front and the bridges

Every interviewee stated that a good running sustained an undisturbed running experience. Being free from cars, traffic lights, cyclists and pedestrians decreases the chances of being disturbed, and made it possible for the runners to experience freedom, a good flow, calmness, and mental restoration. The harbourfront in Aalborg is a path that manages to provide experience, although only to a certain extent.

The harbourfront was a favourite amongst many runners because it provided a continuous path with enough space and no obstacles, with streetlights, a firm surface and no disturbances from traffic. Additionally, it provided the runners with a great view of the fjord. The harbourfront serves as a safe space to run during the dark hours and winter months, and it supports runners of all levels because it can be separated into different routes with different lengths. It further supports all runners in Aalborg by how it is close to the city centre and to where people live. The harbourfront in-between the bridges on the Nørresundby side should particularly be celebrated because it is a path that is well-designed for running, and for other physically active mobilities too.

It is important to incorporate into the discussion that not all runners favoured the harbourfront, or at least not all parts of the harbourfront. The number of pedestrians that also choose to walk along the harbour is considered by some runners to reduce the harbour's runnability. Therefore, some runners choose to run along the harbourfront at times of the day when it was less busy. The runnability of the harbourfront may therefore be ascribed as circumstantial. Certain parts of the harbourfront were described to have few streetlights and more uneven surfaces, which emphasises that although the harbour is an important path for Aalborg as an active city, it can still be improved. There was also an acknowledgement that the harbourfront lacked green attributes and that it was a very windy place. These factors do not necessarily discount its runnability. On one side it may suggest that despite certain factors, the continuity, safety, and accessibility counteract the lack of green attributes and unfavourable factors. On the other side, it may suggest that the harbourfront may not be as runnable as assumed, but rather be the only runnable option to choose from within the inner city.

The interviews also engaged a discussion of which of the bridges were the most runnable. On one side it may be assumed that both bridges are conducive to running as many runners choose to incorporate them into their running routes. On the other side, it may be assumed from the interviews and autoethnographic run that neither is great for running. Building upon this, a third assumption may be that these bridges serve as important paths to cross the fjord to be able to run in more runnable areas, such as the green space Lindholmfjordpark. Within this argument the bridges, or more so, the fjord itself, may act as an edge or barrier, preventing people from running more on the Nørresunby side, which on the map, has many green spaces. What is clear is that the runnability of these bridges is not as good as it first may appear, albeit runners chose to run over them.

6.3.4 Scenic views and neighbourhood feelings

The neighbourhood Hasseris was a favourite area to run amongst the runners. It was described as a calm area with low traffic levels. It was emphasised that cars from the side roads had to hold back from pedestrians, which allowed the runners to maintain flow and not worry about disturbances or having to slow down and halt for cars. Furthermore, the neighbourhood was favourable by the lovely houses and villas. These were fun and pleasant to look at and added something special to the run. A runner compared the new builds along the harbourfront to the houses here, and explained that:

"As much as I like the waterfront with the big, beautiful apartment complexes, I also think that these old villa quarters can do something. It has more personality and life. The harbourfront is great because it has the water and the view, but it is very new and big and dense. The villa quarters and the entire Hasseris area are old brick layered villas. There is a little more charm about it. And I think about that when I run." Sabine, 1.11.2023.

This statement may not only highlight how people generally feel about the city's architecture and the significance of great and interesting views when running, but it may indicate that architecture also plays a role in where runners prefer to run, and maybe even the role of the human scale and dimension (Gehl, 2010) when running. This point was suggested in Dong et al. (2023) study where it was indicated that enclosed environments, dense and overwhelming buildings and streets appear less conducive to running.

Another neighbourhood that was emphasised amongst the runners was Øgadekvartert. The runners described the runnability of the neighbourhood Øgadekvartered differently. Some found the neighbourhood to be conducive to running, whereas others did not as much. One runner described the corners as too sharp, which decreased the visibility of the roads. The poor visibility, alongside the busy traffic, made the streets feel less safe to run on. Other runners found the neighbourhood runnable because of its low traffic levels and calmness. Regardless of the discord, these perspectives signify the importance of residential areas with low traffic levels and high visibility of the traffic because they can encourage active leisure activities amongst their residents. Research shows that well-designed neighbourhoods for running lower the thresholds for going out for a run and increase the frequency of running (Ettema, 2016). Hasseris, and maybe even Øgadekvarteret, represent neighbourhoods that increase the running frequency of their residents. Whereas people who live in the inner city may have a higher threshold to go out running and feel more limited in running routes. This observation promotes the value of introducing walkable neighbourhoods in the discussion of runnable neighbourhoods, and of bringing forward the examples from Barcelona's Superblocks where the speed limit was reduced to 20km/h or the Complete Streets in the Salt Lake City which have implemented accessible walkability designs (Glazener & Khreis, 2019).

6.3.5 Green spaces in Aalborg: accessibility, distance, and convenience

The runners in this study acknowledged that if they were to run in a conducive environment, they had to run far out of the city. In particular, the interviewees noted that green areas, parks, and areas with nature were far from the city centre. Green areas and parks are recognised as the places where runners feel most relaxed and calm and are therefore deemed as important for a runnable city. This indicates that for the runners to experience a relaxing and calming run, they had to be able to run far and also have the time to run far. All the runners agreed that Aalborg lacked nature and forest close to the inner city, and they recognised that the inner city also lacked greenery and greater green spaces. It was pointed out during the interviews that the opportunities to run in green areas on short runs, when living in the inner city, were few and limited. Julie T.P., who started running about a year ago, stated that:

"It means a lot that I can run further now, than a year ago. Because I can run to other places." Julie T.P, 13.10.2023.

The park Østre Anlæg was mentioned as an opportunity to run in a green space in the city centre. However, for most of the runners, this park was too small, which accentuates the difference between walkable and runnable greenspace because runners require greater path distances. However, for the novice runner, Julie G., this park was perfect because the distance around it was feasible. Distance and long distance are a huge hindrance to her as a novice runner. Distance hinders her from running in more runnable and green areas, as she finds these areas to be too far out of the city for a beginner. She explained that she often would cycle out to the areas that she knew were great for running, such as Lindholmfjordpark. However, it cannot be assumed that all novice runners are as motivated, and dedicated nor have the time and energy to cycle out to these areas. Therefore, it can only be argued that the green areas and parks in Aalborg are inaccessible to novice runners who are limited to short distances. To engage more people in active leisure activities and physical exercise like running, this is an important factor to consider. Deelen et al. (2019) who did a study on novice runners, explained that to maintain novice runners and to engage more people in running, it is highly recommended to design and provide good access to attractive, green and lively spaces with good running surfaces, than it is recommended for experienced runners.

The more experienced runners also contemplated the access and distances to the green spaces in Aalborg. They preferred to run to these green spaces and parks on the weekends and during their long runs when they had more available time. For most of the experienced runners, it was challenging to fit in enough time during the weekday to run to the green areas. It may then be assumed that many runners are unable to achieve a calming and relaxing run during their weekdays. The runners also explained how the access to these green spaces was stressful, annoying, and disturbing. For example, a runner mentioned that:

"You have to cross many traffic lights to get to the nice nature areas" Mike, 11.10.2023

In addition to this, another runner mentioned that:

"It´s tricky with Aalborg, because to get to the good running areas, you have to run through many traffic lights and areas with heavy traffic" Bjarke, 10.10.2023.

This observation means that there are certain places and sites, that in distances may be close enough for the experienced runner, but due to the built environmental objects and infrastructure, these green spaces feel far away. This perspective points to the importance of accessibility and well-designed pathways to green spaces and recreational areas, where hindrances of numerous traffic lights, roads with heavy traffic or narrow and congested bridges should be lowered to ensure frequent visits and also ensure frequent mental restoration opportunities for the residents.

Another issue that arose regarding green spaces and parks in Aalborg was about the female runners and their concern with running in the dark. The female runners would not run in the forest or the parks in the dark. They felt limited to only running in the inner city or along routes with traffic during the darker hours. One of the female runners emphasised how the green areas in Aalborg were inaccessible to her during the winter months and darker hours. This was because of the poor lighting of the parks and green spaces in Aalborg where even in most places there were no streetlights at all. The runner argued that this inaccessibility was specific for female runners because they commonly felt unsafe in the dark. The risk of injury also became heightened in these places during darker hours. She said that the lack of lighting and inaccessibility is:

"A shame because the paths are really good, but when it is dark there, it is uncomfortable." Sabine, 1.11.2023.

Østerådalen, a green area outside of Aalborg, is treasured by many runners because of its great paths and size. The trees and nature in this area bring mental restoration and calmness to the runs. However, not everyone appreciated this green space as much. This was due to the number of people, cyclists, and narrow paths there, but also due to the number of unleashed dogs. The question, concerning these worries, may then be how to ensure that the park is evenly and comfortably shared between runners, dog walkers their dogs, and bikers to ensure that everyone feels welcomed.

Summarising from the section above, it is evident that Aalborg has areas, paths and places that support running. It is also clear that Aalborg's built environment can be improved and enriched to support a higher running frequency and better running experiences.

7. Discussion

Drawing from the case study and discussion above, a lot can be learnt from studying runnability and the runners' experiences in Aalborg. The next section aims to build upon the findings from the study of Aalborg's running experience to discuss more universally what environments are conducive or hindering to running, and how this further can assists in developing active cities.

7.1 Conducive and impeding running environments

With the aim of better understanding how the environment affects runnability, this research engages runners' perceived and sensorial running experiences to strengthen the clarification of what environments are conducive or hindering to a great running experience. Above, the case study presented the running environment of Aalborg, and categorised environments in the city as either favourable or unfavourable to running. Derived from this it was possible to depict and analyse more broadly what characteristics make environments runnable or non-runnable. This next section aims to discuss more broadly, and without place attachment, what environments are conducive or hindering to a great running experience, based upon the runners' embodied and sensory clarifications. First, a comprehensive list of favourable and unfavourable environments will be presented as two different tables, before a more in-detailed discussion on distinct themes is implemented.

7.1.1. Favourable environments

The interview objects were asked to describe their favourable and preferable running environments, without necessarily attaching it to a place in Aalborg. This was analysed and combined in a table, alongside other codes and observations from their experiences in Aalborg. Table 5 presents a comprehensive list and presentation of favourable running environments, without place attachments.

Table 5: Favourable running environments without place attachment.

Favorable running environments	Why (Associated feeling and thoughts)	Relevant quotes
Running surface		
Long asphalt stretch, consistent surface, solid and firm, flat, gravel,	Enables one to solely focus on running, maintaining running flow, Technical terrain is debated, hills are debated	
Types of roads		
Rural roads, gravel roads, streets, runnable bike paths, meandering roads, first priority to pedestrians, street lights, consistent paths, protected from cars	Experience calmness and ease	"It feels lovely to run in a place that prioritises soft mobilities" Maria.
Pavements		
Wide pavements, good pavement capacity, protection from cars, enough space to move, easy to pass pedestrians		
Time of day		
Weekend mornings	Peaceful, calmness in the city, only use energy on running	
Nature and green areas		
Places with nature and fields, big parks within the city, by water, in the forest, animals and wildlife, agriculture, places for re-creation and not for through movement, nice smells	Feelings of freedom, relax more when running in nature, quiet and calming. More peaceful, feelings of zen, meditative experience.	
Pedestrians		
Few people, liveliness, shared spaces		"It is motivating when people are around, it is not like they root on you, but it gives some form of motivation and energy. If I run a place without people I tend to slack and slow down". Mike
Running community		
Places and paths with other runners		
Quite places		
Where one can only focus on running	More calming and relaxing without noise	
Wind		
Tail wind, shelter/shade from the wind	Wind feels disturbing and noisy	
Routes		
Circular routes, one-directs paths and movements, diverse environments	Short routes good for new runners, short routes to set sub-goals	
Views		
Villa houses, water, nature, nice neighbourhoods	Exciting to look at something when running	
Places without disturbances		
Low navigation required	Better flow	

From Table 5 it is evident that for a running environment to be favourable, and to be conducive to a great running experience, it needed to give of the sensory experience of calmness and peacefulness. The noise and traffic levels should also be lowered to enable a runner to solely focus on running because this is an important factor for a great running experience. Wide pavements, protection from cars, and few people on the paths enhance this. Running in nature, bigger parks or along water appears to enhance a great running experience by bringing peacefulness, the feeling of freedom and even a meditative experience to a run, thus supporting mental restoration. Great views and scenery are important because they make the runs more exciting. Consistent paths with a solid surface, traffic safety, circular routes and diverse environments were also preferred to enhance a great running experience. Continuous paths without disturbances or stops related to traffic and traffic infrastructure, or related to pedestrians and other disturbances were a very important factor to make a path conducive to running.

7.1.2. Unfavourable environments

The interview objects were further asked to describe their least favourable running environments, without necessarily attaching it to Aalborg. This was to get even more information on what is hindering a great running experience. Table 6 presents a comprehensive list of unfavourable running environments, combined with codes and observations from the running experience in Aalborg. The table also presents hindrances and additional factors that create and accentuate risks or impair a good running experience. These additional factors are more bound to circumstances rather than urban design characteristics themselves.

Table 6: Unfavourable running environments without place attachments combined with other factors which are unfavourable, hindering, create risks or impair a good running experience.

Unfvourable running environments	Why (Associated feeling and thoughts)	Relevant quotes
Running surface		
Technical terrain (with tree rots), grass, forest trails, cobblestones, slippery tiles, and slippery surfaces, stairs or hindrances in the streets such as potholes.	Worried about falling or geiting injured, though, and hard to run on.	"It's probably connected to the fact that I use running to relax, so if I have to worry that I'm twisting my ankle, that I'm not stepping correctly, then I might not get the same sensation out of the run." Bjarke.
Pavements		
Narrow pavements, lack of space,	Fear of getting hit by cyclists or cars, need to be cautious, focus on the environment rather than on running, energy expanding.	
Pedestrians		
Crowds of people	Difficulty of getting into the zone, slowing down speed, and using energy to maneuver through crowds safely. Feels vulnerable to run amongst many people. receives unwanted attention	
Trafficked places		
Are with many traffic lights and junctions, areas where runners share spaces with different soft mobilities / micro mobilities, cyclists, cars, places where you have to cross roads, areas with high speed limits	Consistent orientation and navigation, create boundaries, obstacle courses, slow junctions, decision-making processes, Precaution for cars and bikers and people, falls out of flow, disturbs the running experience, annoying to stops and wait, running experience downgraded when constantly navigating traffic, disturbance by cars.	"It is annoying to stop at traffic lights, but just one or two traffic lights seems fare to accept" Julie TP. "I get tired of using my energy on looking out for cars and trusting them that they see me, rather than just using energy on just running" Maria
Road design and traffick safety		
Sharp corners, poor visibility, high risk running in very trafficked areas	Poor traffic safety, needs to take precautions, looses tempo, risk of being run over. Stress and worries get one out of the zone	"some people and drivers are tired of bicyclists and pedestrians, and I can imagine of runners too, and because we come at such speed, they need to look out for us. So I am really aware of drivers while I run." Maria
Noisy places		
The sound of traffic	Traffic sounds are annoying and less relaxing and calming	
Construction sites	Distrubance	
Windy places	Makes the run less relaxing, and hinders a great running experience	
Rural roads	Everlasting and boring	
Other factors in the environment which are unfavorable, hindering, create risks or impair a good running experience:		
Unleashed dogs		
Running during rush-hour	Streets become busy, people appear to be less aware and tend to disobey traffic rules. Feels less safe, and running becomes stressful, energy-consuming, and annoying to run.	
Sparsely lit or dark places and sites	Need to be more careful, concerned other road users won't see them. It is not as relaxing, body becomes a bit more tense. All runners wear high-visibility vests and equipment. The female runners: only ran in well-lit places, do not feel safe running in the dark, certain places are non-accessible during dark hours. The more safe to run in the inner city. Only run in the green areas and parks during the summer months or during light hours.	"It is a shame because the paths are really god, but when it is dark there, it is uncomfortable." Sabine, when talking about how green areas in Aalborg are not well-lit.
Completely deserted places and sites	Only mentioned by female runners: feels more safe to run in the inner city, fear of being assaulted in deserted places. Especially industrial sites.	"What happened in Østerådalen with the assaults, makes me think more about where I run, and the potential to be assaulted when you are completely on your own". Sabine
Winter and autumn months	Some runners ran more during the summer months than the winter months.	

From Table 6 it is evident that a poor running surface, narrow pavements, and lack of space, along with heavy traffic, traffic lights, junctions and traffic noise underpin a poor running experience. These factors disturb the runners and make them use their energy on orientation, being cautious of their surroundings and looking out for risks and hindrances rather than using energy on running. Navigating traffic, people and cyclists makes the run more stressful, they lose flow and tempo, and it appears then to be more difficult to attain mental restoration. Windy and noisy places were also acknowledged by many runners as annoying because it prevented a peaceful and calming experience. Further, the runnability of a path, street or area appears to be circumstantial. The runners explained that running in the dark, running in deserted places, running during the winter months, and running during rush hours made certain places and paths unfavourable to running when at other times they were regarded as runnable. Running in the street during rush hour was especially emphasised as a stressful experience. Running in rush-hour became stressful by how felt less safe because the drivers appeared to be less cautious of their surroundings and less likely to follow traffic rules.

7.1.3 Traffic and traffic infrastructure

Cars, traffic, and traffic infrastructures have direct impacts on physical activity levels on a general basis in the contemporary city (Glazener & Khreis, 2019) by how the automobile, as the main transportation mode, has changed people's mobility patterns but also physical activity levels. Car dependency has significantly contributed to a decrease in citizens' physical activity levels (Sallis et al. 2016). Automobiles, traffic infrastructures and high traffic levels also influence running, or moreover, influence the running experience. High levels of traffic, traffic noise and a high number of traffic lights and junctions have a significant impact on runnability. The runs become stressful, mentally demanding, annoying, and as a result become less enjoyable. The patterns of transportation related to the automobile are not only unfavourable to active mobilities for transportation, which the active and sustainable city aims to increase, but it is also unfavourable for leisure activities such as running. It reduces the positive mental effects of running like mental restoration, getting a break from the stress of everyday life, and the feeling of freedom, which are common goals for all runners. Traffic infrastructures and traffic levels also decrease a runner's performance level due to runners needing to slow down, halt and run more carefully. The disturbance from traffic may even contribute to reduce runners' motivations and running frequency.

All runners emphasise the value and preference of running undisturbed on continuous paths. Continuous paths are long stretches with wide and spacious pavements or trails with few sharp turns, obstacles, and crossings. Within the literature review, these continuous paths were described as routes and places that support vigorous and sustained movement (Jiang et al. 2022). These continuous paths have the width and capacity to be shared with pedestrians, bicycles and other micro mobilities without creating stressful encounters or conflicts.

Narrow pavements or paths were a common unfavourable characteristic amongst the runners in this study. These paths caused stress and unwanted disturbances, where some runners even felt that they were rude towards pedestrians when pushing past them and creating uncomfortable encounters. Continuous paths and pavements with streetlights and a supportive surface were also preferred because they felt safe to run on. Conclusively, these continuous paths represent a conducive environment by how they allow for flow, rhythm, fast paces and throughout movement, but also allow for the feeling of freedom, to de-stress and to solely focus on running. The continuous paths support the runner to obtain mental restoration and stress relief. This reflection is also pointed out by Sahasank et al. (2022) in how running routes should have minimal interventions with vehicles and pedestrians to ensure a healing experience.

The track and field stadium may in general represent a perfect continuous path, and even represent a close-to-perfect running surface and undisturbed path to run on at a high speed. So why do not all runners simply run there? The stadium was debated amongst the runners. Some found it very conducive to running and doing interval runs, while others found it boring and repetitive. One may argue that the stadium is not highly favoured because most of the runners sought a form of explorative experience when running. The runners prefer to have something exciting to look at, and they prefer paths that meander and change. This then accentuates that running is not just done for fitness or to become faster, but that it is done for the experience of the journey.

7.1.4 Seasonality
The impact of weather and the seasons had little focus within in the interviews and the research itself. However, derived from the analysis, a few remarks can be made on this topic. Wind was mentioned by two runners to have a negative impact on their running experience. Running in between trees, that sheltered from the wind, had a positive impact on their running experience. Therefore, ensuring that paths, recreational sites, and streets are in some ways sheltered from the wind may have an important impact on runnability, and maybe even walkability. Street trees, which have numerous benefits for cities, such as reducing air pollution, reducing noise levels, cooling down the streets, and reducing UV radiation in the summer (Saraev, 2011), are also shown to reduce wind turbulence and pressure in urban environments. Trees may shelter pedestrians and runners from the wind (Giometto et al. 2017) and in addition, shelter them from traffic dangers.

Within the discussion of seasonality, winter emerged as an unfavourable season to be running in. Many ran less during this season than they did in the summer months. It is established within the research community that active mobilities and physical activities decrease in the winter seasons (Hudde, 2023; Tucker & Gilliland, 2007; Pivarnik et al. 2003). One can assume slippery roads, rain, snow, and cold weather are the reasons for this.

The darkness during the winter and autumn months was stressed as a main concern by the runners. Cities and urban areas that only support and facilitate physical leisure activities and mobilities for the summer and spring months fail to uphold a physically active population all year around.

7.1.5 Darkness

The dark evenings and mornings, during the autumn and winter months, were accentuated by the runners to have a negative impact on their running experience. The runners explained how the body became more tense when running in the dark, and that more energy was used on looking out for cars, hindrances, or unevenness in the surface. Within this study, the females felt that the darkness during the autumn and winter months especially had a huge impact on their runnability. Females, as shown in other running studies (Shurrman et al. 2021; Cook & Larsen, 2022), are more likely to experience the negative effects of poor runnability. Poorly lit paths and streets have a substantial negative impact on their running experience and their running accessibility. This was particularly discussed regarding the green spaces and parks in Aalborg, where certain areas in Aalborg became inaccessible to females so that females had fewer running routes opportunities than men.

The females in this study, as well as in other running studies (Shurrman et al. 2021; Cook & Larsen, 2022), appeared to also be more aware and concerned about remote and deserted places because of the fear of harassment and assaults. Well-lit streets and paths do appear to lower the concern and risk of running in these places. This issue accentuates the importance of prioritising streetlights in urban planning. The fear of harassment and assault may be a greater societal issue through its linkaged to societal and cultural norms. Running alone as a female is regarded as a risk, in and of itself. An example of this is how a runner mentioned that after two females were assaulted in the park Østerådalen in Aalborg, her awareness, concern, and fear of running in deserted and dark places was heightened. The importance of safety and accessibility for female runners may be regarded as a significant hindrance to running and should therefore be at the centre of attention for city leaders and urban planners who aim to increase physical activity levels amongst its residents.

7.1.6 Green spaces

Nature and green space are important for a great running experience. This is evident from the analysis, and from other runnability studies (Deelen et al. 2016; Schuurman et al. 2021; Shashank, 2022; Yang et al. 2023). Forests and parks represent the most favourable running environments. Green street amenities also have a slight positive effect on runnability. Within this research, parks and green spaces are important areas for runners because they provide and promote feelings of calmness and peacefulness, and they ensure mental restoration for the runners. Within this research study, most of the runners are labelled as road runners by how they found trails, technical terrain and uneven surfaces to be unfavourable to running. Regardless, all the runners preferred to run in green areas, forests and parks.

Interpreted, it can be assumed that the average runner prefers urban greenspaces, parks and urban forests that provide solid, firm and smooth paths such as gravel roads or asphalt paths, and highlights the value of ensuring well-designed and planned recreational facilities, and urban and semi-urban parks. However, it would be misguiding to assume that all runners prefer well-maintained paths over technical terrain. It may be that the runners in this study haven't had the opportunity to run on technical trails and that they therefore prefer to run on what they are used to, particularly considering that the runners find the forests in Aalborg to be far away.

Yang et al. 2023 showed that the environment had greater impacts on weekends than during weekdays and that people had higher preferences for the running environment during the weekends than on weekdays. However, compared to the observation from this research study, one may turn this statement around. It appears that it is not necessarily weekdays or weekends that determine the environmental preferences. If green spaces or parks are too far away for the average runner, these runners do not have the time or capacity to run in the green spaces on weekdays. They are thus also less likely to experience the benefit of running in natural and green environments. The interviewees rather explained that when they have enough time and the opportunity arises, they would run to green spaces. Within this discussion, the runners then emphasised how they would prefer to run in green spaces if time and distance were not an issue more often. The accessibility to parks and greenspaces is therefore as important as their quality may be. This is particularly relevant to engage more people in running (Deelen et al. 2016).

7.1.7 Running risks

A difference between men and women in this study was how they perceived traffic risks and traffic safety. It is established within the running literature that men and women perceive running safety differently (Schuurman et al. 2021; Cook & Larsen, 2022). Most of the male runners in this research study explained that they would sometimes run on a red man (red light) or run across the road without a zebra crossing. Some even explained how they preferred to run on the bike paths, rather than on the pavement, to ensure a better flow and pace. The female participants, in this study, articulated their tendency to run with caution and avoid taking unnecessary risks when running in the streets or traffic. One of the male runners explained for example that he would commonly run on the bike paths rather than on the pavement. He explained this by:

"If I am running fast again I won't run on the pavement, I will run on bike paths or even just the road (…) I have this ego, when I run fast, like I run faster than some of the bikes". Rune, 12.10.2023.

This statement can be interpreted differently. Firstly, it may represent the way male runners tend to disobey traffic norms to ensure a great running experience and, in a sense, re-claiming the streets from cyclists and even automobiles. Moreover, it could be interpreted that the streets and pavements are not well designed for running. The females may rather choose the safer option with more disturbances, whilst the men may take more risks to ensure that they have a better flow, pace and a good course to run on. Taking risks in traffic and disobeying traffic rules does not necessarily explain poor infrastructure design or even poor runnability, but it may give clues that there is a lack of space for different mobilities to together be able to share the streets in a safe and organised manner. The statement does however provide an insight into how runners take up space in the city, and how they reclaim their space in the urban environment by breaking with traffic norms.

7.2 The sensory and embodied running experience

This research aims to not only better understand runnability, but also better understand how the embodied and sensory aspects of running are interlinked with the understanding of runnable environments. The mobility turn (Cresswell, 2010) and the staging mobility framework (Jensen, 2013) emphasise the significance of paying attention to the embodied and sensory aspects when studying mobilities. This attention has been given to walking where walking is perceived as a sensory experience and as a way of seeing the world (Jensen et al. 2023) Running, as with walking, is a multi-sensory experience. This next section aims to discuss this in more detail.

7.2.1 Psychogeography and floating life

The role of psychogeography and floating life may give new insight into how we can understand runnability. Psychogeography essentially is about recognising the atmospheres and ambiences of the city and how this impacts the individual when moving through the city. The techniques commonly used to experience this have been by walking. However, running can also be viewed as a phylogeographical technique. From the interviews, it was clear that runners tend to be aware of their surroundings and the environment they move in. They absorb the environment they run into to such a great extent that the environment determines the experience of the run, where they run, and how successful the run feels. A street with heavy traffic and noise, with narrow pavements, junctions and traffic lights makes the runners experience stress and discomfort. The atmospheres of such environments have negative connotations to a great running experience. Atmospheres that are calming, peaceful and silent create positive running experiences, and have a great impact on the runners so that the feeling and experience of the run also becomes peaceful and calming. The atmosphere of the environment somewhat mirrors the runner's feelings during the run.

The same narrative can be applied to the floating life concept (Jensen, 2023). Within this concept, the materiality in the environment is also reflected by how it affects the running experience. For example, a runner considers the materiality of the surface they run on to have an impact on their running experience. Uneven surfaces with potholes and cobblestones, and dark streets with poor visibility affect their sensory experiences negatively. Runners explained how the body may become tense in the dark. Whereas paths that were well-lit with even surfaces created positive emotions. This sensory awareness of materiality may be stronger or have more importance for a runner than for other mobilities.

7.2.2 Maps and non-representational theory

The sensory and embodied feelings in this study are obtained from the interviews, and from the interviewees' memories and past experiences. The perspective of using experiences may fall under the field of the non-representational theory, and demonstrate the value of projecting the embodied and sensory experience of running onto maps through the usage of runners' mental maps. Mental maps influence how runners move through the city. It is clear from the analysis that runners have a clear sense and understanding of what areas in the city are runnable and which areas are not. Regarding runnability, the mental maps and experiences of the runners were all similar. Hereby demonstrating a consensus of what places are great for running and which ones are not. The distinct elements of the city such as paths, edges, districts and nodes, as explained by Lynch (1991), affect the runners' understanding of the city and how they move. Certain districts and paths, and in particular nodes, are deemed unfavourable to running, whilst other elements share the connotation of being favourable to running. The discussions around certain roads, the harbourfront, bridges or parks in Aalborg, due to being distinct elements in the city, may have overshadowed a discussion of less distinct streets, areas, in-between places and 'non-places' (Augé, 2008). Therefore, some parts of the city or a running route may not have received enough attention, albeit these in-between places or non-places may affect the runners.

7.2.3 Staging Mobilities

It is clearly evident from the analysis and the results that the environment, both the built and the natural, affects and influences the running experience and runnability. The Staging Mobilities Framework (Jensen, 2013) may shed light on this influence by how it points to how the environment around us affects mobility experiences and performances by *staging from above* and *staging from below*. The built and natural environment impact the runnability of a path by how it may sustain or hinder a running flow or be conducive to a fast pace or be hindering to a fast pace, which may be due to the surface of the path, or to the traffic infrastructures. Therefore, runnability can be linked to the street design and how the traffic is regulated from above. It may appear simple for a runner or a researcher to argue that only urban design impacts runnability. However, because mobilities also are staged from below (Jensen, 2013), the runners' embodied performance and social interactions during the time of being mobile also affect the runnability.

The aspect of staging mobilities from below is also about the social norms and interaction. How runners navigate through and with other mobility practices, how the roads are shared, and the conflict that may occur between different people and mobilities fall within this aspect. An example of staging mobilities from below can be displayed when a runner crosses over a narrow bridge with other bikers and pedestrians, and the conflict of who slows down, who makes space for whom, and who can maintain their preferred pace and speed. The concept that mobilities are staged from both above and below, proves the point of studying the sensory experience of running in certain environments. Additionally, it also provides insight into how a city may facilitate a better shared urban streetscape.

The point of the Staging Mobilities Framework is to remain critical towards mobility practices, but also of how different mobility practices function in tandem. Some mobility practices are higher up in the mobility hierarchy than others. Therefore, certain mobilities may have less right to the street or right to move than others. With a concluding take on this, it may for example appear that running as a mobility has less place in the streetscape than cyclists, pedestrians and especially automobiles. This mobility hierarchy determines where runners favour to run, where they are allowed to take up more space and where they do not have to compromise their speeds, flow, rhythm or even safety for other mobility practices.

7.3 How can we create active cities and more physically active citizens from a non-transportation perspective?

Facilitating cities for physical activity is a pivotal argument within the active city paradigm. Running deserves a place and discourse within the active city paradigm because of the popularity and accessibility of the sport. Facilitating cities and urban areas for running, may have a substantial impact to increase the number of runners and to improve these runners' mental restoration and well-being simultaneously. Not only may the positive effects of improved runnability affect experienced and novice runners, but they may also positively impact walkability, bikeability (Kellstedt et al. 2021) and other forms of recreational mobilities and physical leisure activities such as rollerblading or skateboarding, and movement for different people of different ages and disabilities. With this argument and assumption, the question may then be what one can learn from the perspectives of runners to better design cities for active mobilities and, physical leisure and recreational activities.

7.3.1 Access and short distance

Access and short distances to runnable paths and places, such as parks and green spaces, well-lit paths, and continuous and wide pavements emerged as important for runners, particularly for novice runners, and to engage more people in running. Access and short distances to amenities like these also appear important to the active and healthy city, in general.

This is based upon many arguments. Short distances and good access to these places may encourage and increase physical activity levels by how they accommodate activities such as running, walking, biking and other active leisure mobility. The likelihood of choosing to run or to choose to go outside and be physically active during one's leisure time is also higher when these sites are easily available and close to home (Ettema, 2016).

Short distances and good access to runnable paths and areas are in line with WHO's (2018) argument that physical activity should be integrated into the setting where people live, work and play. Runnable neighbourhoods and runnable residential areas fall within these settings. If people need to travel long distances to reach a runnable place, the chances of a high running frequency may be lowered, compared to if the environment outside of your doorstep is accommodating for running. One can only assume that this is true for walking, biking or other recreational and physical activities too. For example, the willingness to do an afternoon walk may be higher if the neighbourhood is greener, has wide pavements, has well-lit streets and generally feels safe from both traffic and assaults.

7.3.2 Mental health

The urban environment affects mental health and mental restoration (Grahn & Stigsdotter, 2010, Sundquist et al., 2004;). Increased physical activity, social cohesion, distance from urban stressors, increased feelings of energy, decreased feelings of anger and fatigue and generally improved mental restoration are all linked to the benefits of green spaces by large (Hartig, et al., 2014; Keniger, et al., 2013; Mackerron & Mourato, 2013). Runnable environments, like those described by the interviewees, in most cases, also represent places that have been proven to be good for mental health and mental restoration. A runnable neighbourhood or a runnable green space near one's home is therefore not only conducive to running, walking and other physical activities but is also good for the citizen's general health and well-being. Thus, by ensuring runnable cities, one also ensures that cities are designed for mental restoration and well-being, which is an integral objective in the active city and healthy city concept and is also supportive of the Sustainable Development Goals number 3 (Good Health and Well-being) and number 11 (Sustainable Cities and Communities).

7.3.3 Shared spaces

A runnable city supports the sustainable development targets number 3 *Good Health and Well-being* and number 11 *Sustainable Cities and Communities* by how it encourages active transportation and a greener city. A runnable city is inherently good for both the environment and for the health of the citizens. It does so by better facilitating for soft mobilities and movement by having certain street and path characteristics, by having safer paths and more green spaces. For example, pavement capacity and width that is important for runnability, but may also lower congestion levels by mobilising and initiating travel by active mobilities.

Wider pavements allow for less interference and conflicts between different mobilities, and therefore facilitates for different mobilities and activities to co-exists in the same shared space so that more people may be encouraged and feel comfortable with choosing to use active transportation methods.

Building upon the argument above, continuous paths are another significant factor that makes streets or pavements more runnable, and which have additional benefits for the active and healthy city in general. These paths ensure a flow and rhythm for the runner and allow the runner to run at a high pace for a long consecutive period without slowing down or pausing. It allows for the runner to do this safely without runners taking unnecessary risks. Runners also prefer to run in circular routes, as their goals are not to travel from A to B, but to move for the experience of moving. Ensuring that these paths are also linked to a network, may ensure that route can be created. Continuous and safe paths like these, particularly a network of such continuous paths, may promote other physical mobility activities and active transportation mobilities, such as walking, biking, roller-skating, roller-skiing, skateboarding and many others. If these continuous paths are also surrounded by greenery and views, their value and benefits are even higher and the attractiveness of using them will most likely increase too.

7.3.4 Car-free zones

The movement and strategy of removing cars from inner city centres and making shopping streets and high streets completely car-free has been a consensus and a popular contemporary approach to increase a city's walkability. It is interesting to explore how this affects runnability to understand how one better can design cities for various active mobilities and leisure time mobilities. Traffic-free zones or areas with less traffic are well-established within urban planning to bring many positive aspects to a city, both from a sustainability perspective and from a healthy and active city perspective (Soni & Soni, 2016; Nieuwenhuijsen & Khreis, 2016).

Areas with heavy traffic, traffic noise, and traffic infrastructures such as junctions and traffic lights are hindering a great running experience. Car-free zones or areas with low-speed limits and low traffic levels can improve the running experience by ensuring that the runners can run undisturbed and safely through the streets. These areas will also have lower noise levels and decreased pollution levels, which will improve the running experience and be healthier for the runner to move in. Reduced traffic levels and car-free zones are important for an active, healthy, and sustainable city. This is a well-established concept (Glazener & Khreis, 2019), and should be considered to not only improve runnability but also to induce and facilitate other active mobilities and recreational activities by making the urban environment safer from traffic and risks.

It is important to acknowledge that in certain streets and places, where the cars are removed, walkability becomes the sole focus. In some instances, the mobility hierarchy has shifted from the automobile at the top to mainly prioritising pedestrians, so that the street still appears unrunnable. Within this report, the interviews revealed that a walkable street does not necessarily signify a runnable street. This was very pertinent regarding the high streets and shopping streets in Aalborg. The runners acknowledged that these streets were good for walking because of their liveliness. For a city to ensure active mobilities and movement it is vital that these car-free streets are facilitated for different movements, speeds and soft mobilities, and not just for walkability, and ensure a holistic approach.

Another perspective from the runners that should be considered and integrated into planning is how runnability appears to be circumstantial. The running experience of certain areas differs during times of the day, under different situations and during different seasons. A place that may be great for running during the middle of the day and daylight hours, may be unfavourable to run during darker hours or rush hour and busy periods. The fact that runnability is circumstantial is an important factor to acknowledge when trying to understand how we can better design cities for running or alternative mobilities. The importance of designing a place for rush hours as well as mid-day, preserving a great capacity for all types of mobilities, micro mobilities and speeds for different scenarios, seasons and times of the day may be a future challenge to solve.

7.3.5 Walkability vs runnability

Within the active city perspective, walkability has received a considerable focus by how a walkable city increases the level of physical activity. Within the literature, there is disagreement and uncertainty about how walkability may influence runnability. Within the discussion of what it is possible to learn and take from the runners' perspective to better design cities for active and leisure mobilities, there is a need to compare walkability and runnability with each other. This next section will address the relationship between walkable and runnable environments.

The runners in this study observed that streets that were designed for soft mobilities, such as walking and biking, also were conducive to running. This revealed that some walkability characteristics also support running. Some examples of walkability characteristics that appear great for running are the presence of continuous and well-maintained sidewalks, the absence of heavy and high-speed traffic, street trees and landscaping, visual interests, and pedestrian separation from traffic (Lo, 2009, p. 163), and parks and greens spaces (Lawrence et al. 2006). However, because runners appear to unfavoured crowded places different types of disturbances, walkability characteristics such as building and land-use density, land-use mix and densely populated areas (Lo, 2009; Lawrence et al. 2006; Christiansen et al., 2016; Jiang et al. 2022) may be less appealing and conducive to running by the number of stress factors these settings create for the runners (Ettema, 2016).

This highlights that vigilance should be taken not only to ensure walkability within inner city centres but to ensure networks of continuous and well-designed paths that spread out from the inner cities to calm the outer parts too.

Jensen et al. (2023) willingness to walk study demonstrated how streets with appealing designs and architecture, with cosy and lively atmospheres, visual views and decorations increased willingness to walk. How these characteristics affect runnability appears to be two-fold. Runners favour streets and places with appealing architecture such as the Villas in Hasseris, and visual views from the harbourfront over the water and of the nature in the green spaces. Although the runners preferred some liveliness and people out on the streets, a more calming and quieter environment was more appealing to them. This is because the runners perceived conducive environments as environments with few disturbances that support runners to solely focus on running and moving, rather than consistently having to orientate and navigate streets and paths filled with pedestrians. Many walkable environments are often found in highly dense and mixed land use areas, such as Aalborg inner city, which again highlights how walkable environments solely within an inner city are not sufficient for wider active mobility opportunities.

To round off this section, it is evident that lessens from walkability studies may be valuable for runnability. Likewise, a runnable environment may also improve walkability, particularly walking for leisure. Access and closeness to green spaces and nature, wide pavements, low traffic levels, few junctions, safety from traffic and cyclists, low noise levels, calming views, solid surfaces and protection from wind, which are characteristics of runnability may improve walkability.

7.3.6 Moving for the sake of moving

The mobility turn and understanding that mobility is more than going from A to B, appears as a strong argument from a runner's perspective. The runners prefer to run circular routes through different environments with aesthetically and calming views so that the run becomes an exciting and mentally restorative experience. The value of paths and areas that give people the opportunity to experience mental restoration, have fun whilst being on the move, and feel the feelings of freedom and peace appears to be important to bring into this perspective. To run is to move for the sake of moving (Cidell, 2014). It may involve goals of becoming faster, improving fitness, generating mental restoration, and getting fresh air. But as a mobility, it represents the goal of moving in a flow and tempo for a certain distance and duration. Running is not to get faster or more productively from A to B with shortcuts to save time, but about having a good, calming, and free experience that gives energy, allows one to feel mental restoration and gain energy whilst being on the move and to do this free of stress and hassle. It is about the enjoyment of moving for the sake of moving. Walking for leisure, physical activity and for mental restoration inherently embed the same characteristics, and the same can be said for other active mobilities like cycling, roller-skating, or roller-skiing.

It is the perspective of moving for the sake of moving that makes running significant to explore. Within urban planning, the goal of moving for the enjoyment and sake of moving is what may appear lost within the active city and active mobility concept. The perspective of moving for the sake of moving should be an important factor when designing cities for physical activities.

8. Limitations

With a final note, before concluding this research study, it is meaningful to reflect and elaborate on its limitations. First off and regarding the main research question of how to develop active cities and encourage physical activity among citizens from a non-transportation perspective, solely focusing on running can be regarded as a substantial flaw. This is because physical activity takes place and occurs in many different forms. If other sports and physical activities were accounted for and studied within this narrative, a much better understanding of how to improve physical activity would have emerged. Regardless, it seemed fitting to study running because it is an urban phenomenon which encompasses the sensory experience of moving within the environment, in comparison to some other physical activities. Considering this, runners' subjective experiences and practices may, in further research, be accompanied by and compared to other forms of active mobility experiences to holistically improve physical activity settings and accessibilities to be active for all people. Where also different disabilities and genders are represented in the research.

This research study inadequately addresses different socio-demographic variability by not accounting for age differences, economic differences, and disabilities. This directly limits the understanding of how we can create more active cities for all types of citizens, and not just for able-bodied runners. For further research, it is therefore recommended to study a wider representation of citizens and to ensure different demographics and disabilities are represented within research.

Additional limitations, within this research study, are associated with the timing of the study. The data collection, the interviews and the autoethnographic runs were done during the autumn months. These months are typically rainy, gloomy, cold and dark, thus potentially exerting a direct influence on the data. If the study was done during the summer or winter months, the outcome of the data and analysis may have been different by for example how other impediments could have been discussed. The pictures, from the autoethnographic run, could also have projected a completely different atmosphere. For further research, it is therefore recommended to study running all year around and better include the runners' perceptions on seasonality.

Thirdly, the researcher's ontological assumptions and perspectives are present within this research. The positionality of the researcher, as a runner and an urban planner, may have skewed the research study. The researcher's preconceived notions may further have impacted the data analysis. Further similar research is therefore important to increase the general validity of the runners' perspective.

Reflecting on the runner's perspective in this research, it appears that the built environment with its macro and micro features, has not garnered as much attention, as initially intended. Due to the nature of the interview process and alongside the interviewee's perspectives, the outcome of the data may be weak in actually reflecting the impact of the built environment comprehensively. Considering the limitations identified within this research, it is beneficial to suggest further recommendations on how to study runners and their impact on the environment. For further research it may be interesting to study the pace runners have in different environments, and what parts of the streets they choose to run on. It could be interesting to measure pulse and heart rate in different environments, albeit this may be complex as many factors play into heart rate during exercise. The study could further have focused on how runners take up space in the city and embrace the notion of tactical urbanization. In closing, it is worth stressing that not all environmental characteristics are changeable to improve runnability, such as hills and slopes and weather conditions, and neither do all parts of the urban environment need to be runnable. This perspective is not brought forward within this research study either.

9. Conclusion

The primary objective of this study was to contribute and enrich the existing discourse of the active city concept with the aim of initiating a discussion on how cities could become more active from a non-transportation perspective. The active city concept has had a concentrated focus on the active mobilities of walking, biking, and access to public transportation. This primary focus on active mobilities has centred around the aims to increase the everyday physical activity levels of citizens to improve general health and well-being, and to decrease the usage of private automobiles for the city to become more environmentally sustainable. However, this research study acknowledges a gap within the active city concept by acknowledging how the focus on active mobilities has garnered excessive attention. A noticeable gap exists in the active city concept regarding a focus on physical activities done for the purpose of restoration, physical health, for leisure and for enjoyment.

To answer the main research question of "how may the development of active cities and the encouragement of physical activity among citizens be approached from a non-transportation perspective", the solution may be realised through the study and exploration of alternative physical leisure and recreational activities that takes place within the urban realm. Running has been attended to within this research study to counteract the concentrated focus on active mobilities for transportation.

This is because running is a physical activity and an active mobility form that takes place within the urban environment without the goals of efficiently transporting one-self from point A to point B.

The proposition for this research study was that the runners' perspective could give valuable insight on how to better design cities for physical activities and leisure mobilities. To fulfil this objective, it was necessary to comprehend what environments runners found favourable and unfavourable. Furthermore, reflecting on the research gap and conserving the paradigm of the mobility turn, it was also important important to understand how the environment affected the embodied and sensory experience of running. The embodied and sensory experiences were regarded to matter particularly because of the mental health aspect of the active city, where active restoration has been seen as a vital part.

From studying the runners' perspective, it became evident that environmental stressors located within urban areas are substantially contributing to a poor running experience. Stressors from traffic, pedestrians, poor street design, noise and darkness was particularly prominent due to how they disturbed the runners. These disturbances reduced the flow, rhythm, and paces of the runs, but also reduced the restorative benefits of running. It reduced the restoration by the runners becoming stressed, annoyed, scared and vigilant. Environments that were preferred and favoured by the runners were those that generated internal peace, calmness, and restoration. These environments had few external stressors and disturbances and were characterised as being green, silent, and having continuous paths with few obstacles and enjoyable views. These findings were very similar to the existing literature on running, in such way that runnability and the characteristics for a runnable environment have become an established consensus. What sets this study apart from the previous literature is its contribution to the discourse by tying together the active city and the mobility turn with runnability.

After examining what environments runners found favourable and unfavourable, it became evident that the mobility hierarchy play a role in determining were runners favour to run. This is based upon the runner's perception of where they are allowed to take up space, of where they do not have compromise their speeds, flow, rhythm or even safety, and of where they do not come into conflicts with other mobilities, vehicles or traffic patterns. Within this context, it is therefore acknowledged that a walkable city may not necessarily be runnable. Following the argument regarding the mobility hierarchy, this research study accentuated the importance of remaining critical towards urban planning and street design regarding how the streets and cities are facilitated for movement. The research study also accentuates the importance of understanding how different mobility practices function in tandem within the streetscapes and urban realms.

Considering the mental and physical load of urban living and inactivity, a more runnable environment can bring benefits and relive this load. The number of environmental stressors such as over crowdedness, pollution, lack of restorative urban green spaces and experiences, and land-use patterns are amongst the reasons for why urban living causes such a strain. A runnable environment has less environmental stressors. SDGs nr 3 *Good Health and Wellbeing* and nr 11 *Sustainable Cities and Communities* are also more likely to be met when a city becomes a runnable city due to how the environment supports good health and well-being through safe paths and trails, networks of continuous paths and recreational and restorative urban spaces. The figure below presents a few recommendations and proposals which can improve the runnability, and most probably, the physical activity within a city.

9.1 Proposal for planning principles

To wrap up this research study, and to make a final statement within this research study, a few proposed planning principles are presented on how to make cities more runnable and more activity friendly, in Figure 8.
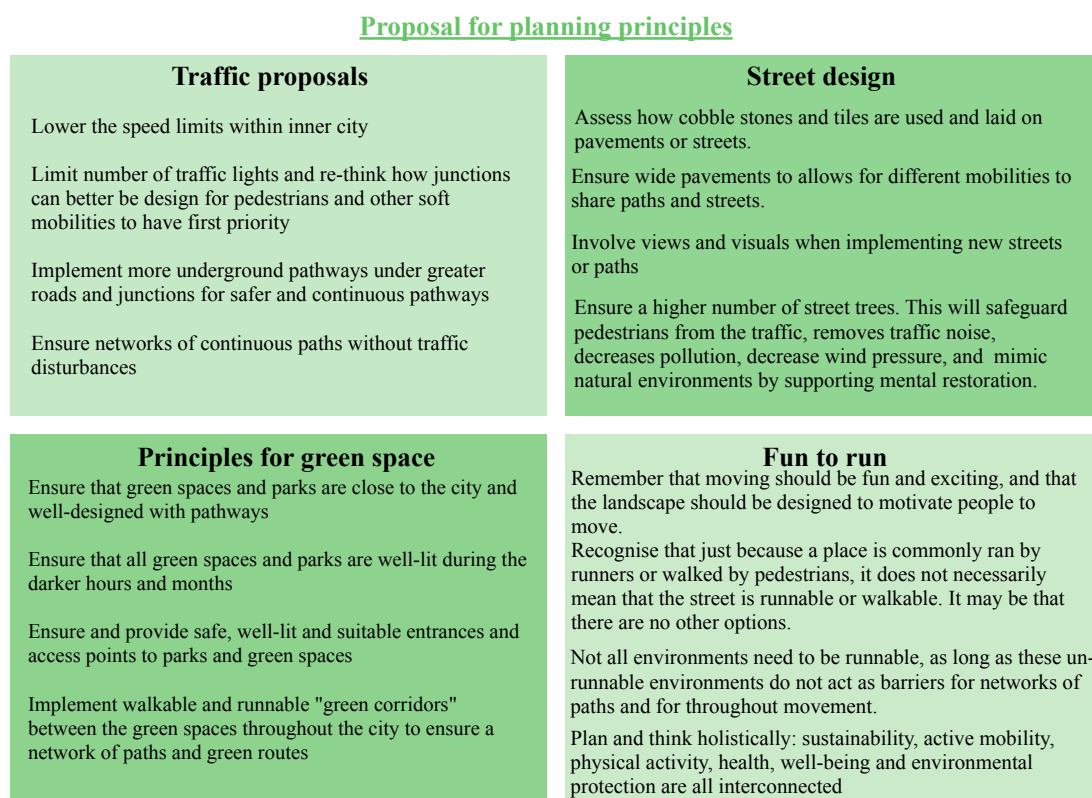
Figure 8: Proposal for planning principles based upon discussion and study of Aalborg.

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11. Appendix

Appendix 1: World Health Organization Global Action Plan on Physical Activity (2018) objectives that can be linked to this research study:

- Action 1.3: "Implement regular mass participation in public spaces, engaging entire communities, to provide free access to enjoyable and affordable, socially and culturally-appropriate experiences of physical activity." p. 28
- Action 2.1 → strengthen the integration of urban and transport planning policies to prioritise the principles of compact, mixed-land use, at all levels of government as appropriate, to deliver highly connected neighbourhoods to enable and promote walking, cycling and other forms of mobility involving the use of wheels and the use of public transport, in urban, peri-urban and rural communities. p. 32
- Action 2.2. → Improve the level of service1 provided by walking and cycling network infrastructure, to enable and promote walking, cycling, and other forms of mobility involving the use of wheels (including wheelchairs, scooters and skates) and the use of public transport, in urban, peri-urban and rural communities, with due regard for the principles of safe, universal

and equitable access by people of all ages and abilities, and in alignment with other commitments p. 32

- Action 2.3. → Accelerate implementation of policy actions to improve road safety and the personal safety of pedestrians, cyclists, people engaged in other forms of mobility involving the use of wheels (including wheelchairs, scooters and skates) and public transport passengers, with priority given to actions that reduce risk for the most vulnerable road users in accordance with the safe systems approach to road safety, and in alignment with other commitments p. 33
- Action 2.4. → Strengthen access to good-quality public and green open spaces, green networks, recreational spaces (including river and coastal areas) and sports amenities by all people, of all ages and of diverse abilities in urban, peri-urban and rural communities, ensuring the design is consistent with these principles of safe, universal, age-friendly and equitable access with a priority being to reduce inequalities and in alignment with other commitments p. 33

Appendix 2: A short presentation of programs and initiatives that fall under the objectives of GAPPA and the active city concept:

Sports Irelands Active Cities Project is an example of how GAPPA has been applied and utilised (Sports Ireland, 2021). This project aims to increase the number of active spaces throughout the cities, in order to encourage sports and recreational activities amongst it citizens. Other programs and initiatives are within the same realm are for example the Association for International Sports for All (TAFISA) Active City program, which aims to make all cities active cities by 2030 by working with city departments to make them aware and prioritise their own city´s activity levels and exciting resources. The PACTE program, sponsored by the Erasmus + programme, ran between 2018 and 2020. It delivered a wide survey of sport and physical activity policies and strategies for municipalities all over Europe, to help communicate physical activity levels. This was an unresearched field then. The Global Active City initiative, supported by the International Olympic Committee, helps cities improve the lives of citizens through the promotion of physical activity, sport and well-being through the usage of standardised tools, services and pilot projects. A city can then be awarded the GAC label when implementing all Physical Activity and Sports for all management systems and tools. Another program is the Interreg North Sea´s Active Cities partnership, a cooperation between eight municipalities and three knowledge partners that focuses on increasing active mobility in European North Sea Region Cities. The program focuses on human-centric design solutions for all demographic groups to increase active travel, to tackle unsustainable, car-oriented travel habits. Together, these programs demonstrate how the active city and healthy city paradigm is becoming more prevalent, and that these concepts and their motives are becoming more established amongst stakeholders, city leaders and government bodies. The success of these initiatives and programs may not only improve the sustainability and health of its citizens, but

also receive recognition, become great role models for other cities and experience the multiple benefits active cities offers.

Appendix 3: Interview questions:

<u>Personal questions:</u>

How often do you run? And typically at what distance?

For how long have you been running, and why did you start?

What motivates you to run, and why do you run?

What does running feel like? Can you try to describe the feelings when you run?

<u>Feelings when running:</u>

What is it like running in Aalborg?

Do you have any worries or concerns when you run in Aalborg?

Does running involve any risks for you?

Do you feel safe when running in Aalborg? Why / why not?

How would you describe running in Aalborg?

What type of environment do you prefer to run in? And why?

What environments do you find to improve your running experience, and why?

What environment do you find annoying to run in, or hindering to the running experience?

<u>Running routes:</u>

Do you plan or map out what route to run before you go?

How do you then plan your route?

What is essential when planning or mapping out a running route? Is there anything particular that you are aware of when planning a route?

If not, why do you not plan or map out your run?

Do you track your runs? If so, how do you track them?

<u>Now, let's look at this map together:</u>

Can you draw in some routes or places that you have run lately or places that you prefer to run?

Can you tell me why you ran here, and what it is like to run here?

What is the atmosphere like running here? Is it stressful, tiring, hopeful, euphoric or does it give you another feeling, and why?

(e.g. hyggetur vs intervalløkt runde)

On this map, can you map out some areas that are conducive to running? And why they are conducive? Are they for example restorative, do these places make you happy, and why?

Are there any areas that make you relax and that make the run enjoyable, where are they and why are they enjoyable or relaxing?

Are there certain places or areas in the city that you prefer to not run in? Where are they, and why do you not like to run there?

Any places of inconvenience and how does this feel? What makes it inconvenient e.g. pedestrians, cars, conflicts, small pavements etc..

Can you point to some areas in the city where you may take some risks during your runs? e.g. disobeying traffic rules/norms, running on the road, running in darkness, crossing the traffic light at red etc. how does it feel to take these risks and how does it affect the running experience?

Appendix 4: Aalborg Munciaplity strategies and policies

The first one is the Mobility Plan towards 2024, developed in 2019 with an overall aim of developing sustainable mobilities. The goal includes:

- lowering the risks of traffic incidents and injuries,

- To research a 50% increase in trips done by bike or foot,

- To decrease the usage of private automobile usage,

- To decrease emissions from automobiles and public transportation,

- Mobility for all

- And to generate more value from the resources.

Within the goal of increasing the usage of bicycles as a transportation mode the city and municipality have its very own Bicycle policy (Aalborg Kommune, 2020). The ambition is to become the best cycle municipality in Denmark. The goal is to ensure that biking becomes an equal mobility form in the whole of the jurisdiction in comparison to the automobile, and to envision biking as higher up in the mobility hierarchy. There is a focus on facilitating for cycling to ensure that the mobility is safe and attractive the whole year around. With a particular focus on e-bikes and cycling infrastructure with the focus of 0-7km. Tailwind and shortcuts have received a particular focus too. Within the cycling policy the relevance and synergies to health, community, green mobility and accessibility has been made. Further, Aalborg Kommune (2018) had developed "Under åben himmel - Politikk for natur, parker og udeliv - Vision 2015", with the aim of creating more space for nature, for both natures' owns sake and for the citizens' (Aalborg Kommune, 2018). The focus within this vision, is generally to improve, preserve, protect and expand nature areas and to ensure access to these areas by recreational facilities, climate adaption and distance from residential areas.

In terms of recreational and leisure facilities and activities, in 2021 Aalborg Muncpaility initiated the Fritidsfacilitetsstrategy (Recreational facility strategy) (Aalborg Kommune, 2021). The strategy involves better interplay across different users of facilities, flexible usage of facilities, a connection with the municipalities urban planners, environmental operations and better access to public spaces and nature. This strategy has great validity within the active city perspective with its focus on access to public space and nature. Where alongside protecting these nature areas, there is also a focus on improving accessibility to facilities, to ensure an increased usage, of particularly runners, walkers and cyclists.

Appendix 5: Interview Transcripts

I = Interviwer
O = Interview Object

Maria transcript (Danish/Norwegian mix): 9.10.2023
I: Hvor ofte løber du?
O: Eh, lige nu, 1 til 2 gange om ugen. Også har jeg fotbold ved siden af, men det er jo ikke ture. Altså jeg har fotbold to gange om ugen, også løber jeg 1 eller 2 gange.
I: Og hvor langt, normalt, er de her løbeture?
O: Lige nu er det bare noget sånn 4km.
I: Hvor længe har du løbt?
O: Sjitt, det har jeg gjort i lang tid. I mange år. Eh, altså hele uni-tiden i hvertfall. Også har jeg haft sabbatår, da jeg lige, var litt opptaget af at rejse men før det, løb jeg. Så de seneste 5-6 år.
I: Kan du huske hvorfor du started med at løbe?
O: Yeah, altså da jeg var yngre syntes jeg det var mega nedern. Det var virkelig ikke sjovt at løbe, jeg tror man blev lidt tvunget til det fordi det er alle de her sundheds mål. Efter at jeg blev ældre og lidt selv kunne styre det, når ingen fortalte at jeg skulle løbe eller familien fortalte at det var godt at løbe, så opplevede jeg at jeg nød det, og at det var rart for mine tanker og mit hoved og at få en pause. Fordi når jeg løber så tænker jeg ikke.Så ja, jeg føler, det er noget frihed, noget afstressning og så er det fedt at svætte haha.
I: Og det er måske lidt et svar på det spørgsmål af hvad der motiverer dig til at løbe nå.
O: Altså, ja, jeg bruger det meget som en pause i hverdagen. Det er nok sånn den primær årsag, også syntes jeg det er rart at komme ud. At gå kan være hyggelig nok, men jeg syntes det går for langtsomt. Eh, så jeg syntes det er rart at løbe og bare være med migselv i min lille boble. Og bare komme aftsted.
I: Så løber du hurtig da?
O: Nogle gange, det kommer virkelig an på hvilke humør jeg er i, om jeg er stressed. På det siste har jeg virkelig haft det travelt og vært pressed så og ikke vært den beste person af migselv, så det har gjort at jeg ikke har kunne, eller jeg bliver hurtig forpustet, fordi at min krop bare er overanstrængt ved andre punkter, og det er derfor jeg ikke løber så langt, fordi jeg ikke vil overanstrænge den. Men, eh, jeg kan bare godt lige at løbe i det tempo hvor kroppen kan følge med, men ikke noget nogle tullet
I: ikke noget puddlejogg?
O: Nej, jeg skal utfordre migselv, men ikke ved at kvæle migselv.
I: Også tænkte jeg og at jeg kunne spørge, bare sånn, hvordan føles det at løbe for dig? Kan du prøve at beskrive følelsen af at løbe?
O: Jeg vil helt klart sige at det er befriende, jeg føler at jeg er fri, jeg er glad. Jeg er virkelig glad. Også tror jeg at det er noget, hvad skal man sige, følelsen at man får noget selvkærlighed. At jeg får lov til å ikke ta vare på annet en min egen krop, så det er noget self-care. Jeg ved ikke hvordan jeg ellers skal beskrive det.
I: Ja, det er sikkert et godt begrep.

O: Det handler bare om mig, og at få tankene lidt på afstand, og bare være. Og høre noget podcast eller noget musikk. Det er kunn positive følelser.

I: Hvordan er det at løbe i Aalborg syntes du?

O: Jeg syntes ikke at det er det fedeste sted, nødvendigvis.

I: Kan du forklare hvorfor?

O: Ja, jeg er vokset opp i en mindre by, lenger nordpå, hvor at vi har kort afstand til skovområder og det rænner dyr og sånt noget, og det er ikke så mange biler og det har jeg svært med at finde i Aalborg.

I: altså svært at finde noget der minder om at løbe der hjemme?

O: Ja, altså jeg kan sagtens finde grønne område i Aalborg, men det er ikke en skov eller bare landeveje det er mange biler. og det er ikke fordi jeg mærker forureningen men jeg tænker en del over det. Noget bias fra studiet. Jeg føler mig mere tilpass hvis jeg løber en tur når jeg er hjemme ved famlien, kontra når jeg løber i Aalborg.

I: men, tror du det er fordi du er vant med det er er, eller fordi du rett og slett savner den naturen?

M Jeg savner naturen. Jeg føler jeg er mere vant til ruterne i Aalborg, fordi der løber jeg oftere, men det er bare, altså jeg tror det er en forstyrrelse ved at der er lyskryds for eksempel, eller biler du skal holde tilbage for. En form for orientering. Det kan også være cyklister, men du kan ikke være zoomet ud, og bare løbe ud af, fordi det er en verden omkring deg som gør at du bliver kørt ned om du ikke orinetere deg. Eller yeah, det er ikke fordi jeg tænker over det når jeg løber, men jeg ved eller jeg kan mærke at når jeg kommer op å løbe i skoven der hjemme så er det mere bare aftsressende.

I: Der nevnte du måske også lidt bekymringer du har når du løber i Aalborg? Men er det nogle ting du vil udybe? Du nævte forurening og biler, måske du vil uddype lidt mere dine bekymringer når du løber i Aalborg?

O: Altså, nej, jeg bekymrer mig ikke så meget når jeg løber. Jeg synt mere ting er træls. Hvor det ville være fedt om der bare var et sted man kunne løbe uden at blive forstyrret, uden trafikk og forurening. Men, jeg tænker mere over disse ting når jeg ikke løber, eller når jeg bliver forstyrret når jeg løber. Som lyskryds, eller biler, så tænker jeg over det. men ikke et længre stykke gennem løbeturen, det er hurtig over.

I: Jeg er bange for at løbe uden gadelyst….men du har måske ingen bekymringer?

O: Altså jeg har ikke tænkt over det, men jeg har godt tænkt over det med belysning i byen. Men, jeg har sånn en reflexvest om vinteren sånn at når der er mørkt, så prøver jeg at gøre mitt. Så når jeg løber steder med mindre lys, men jeg tror heller ikke at jeg løber steder der hvor der er virkleig mørkt. Så holder jeg mig mere til byen hvor der er lyst. Men ved mørke aftner, hvor jeg har behov for ta løbe, så sørger jeg for at jeg er synlig i trafikken. Men det er jo ikke noget lige nu, men tidelig efterår. men det der irritere mig mest, fordi jeg kan godt lige konkurranse, med migselv, så det er fedt at løbe nogle af de samme tider, jeg vil ikke blive langsommere, så vist jeg skal stå at vente for rødt lys, eller bilder der forstyrrer så man ikke kan komme over vejen, det er meget irriterende for mig.

I: og det går jo lidt ind i de risikoer man tager. Du siger at du løber med løbevest, men føler du at du tager nogle risiko når du er ude på vejen og løber? Og hvordan kjennes det+

O: Det tror jeg ikke. jeg skal nok bare passe på, og orientere mig. Det er nok den største risiko jeg føler. Jeg ved at der er folk og bilister der er meget trætt af cyklister eller fotgængere, og jeg forestiller mig at de er trætt af løbere også, fordi vi kommer jo i høyere fart en fotgængere gør, så de skal jo holde øye med i spejlene om vi kommer i hurtig eller lav fart. Så jeg er meeeeget oppmærskom på at folk holder eller ikke holder når de sitter i bil. Og det er nok også den største risiko, altså jeg gidder ikke at tage en risiko for at blive kørt over.

I: Så du løber ikke bare over vejen?

O: Nei, men det gør også sånn at de forstyrrer mit løb. Jeg tror ikke at jeg tager risikoen særlig titt. Her løber jeg ikke. Men jeg er oppmærksom på at den er det.

I: Det er interessant. Jeg kender mange der er villig til at tage en sådan risiko. Så nå har vi allerede snakket om det at føle sig trygg, og at tage risiko, men sånn generlt, syntes du at det er trygt at løbe i Aalborg?

O: Godt spørgsmål.

I: jeg ved at du er en tøff pige, men?

O: Om jeg føler mig trygg? Ja, det gør jeg jo. Altså, ja. Det er ikke sånn at jeg føler mig utrygg ved det.

I: Man har den klassiske historie om piger der er bange for at løbe om aftenen, eller alene.

O: Jeg er ikke utrygg i alle fall, men jeg ved at der er nogen tidspunkter på døgnet eller nogen dager hvor jeg helst ikke vil løbe eller vil løbe. Når det er færre menneske eller.

I: Hvilke dage er det?

O: Lørdag morgen og søndag morgen er riktig gode tider sat løbe på. Folk har vært ude i byen eller ude at drikke, og folk sover længe, så der ved 8 - 9 stykker da er det bare sånn indre peace i byen-

I: Så du kan godt lige at løbe når der ikke er menneske?

O: ja, det syntes jeg er rart. Og da er det heller ikke så mange biler, og det er det samme som med i hverdagen. Jeg gidder ikke løbe der kl 3-4- halv 5. Det er rush-hour, og det magter jeg ikke.

I: Hvorfor ikke?

O: Jeg bor tætt på nogen skoler, det vil sige at der er mange børn og menneske på vejen, der er mange der skal med bussen, og bor tætt på bussen. Det er folk der skal hænte og bring, jeg tror folk også er lidt presset i hverdagen, så det er en kappløb med tiden om de kan nå det. Så folk legger ikke mærke til, at når der er fotgengerfelt hvor der er en løber, så de adlyder ikke de skiltninger hvor det her er for fotgengere. Så jeg skal ta ekstra hensyn i de her timer.

I: Føler du at du da må bryte med de regler der er satt i trafikken du ogso?

O: Ja. En ting er at jeg skal orienter meg mere en normalt, men jeg skal være ekstra oppmærksom når folk har det travelt.

I: Hvordan føles det at løbe da?

O: Det er bare irriterende.

I: Blir du sur?

O: Jeg ved ikke om man kan sige at jeg bliver utrygg, men jeg skal være ekstra oppmerksom, så jeg bruger meget af min energi når jeg løber, på å orientere mig en ekstra gang, om bilen drejer, kører lige ud eller holder, så det er noget helt konkrete ting hvor jeg bliver nødt til at sænke farten, om ikke går det udover migselv, og det bliver jeg træt af at jeg skal bruge energi på i stedet for at bare løbe.

I: Den peacefulness du talte om tider, den får du måske ikke der i rush-hour? Men hvordan kennes det da at løbe lørdag morgen i forhold?

O: Det føles dejlig! Da kan jeg som sagt bruge min energi på at bare løbe, og jeg skal ikke tænke på, det værste lørdag eller søndag morgen er at undgå glasskår. hehe. Så klart i weekenden, lørdag/søndag morgen, er det bare fedt at løbe. Det er virkleig fedt.

I: Men vælger du den samme rude da, eller fordi det er lørdag morgen bil du løbe et annet sted?

O: Nogle gange og nogle gange ikke. Men jeg tror jeg føler at jeg er lidt forhindret, fordi jeg bor tætt på centrum, og jeg løber aldri ind mod centrum. Det gidder jeg ikke. Det er alt for meget chaos.

I: Orientering overload?

O: JEg tror ikke det er menneske vi snakker om, jeg gidder bare ikke et rødt lyskryds, biler eller busser eller hvad der end skal være. Jeg vil heller bare lidt væk
fra det. Og et sted der et er lidt mere priotering af blød trafikk. Det syntes jeg er dejlig.

I: Og det tager oss lidt til de her løberuter. Planlægger du dine løberuder, før du løber? Sånn hvor du skal løbe hen?

O: Det er et svært spørgsmål for mig. Altså ja og nej. Jeg kan hundre procent nogle dage mærke at det her bliver en kort løbetur. Men nogle gange kan jeg også blive overrasket når jeg kommer ud at løbe, at jeg er mere træt eller mere frisk end jeg regner med. Så vis, jeg har titt nogle ruder, hvor jeg ved at jge kan dreje til ventre eller højre, eller løbe ligeud for at kutte af eller tilføje km på en rude. Så sådann er det ikke planlagt, fordi jeg løber til hvad vil jeg eller vist der er, vi bor tætt på stadioen, så er der Aaby kamp, hvilke jeg har prøvd nogle gange, så er det nogle veje du hælst skal udenom. Ja, det prøver jeg virkelig. Jeg magter ikke at løbe forbi de der fotbold fans. Så det er en form for planlegning, men aligevel også ikke helt.

I: Du kortlægger ikke ruden på forvejen?

O: Nei, jeg har en ide om hvor lange eller kort de er, fordi jeg løber meget de samme ruder, eller noget der ligner.

I: Er det lidt sporadisk kan man sige, eller?

O: Det er mere sånn, jeg kenner ruden, så jeg kan gøre den korte eller løngre om jeg har lyst.

I: hvorfor løber du den samme rude?

O: Fordi jeg ved hvor mange lyskyrds der er, og hvordan jeg skal orientere mig i trafikken, også tror jeg det er nemmere for mig, i forhold til den indre konkurranse ved migselv, så ved jeg at jeg har løbt den her rude før men den her tid per kilomter, også har jeg sånn et tempo jeg kan justere migh efter på sigt.

I: tracker du løbeturene dine? Bruger du en app, en watch eller?

O: Ja, jeg bruger en app. Den heder Map my run. jeg er ikke helt tilfreds med den, men jeg brugte en annen før som jeg brugte i mange år, men den blev slettet og anbefalt denne fra Under Armour. så jeg har holdt mig til denne, og gadd ikke eksprementere.

I: Kikker du på pace når du løber, eller ser du mere efter når du kommer hjem?

O: Den snakker til mig når jeg løber, per kilometer siger den til mig sånn totale tid, kilometer og tid per kilometer gennomsnittelig.

I: Er det noget du godt kan lige at få med dig?

O: Ja! Jeg havde den mutet på et tidspunkt og jeg blev helt frusrered, fordi jeg hviste ikke hvor hurtig eller langsomt jeg løb. Det motiverer mig når jeg løber langsomt. Så er der en indre gnist der siger - okey så tager vi tempoet et tag højere.

I: Er det nive at have den kontroll, eller er det bare for at pushe digselv?

O: jeg kontrollerer ikke. Jeg ser hvad kroppen kan holde til. nogle ganger holder jeg jo for rødt i to minutter og da kan man jo ikke regne med tiden. Jeg bruger det bare for motivasjon, ikke for at holde øye med pace eller noget.

I: Hva slags type miljø eller environment føler du at forbedrer din løbeopplævelse?

O: Opplevelsen? hmm. Om jeg har et godt underlag, et solid eller hårdt underlag. Også er jeg bare et sted med noget nature eller marker, et sted hvor der ikke er så mange menneske.

I: Landvej?

O: Ja, eller grusveje, ikke stier heller, men mere hårdt. Ikke i græss eller noget heller, men yeah landveje eller stier. Men ikke sånn sti hvor man skal orientere sig for en rod eller noget.

I: Så ikke skov tærren?

O: Nej, det bliver meget rod. Så meget sånn lid til så du ikke kan falde eller noget?

I: Og hvorfor syntes du det er det beste sted? Og hvordan føles det at løbe der?

O: Jeg tror det havner lidt tilbage med det er at jeg er fri, jeg skal ikke løbe op en trapp eller hoppe over det her, men jeg kan bare fokusere på at løpe. Hjærnen kobler bare fra, for den behøver ikke tænker over noget. Den løber bare lige ud, eller drejer. Det er bare simpelt.

I: Det modtsatte da. hvilke miljø/environment er det som er mæst ødeleggende eller hindrer en god løbeopplævelse?

O: Andre menneske eller fodgjengere. Det behøves ikke være menneske nødvendigvis. Men er det et smalt fortau så du ikke har mulighed til at holde ude på vejen på grund af biler eller gelender, er der er cyklister, så jeg bliver nødt til at sænke farten eller spørge om jeg kan komme gennom her? Fordi der er andre fodgjengere på fortauet, og de har også beretted til at være der, men det forstyrrer min løbeopplævelse helt vildt. Det syntes jeg er irrriterende. Eller bare infrastruktur der ikke er stor nok. så syntes jeg biler og lyskryds og at jeg skal vænte det syntes jeg er virkelig irriterende. Hvad ellers? Det er nok mæst frustrerende. Men jeg syntes nok nogle gange bare meget bymiljø, med vej, biler, lyskyrds eller skilte eller hvor manskal navigere. Det gir ikke en god opplævelse.

Over til kortet:

O: Jeg tegner et hus - der bor jeg - det er alltid et utgangspunkt for start.

O: De korte ruder…. Min core rude (nr1). Annebjergsvej. Til Fjordparken nogle gange. Nogle gange til havnen elelr forlænge hvanen.

O: Jeg løber aldri ind i byen.

I: hovedruden er rundtom nabolaget du bor?

O: yeah,

I: vestbyen? rundtom det?

O: Ja, de store veje. Fordi, at der føler jeg at jeg ikke behøver at orientere mig. Der kommer ikke så meget uventet. Jeg er vant til hvr jeg skal kikke efter biler eller cykler, og jeg bruger mindre energi på det. Også har jeg lagt mærke til at det her at det er nogle måder jeg nemt kan smidte gennom

lyskrydsene. hvis jeg ikke får grønt kan jeg bare løbe nedaf på motsatt side eller krydse vejen. Jeg løber ikke på rødt, men heller mellom lyskryssende. er det grønt løber keg lidt hurtigere.

I: Hvordan er atmospheren rundt den her løpetur?

O: Til at starte med, er det tætt og mange menneske rog biler og ikke plads til alle, på starten er ikke nice. Men når jeg kommer på den store vej her kan jeg bare løbe lige ud, også liger jeg at jeg ikke kan se endemålet. vejen drejer lidt så da føles det ikke så langt for mig, Også har du god plads på fortauet. Cykelsti, også vej, også står det parkerede biler, så det er lagt ud til bilene og vejen. Det er djlig for mig. Jeg hader når de kører hutig forbi. Det har været noget vejarbejde (lengre nede i ruden), det har forstyrret mig. På den andre store vej (Peder skrams gade) er lidt det samme som den andre. men når man kommer hen til Kvickly bliver det chaos igen. Den krydser med den her allé. (rødt kryds). Nogle bullshit der. Meget stress der for mig. Fordi der kommer folk og biler fra Harris og ind til byen, folk der skal ud af byen, elelr forlk fra city syd. Nogle skal handle også er der nogle skoler. Det er virkelig et knudepunkt. Der er nemmelig en fodgjengerovergang, hvor jeg løber. Men folk skider på at det er fotgjengerovergang. så det er ikke særlig, altså jeg tror ikke på at de holder. de skal se mig ind i øynene for at jeg tror at de holder.

I: Hvordan er atmospheren ved det krydset?

O: Det er bare stressende. Og det er til slutten på ruden, så man har stressed ned, stressed ned, også kommer der bare te knudepunkt inden jeg er hjemme. og det er der, som løber i alle fall, så begynder jeg at sette farten opp, men det kan jeg ikke. Og lidt lengre hend er der en udkjørsel til Kvickly i tillegg, så det er bare chaos. Og løber jeg over til havnen er der et annet lyskryds jeg skal over før jeg kommer hjem. Også vil man tage sluttspurten, men så står man at vente så lange på rødt. Det er så dumt. Også ødelegger det min løbetur og jeg kan bare stoppe turen der.

O: Jeg tegner den længste.

O: Den er 8km, og den er også fleksibel.

O: Jeg løber som regel gennem fjordparken, og forlænger den nogle gangen ved at løbe over kulturbroen, langs med havnen på Nørrsundby-siden, også hjem igjen over Limfjordbroen.

O: Under Corona løb jeg bare rundtom broene. Det er viktig for mig at komme over broen, for da må jeg løbe rundt for at komme hjem igen. Når jeg løber på løbebånd er det ikke det samme. Jeg skal komme ud at løbe, så kan jeg presse migselv på en annen måde. Det er en annen form for pace jeg kan køre for jeg nyder det. Det gør jeg ikke på løbebånd. Nogle gange skal jeg ikke bare ha en lige landvej, for kan jeg ikke se endemålet så føles det kortere.

I: kan du prøve at forklare atmsospheren eller opplævelsen af at løbe rude nr 2?

O: Den lange tur er mere rolig for mig end den korte.

I: løber du sagtere?

O: nei, det gør jeg ikke. Jeg løber samme hastighed, men i mit hoved er der roligere. Det hænger sammen med at jeg bare skal gennen et lyskryds i starten, og jeg kan bare løbe på den ene siden af veje. Og alle holder for en, fordi de er sidegader. der er ingen stræss. Der er heller ikke mange biler, og vejen er virkleig bred og der er parkerede biler i siden så det er meget rolig. Det er meget aflsappende. Ved den neste større vej, så er den mindre fed. men på vejene nede ved havnene er der mindre menneske og biler, og jeg kan bare passe migselv og ikke tænke så meget af hvad der er rundt mig. Den lange tur er federe opllæveøsesmæssig.

I: Er hasseris et godt nabolag at løbe i?

O: jeg tror det handler om at, jeg ved ikke, der er mange mennesker. men der er førsteprioritering til fortauet og cyklister så sidegadene skal holde for mig. Så derfor har jeg den opplævelse av at det er nemmer at løbe der, og jeg er mere afslappet der. Folk de fræser ikke bare afsted. Folk bor der, men der er ikke så meget pændling, folk skal hjem, og der er mere ro på. Og ingen unge mennesker.

I: Hvad med nede på havnen og ved fjordparken? Hvordan er atmospheren der?

O: Den er bare dejlig. Der er ikke mange menneske eller biler. Der er god plads. Jeg døyer aldri med at komme forbi andre fodgjengere. Det er rolig, og dejlig for mig og mine tanker. Mindre stræssende.

I: er det nemmere at koble af her?

O: Ja, hundre! Det er det som er så ærgelig, for jeg skal alltid ind i byen igen der jeg bor, så det bliver alltid ro, ro, ro, ro hele vejen rundt. Også når jeg skal hjem igen så bliver det en form for knudepunkt der er forstyrrende for den rolig fornæmmelse.

O: Jeg prøver også virkleig at undgå Vesterbro, på grund af forurening. Vesterbro er no-go. Jeg har prøvd nogle ruder hvor jeg har løbet der, hvor jeg løber ud mod sygehuset. Men der er virkleig lidt plads, virkelig meget trafikk, både cylister, biler, lyskryds og jeg syntes at det er meget forstyrrende.

O: Christians allé vs Vesterbo er meget forksjellig.

O: Da jeg bodde på andre siden af Aalborg løb jeg her ude (industrihavnen). Et industriområder. Så det er måske ikke så flott, og der er nogle lastebile, det er rart, men inget der forstyrer. det er et virkelig dejlig sted at løbe, og det er ikke så uroligt der. Der fant jeg fred fra trafikk.

O: Du løber og på den store vej, hvor biler kører hurtig, men du løber på en cykelsti hvor der virkelig aldi er nogle cyklister.

I: Så du bryder måske med trafikk normer, men det gør inget?

O: Bilene kører stærkt, og det er ikke så nice.

O: kulturbroen er ikke nice. Der er ikke nok plads. Kulturboren er værre en Limfjordsbroen. Limfjordsbroen er okey, der er ikke nok plads heller, men cyklistene er tross alt skilt fra fodgjengere så du nemmere kan komme forbi, men det kan stadig være smalt.

O: Gidder ikke løbe i Midtbyen- -kommer lidt tilbage med det her Kevin Lynch og boundaries i byen. Vesterbro er en kæmpe dealbreaker for mig! Jeg gidder ikke at krydse den. Ett forurening, to lyskyrds, tre for lidt plads. Jeg ved godt at jeg kan løbe under broen ved havnen, men der er stadig alt for mange menneske ved hvanefronten. Jeg gidder ikke løbe ved havnefronten ved centrum. Jeg gjorde det før, men det er færre menneske ved de nye ruder.

O: (nørresundy passagen). Det er ett godt sted. Det er plads. men ikke for meget plads. Der er prioritered at biler køler langt ned med høy kantsten, bare ett spor jeg tror den er ensrætted. Det er græs, så cyklister, så græs eller bænke og så er der plads til fodgjengere. Det er god prioritering til en løber hvor der er plads fordi forauet er bredt. Det er også dejlig at være tætt på vannet. Det elsker jeg! Utsikten er flott.

Transcript Bjerke, 26 år (10.10.2023)

O: Jeg heder Bjerke Nielsen og er 26år og bor her i Aalborg

I: Hvor ofte løber du og normalt, hvad er distancen du løber?

O: Jeg løber, i snidt, 25 om ugen. Problæmet, er at nogle gange, eller det inkluderer jo også fotbold træning som er en helt annen form for løb. Så i forhold til at løbe turer i byen, så i snitt en gang om ugen måske.

I: varier det?

O: yeah, mere eller mindre. Nu har jeg præsis haft en fiber spring i baglåret så en lille pause med det. Men ellers så løber jeg generelt mere om sommeren end om vinteren. Det gir sigselv. Og ofte er det ett sted mellem 7 og 15km.

I: Og hvor længe har du drevet med løbining, og at løbe ruder? Og hvorfor started du med det?

O: Yeah. Jeg tror jeg har løbet, sånn seriøst, i en sånn 7-8 år tror jeg. Jeg begynte lidt i gymnasiet. Hvor at, der havde vi sånn gymnasie løb, for alle tredje g'erne og det var jo lidt prestige i hvor hurtig man kunne løbe, og kunne man slå sine venner osv. Det var lidt opp til det. Også begynte jeg at løbe desiderede turer også nogle gange intervall-løb.

I: med et mål om at blive hurtigere?

O: Yeah lige presis, og på daverende tidspunkt så var det 5 km løb, så da viste man jo på det tidspunkt hvilke distance det var. Også var det det man trænede frem mod. Også har det jo ændret sig en del gennem tiden i hvlken distance man godt kunne tænke sig at løbe næste gang. Om der var konkurance eller hvad kunne man godt tænke sig at blive bedre til. Også har jeg skrudd træning lidt opp og ned efter lidt andre distancer. Bare det jeg havde lyst til.

I: Og er det det som motiverer dig? Det med at blive bedre på en distance eller er det noeget annet der motiverer dig?

O: Lige nu, så har jeg ikke sånn ett mål. Da tror jeg mer jeg bare at det bare er mere for at få luft, komme lidt vekk, lige blive koblet af. Også fordi jeg ved at når jeg kommer hjem. La os sige at løbe 10km det tager 45-50 minutter, det tager det også at se ett afsnit af en serie. men jeg ved at når jeg kommer hjem fra den tur, så har jeg det bedre end når jeg har sett en serie. Så det er nok lidt det følelsesmessige, med hovedet, med mental sundhed skulle jeg til at sige. Det er derfor jeg løber turer lige nu.

I: Også måske ett lidt svært spørgsmål, men kan du forsøge at beskrive hvordan løbning føles for dig?

O: Det er en form for frihed og ro. Jeg har aldri løbet med musikk i ørene. Det er det mange som ikke kan forstå. Noget af det beste jeg ved er at løbe ud af en lige vej, hvor der faktisk ikke skjer noget. Det der med at få timing mellom skrittene jeg tager og min egen værtrækning, så passer det bare. Bare en sånn helt monoton rytme.

I: Som du lytter til da, eller?

O: Yeah presis, ens tanker kan bare lige lede hend der man har lyst til. Så behøver man ikke altså, nogle ganger er det sjovt at løbe trailløb fordi der skjer noget men de fleste gange for at koble af, en vej der er 10km og lige ude det er helt perfekt.

I: Som en landevej eller sånn der?

O: Ja, lige presis. Det er meget det der med den ro man finder og at man sånn, alle andre tidpunkter i døgnet så er det nogle gange lidt træls at man skal komme til at sidte at dagdrømme, hvis du forstår hvad jeg mener. Fordi der er alltid noget man skal lave, jeg skal holde fokus på at følge med i forelæsning, jeg skal holde fokus på midt arbejde eller jeg skal ett eller annet. Men når du kommer ud for at løbe så kan man lade tankene flyge derhen fulstændig som du haver lyst til uden at man skal tænke at man haver dårlig samvittighed over det fordi man burde lave noget annet. Så det er den følelse af ro.

I: Men hvordan er det da at løbe i Aalborg, du talte om den lange stræning, får du den her?

O: Den er lidt svær at finde nogle gange. Og der er svært at finde den lange distance uden at blive afbrytt af lyskryds og nogle sånne ting. Men det kan lade sig gøre, men da skal jeg ud at løbe 15km og nogle gange så er det igen det der med tid og hvad skal man ellers. Men det er muligt om man sånn begyner at finde nogle strækninger så løber man sånn den her runde, så er det vell 6, 7, 8 km og jeg bliver bare med at tage til venstre hver gang så er der ingen lyskryds der forstyrrer en. Så det kan lykkes.

I: Men generelt at løbe i Aalborg. Hvad syntes du om det?

O: Jeg kan godt lige det. Nå kender jeg Aalborg riktig godt, jeg har kommet her siden jeg var sånn 3, 4 år gammel. Så jeg ved godt hvor jeg kan løbe hen, og jeg bruger det også nogle gange i forhold til hvad har jeg brug for ligenu. Vist jeg godt kunne tænke mig at virkelig teste migselv igennom, ja så skal jeg ude at have nogle bakkeløb. Så søger jeg måske mod noget i Vejgaard også opp at bakkene eller sånn mot Zoolgisk have og Hasseris. Vis jeg bare skal løbe for at slappe lidt af og hygge meg så en tur ned på havnen. Så er det helt perfekt, så møder man måske nogen man kender så kan man lige stoppe for at sige hej og give en krammer ogsånn. Så det er lidt forskjellig men jeg kan godt lige at løbe i Aalborg. Jeg kender byen riktig godt.

I: Jeg prøver at forstå om man har nogle bekymringer…. nogle små bekymringer af at løbe i byen. Er det noget sørig du tænker over? Noget du prøver at fordholde dig til som er afgjørende for hvordan du løber i byen?

O: Vi har vært lidt inde på lyskryds, for lyskryds vil jeg gerne undgå. Og måske også strækninge hvor at spesielt cyklister. Og det med nede på havnen er nogle gange lidt tricky. Fordi det er folk der går, det er folk der løber, og det er folk der cykler, det er El-scooters og løbehjul og nogle sånne ting. Og normalt så plejer jeg at holde mig fra det. Jeg kan bedre lige at løbe et sted som Østreådalen, fordi der er lidt mere roligt og der er som, der er folk der går der ude og folk som går med hunde, men alle dem der løber de løber næsten mode uret når man kommer der ud. Det har man sånn blivet enig om på en eller annen måde, jeg ved ikke helt hvordan, men det det er deilig og nemt. Så det er meget sånn lyskryds, cyklister og andre menneske. Bekymringer altså, som man skal tænke på er det der kan få mig ud af midt flow på min løbetur. Det jeg prøver jeg at undgå.

I: Er det nogle særlige risikos du særig tænker over?

O: Det er det da også klart. Det heldivis nogle rett gode stisystemer med grusstier uden sånn de store huller. JEg prøver at undgå de der helt dårlige veje med de store hulle. Og det henger nok sammen med det at jeg bruger løb til at koble af, så om jeg skal begymre mig om at jeg oj, jeg vrikker om, om at jeg ikke træder korrekt, så får jeg måske ikke den samme fornæmmelse ude af løbeturen. Så jeg kan bedre lige bare ett fladt underlag, en asfalt vej eller et eller annet, eller en riktig fin grussti. Det ville vært fint.

I: …. føler du dig trygg når du løber i Aalborg? Er det trygt at løbe i Aalborg?

O: Ja, det syntes jeg. Det har jeg ikke noget problem med. Og heller ikke det med at løbe endten tidelig om morgnen eller sent om aftnen når det bliver mørkt. Men, som sagt, så er det heller ikke noget jeg tænker over ellers hvis jeg går en tur alene eller ett eller annet. Der føler jeg mig meget fri.

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Altså nu løber jeg jo også, hvis det bliver mørkt, så har jeg sånn vest med lys og reflex i, så yeah så har det sånn at om folk kan se mig så har jeg det mere trygt. De der få gange, hvis man ikke lige har den der vest på, så kan man godt sånn hele tiden løbe og tænke sånn bliver jeg nu sett, så man skal tage nogle ekstra forholdsregler for det.

I: Og hvordan føles det da, hvist du glemmer din vest? På løbeopplævelsen?

O: Det føles lidt træls for man løber at tænker meget over det. Og prøver at velge en eller anne rude hvor det ikke kommer til at spild det hele stor ind, og undgå nogle af de veje hvor der er mange biler eller hvor de svinger til højre osv. Men klart mere ro når man har vesten på, eller løbe nogle steder hvor at man ved at okey, det er godt lys her. Det er riktig fin belsyning, for eksempel nede på havnen. Der er supermeget lys, og i og med at det kører heller ikke nogle biler der nede så det hjælper lidt på det.

I: Hvordan ville du sånn generelt beskrive Aalborg som en løbeby?

O: Nå har jeg løbet nogle forskjellige steder, også i udlandet osv. generlt syntes jeg at vi her i Aalborg er gode til at skabe nogle gode forhold til både våre cyklister og fodgjengere, og det kommer også til nytte for dem der løber syntes jeg. Hvormod, spesielt de gange jeg har løbet i USA og måske på en landevej, der er intet fortau der, der er heller ikke noget cykelsti, fordi det er det ikke riktig nogle der benytter sig af. Folk de kører over alt, uansett om de bare skal 2 km ned ad vejen så tager de bilen. Så da kan jeg meget bedre lige at løbe i Danmark. Men om der er bedre at løbe i Aalborg kontra Aarhus, eller København. Aalborg er bedre en København.

I: Hvorfor?

O: Antallet af cyklister tror jeg. Men jeg har løbet centralt i københavn. Og det er jo bare en større by. Det er flere mennesker. men, i forhold til Aarhus syntes jeg det er nget af det samme. Jeg kan godt lige at løbe i Aarhus, min bror bor der, så vi kan godt lige at løbe sammen når jeg er der nede. Der er det nogle hvaneområde som her, men i forhold til Aalborg så har Aarhus, altså der er det letter at tilgå nogle skov. Det har vi ikke så meget af her i Aalborg, så det er måske det eneste der lige mangler, bare nogle skov. Fordi, det nærmeste, hvis man skal løbe lidt trail så skal man jo næsten til Hammerbakker. Skal man både løbe der ude, løbe der også hjem igen så bliver det en rett lang tur haha. Så det er det eneste jeg syntes Aalborg mangler noget af. Der er ikke så forferdelig mange steder man kan løbe trail.

I: Hvad slags tybe miljø eller environment føler du gør din løbe opplevelse bedre, og hvordan føles det at løbe i det miljø?

O: Tenker du på andre mennesker eller?

I: Måske, men mere bymiljø eller (et eksempel).

O: Det er sånn, det tror jeg foregår på løbebanen. Hvor jeg får den gode følelse, også fordi underlaget er bare det samme.

I: atleteik stadioen?

O: Ja, også fordi når der et godt vær er det et dejlig område også fordi der er store trær omrking, men der kan man også bare finde det der monotone tempo.

I: og det er fint at løbe rundt og rundt?

O: Ja, fordi igjen, mine tanker kan bare flyde derhend hvor jeg har lyst til og jeg behøver ikke at bekymre mig om den situation jeg er life i. Altså, jeg behøver ikke riktig at tænker over hvad det er jeg laver. Det er nermest kund vist jeg er derude for at løbe intervaller, hvor jeg ved okey så skal jeg løbe de neste 200m på 45 sekunder. Det er også en megafed træning, men hvis det bare er for at få den der riktig gode følelse mens jeg løber så kan det godt være på atletik stadioen eller ude ved hesteløb veddeløbsbanen ude i Vestbyen, for der er der også nogle asfalt stykker hvor der ikke kommer rett mange biler og hvor der bare går lige ud og man kan bare slappe af.

I: Hvad med det motsatte? Et område som gjør din løbeopplevelse nedern eller ubehagelig, måske hindrer en god løbeopplevelse?

O: Når jeg skal ud til fr eksempel veddeløbsbanene eller måske også ud til løbebanen. Nå bor jeg her i Øgaden, så da skal jeg ind igennem byen eller midtbyen. Da kan man selvføgelig tage nogle forkjellige veje så man kommer udenom det værste men turen ind i mellem Aalborg er som regel start-stop og at fokusere på andre mennesker og jeg skal lige overhale dem her. eller se om det så kommer en cyklist, så jeg skal overhale ude på cykelstien så bliver det lidt som at køre bil. hvor man hele tiden skal orientere sig, og spejl-spejl-skulder, der er mange andre faktorer end bare det at løbe som man skal tage stilling til. Og hele tiden tænke på, og ja jeg skal heller ikke løbe lige ind foran

dem der, fordi de skal ikke føle at jeg skal træde de over tærne eller føle at det er træls at folk de løber. For det ved man da at nogle tænker, årgh der kommer der en løber igjen. og jeg gidder hælst ikke bidrage til det så jeg vil helst bare give plads til de der bare gerne vil gå. men det er nemmelig svært. Men vil gerne have det der med at alle kan eksistere og være glade der hvor de er. Og det er bare nogle gange svært når man skal ned igennem de centrale Aalborg.

I: Og hvordan følelse det da, når du løber og du er der inde, på dine løbeopplævelse?

O: Lidt stressende, og nogle gange fordi jeg tænker lidt for meget over det. Så har jeg det sånn at jeg skal bare hurtig igennem. Så min pace den går helt vildt opp! Hvilke ikke er godt når jeg hele tiden skal løbe mellem mennesker og lidt ude på cyeklbanen og ind igennem, så en sånn tur hvor jeg tænker jeg skal have en rolig pace, så løber jeg hurtig gennem byen.

I: Men føler du og da at du der må bryde med nogle trafikk normer? Tyb. løber du nogle gange på rødt?

O: Ja, det gør jeg. Det er nogle gange hvis jeg står at venter ved et lyskryds, men det er også lidt svært. Hvis der ikke kommer nogle biler så kan jeg godt finde på at løbe over, men jeg tænker også nogle gange over, og det er måske bare mig der er mærkelig, men så tænker jeg over hvem der er jeg står ved lyskrydset sammen med. står der en mor med to børn så ved jeg bare at hvist jeg løber over på rødt så skal hun stå at fø høre, å hvorfor får han løbe over på rødt, men ikke vi. Det er mærkelig. Men så er man bare en dårlig rollemodell, men det er måske ikke så slemt men man er en dårlig rollemodell. Men står jeg helt alene i ett kryds, og der ikke kommernogle biler, og der er rødt, så løber jeg over. Uten tvil.

I: Kan du finde på at kryde vejen tilfedlig?

O: Ja, det kan jeg sagtens. Det er ikke noget. Så er det bare sånn, Yes jeg holder ikke pause og holder tempo, så tænker jeg mere på løbeturen.

I: Ja, for den kommer først?

O: ja, ved dette tilfælle, ja.

I: Planlægger du eller kortlægger du din løbetur før du skal ud? Hvordan planlægger du en rude?

O: Jeg planlægger som regel skidsene til enr ude mens jeg kleder om, eller hvist jeg slapper af, og tankene flyger så tænker man på ens trækning som løber jeg der ud. men de fleste gange, så kikker man lidt på uret, okey hvad skal jeg nå i dag, ja men jeg har en og en halv time, så kan jeg løbe i en times tid. Så har jeg en rude jeg ved tager ca 50 minutter så kan jeg tage den. Så jeg har måske en 6-7 go-to ruder hvor jeg ved hvor lang tid det tager og i hvilket temp.

I: Ville du sagt det var lidt praktisk planlegning?

O: Ja det gørjeg meget. Også er det de få gange hvor jeg kunne tænkt mig en løbetur og jeg bare løber aftsed, også tænker jeg, okey men i dag så løber jeg Øst på. Uden at vide hvor man helt løber hen. Det er virkelig dejlig. Men det er sjeldent jeg gør det.

I: hvordan føles det da at løbe, i forhold til når du har en planlagt rude? Er det nogle forskjell?

O: Ja, fordi det har med pace også. Jeg ved at når jeg løber den her tur på 8km så ved jeg intinktivt for at få nogle fysiolgisk træningsmæssig ud af det så skal jeg ligge i noget nære de her zoner.

I: så da mp du præsse digselv lidt mere?

O: Ja lige presis, men på de ture hvor jeg ikke riktig har en bagkandt, så starter man ud i et tempo hvor man kan sånn set løbe 7k og det er fint nok men med det er her tempo kan jeg også godt løbe 18km hvis jeg føler for det. Og det er megadejlig. Men det er nok for sjeldent jeg gør det.

I: Tracker du løbeturene dine? bruger du app/ur? og hvorfor gør du det?

O: Jeg timer alltid mine turer. Jeg løber alltid uden musikk, men alltid med ur og tager tiden. Men jeg bruger ikke strava for eksempel, jeg legger ikke ture ud. Det er til individuell brug. Jeg kan godt lige at se hver kilometer, og i hvilke pace, og rammer den samme pace, men føler efter med kroppen. Men kigger lidt på det bare efter. kigger lidt på zoner og ser sånn ojoj det her var en god dag for mig og sånne ting. Men jeg bruger det ikke til annet end det. Men det kommer også an på ruden. for nogle gange, hvis man har haft en lidt hård dag, hvor man er lidt trætt af det. Da har jeg en tendens til at bare starte lige ud, nærmest i sprint den første kilometer. Så kigger jeg på uret, og tænker rolig nu, så blir det en god indicator på at det går alt for hurtig og at jeg skal slappe af og få pulsen eller pacen ned ogtilbage til at nyde løbeturen. Jeg ville virkleig blitt trætt af det om jeg nåede det der stadie hvor løb ble en plikt hver gang. jeg kan godt lige at jeg ikke tager løbeture, eller sige at om jeg skulle løbe

fem gange om ugen, så tror jeg det blev en plikt for mig til siste. men hver gang jeg tager ud for at løbe nu ser jeg det som det er noget jeg vil edamame gerne.

Til kortlegningen:
O: starter i Øgaden
Rude nr 1:
I: Hvordan er den her tur? Vil du forsøge at beskrive den for mig?
O: Det er riktig fint hvist man starter ud her i Øgaden. Det er dejlig og nemt. Det er ikke så forferdelig meget trafikk osv. Igen der kan man hoppe over gaden osv. Nogle gange tager jeg den gennem Østre Anlæg, men andre ganger tager jeg den lags ned, hvor der er en riktig lekker cykelsti på et godt stykke. Til bare at komme i gang. Hvordan har bena det i dag. Her kan man stadig nå at planlægge en ny rude. Også ellers komme ned til havnen hurtigst mulig over alle disse lyskrydsene her på en eller annen måde. Det kommer lidt an på trafikken hvor jeg løber over. Men ned til vannet hurtigst mulig, tager den nedover havnen. Hele vejen til Vestbyen, ud under skinnene her. Her kan man igen vurdere benene og hvordan man har det og hvor man har lyst til at løbe, nogle gange kan man løbe over kulturbroen. Men somoftest så kan jeg supergodt lige at løbe videre i Vestbyen, ned langsmed vannet, og mod forbi bådhavnen derud. Der et lidt sånn hyggelig miljø derude, og omkring streetfood om sommeren er det lidt hyggeligt. Der er måske lidt mange menneske en gang i mellem så det er det eneste man lige skal leve med, ellers så er det super hyggeligt. Så ud til vestre fjordpark. Er det godt vær så er det mange menneske så løber lidt i udkantent. Stil den gode vej ved veddeløbsbanen, også ud til Hasseris omkring kridtgraven for lidt afslappning og komme ud på nogle af de stier der er der ude. Så ud til Kong Christians Allé og når man når der ud så er det gått noget tid, benene har blivet brugt, så kan man lige nogle lunde sette tempo. Der går oppover til det store kryds og over skinnene. Det er lidt lyskryds og der er bestemt et stort ett her. Lige der hvor Hobrovej bliver til Vesterbro. Det er lidt noget man kan blive fanget i. Sånn er det.
O: Den kan godt være nedern, og man vil lige gerne holde tempo. Men lige snart man kommer over så er det nemt, der er nogl lyskryds videre men de kan man nemt hoppe over. Selv hvis det er rødt. men ikke ved det store kryds. men over broen løber jeg titt på højre side, jeg ved det er forkært, men der er det færre lyskryds end på Vesntre side når man løber den her vej. Mange gange vil jeg løbe ind på industrivejen ved Crossfit North, og hoppe ned der så undgår man det store lyskryds ved sønderbro. Nå arbejder vi to det samme sted, og vi cykler alltid den her vej, så den bruger vi jo titt.

rude nr2:
O: Det her rude er spesielt om morgnen, hvis at jeg ved at jeg har en bagkant med noget læsning, arbejde. Også fordi jeg bodde tidligere her opp. Da løb jeg meget over i Sunderborgsholmparken (gamle golfparken). Det er måske nooget af det tætteste vi kommer på alá skov, hvor der er en smule trail. Der er ikke meget, men der er lidt. Det er en annen tybe løb en der er på den første rude. oppover vejgaard hvor man får tested benene lidt også opp til slottet med den pene have. Også er det en sånn store runde som man kan løbe udaf i skoven og rundt en sø. og løbe opp i midten. Nogle gange er det samme tur tilbage. Fordi det er runden rundt parken som jeg er interessrede i.
I: Hvorfor?
O: For der får man det der avkobling. for eksempel ved hele rude ettt er det forholdsvis mange menneske, og det er super hyggeligt. Men her oppe er det bare ro, og man får lidt af den der natur. Og serlig oppe om sensommeren. Der har de nogle marke med heste osv, med lidt korn osv som de høster. Så er det lidt højt, så får man lidt af den kortlukt med marker. Det er lidt nostalgi for det løb jeg meget i den gang jeg ikke bodde i Aalborg. Så det kommer lidt af det. Den rude er også nem. Jeg ved hvor lang den er og hvr langt tid det tager. Så nemt at regne med om morgnen om jeg kan nå det før jeg skal videre.
Tegne videre med farveI:
O: Jeg starter med den orange, den gode. Og det er faktisk et helt område. (Østreådalen). Syntes jeg er et virkelig dejlig ormåde. Flere stier at løbe på, gode stier, det er lit skov at løbe ind i. Det er ikke løb men man kommer ind i mellem trærne.
I: hvordan følelse det at være inde i trærne?

O: Det føles godt. Og hvis det blæser lidt på en dag så er det lidt mere dejlig at ikke have så meget vind på snuden og at have lidt mere ro, også for ørene. JEg løber ikke med musikk, så da blir det ikke så meget larm for ørene. Ud dit tager jeg de stier. De er også orange. De er også dejlig, det kan godt larme hele vejen ud men så kommer man ind mellem trærne så bliver det bare helt stille og det er virkelig en dejlig følelse.

også hele ydre Hasseris, ikke Hasseris vej. Den er meget trafikered men med en gang du svinger af så er det ikke så meget trafikk. Det er super mange mså villaveje og små stier du kommer rundtm krittgraven og edt er bare lidt dejlig der ude. Jeg ved ikke om det har noget med at gøre at de der kører der ude bor i Hasseris eller fordi man skal til Nørrholm så der er ikke så mange bile. Jeg ved ikke om det har noget at gøre med det jeg har vokset opp i en lille by med ikke mange menneske eller ikke mange bile men det er lidt sånn at det minner om der jeg kommer fra. Villakvarterer ogsånn, det er lidt hyggeligt.

O: Også kan jeg gribe den røde her over. (Hele midtbyen.) Jeg er ikke så vild med at løbe inde i midybyen. Det er meget start-stop, mange busser, mange andre fodgjengere, det er meget man skal træffe beslutniger om og ting der forstyrrer midt flow. Soom jheg kan godt lige at være i når jeg løber.

I: LØber du nogle gange over på Nørresundby siden?

O: Ja, det gør jeg. jeg løber nogle gange ved verdens ende. Ikke så ofte for for mig så bliver det en ud-og-hjem tur, jeg kan godt lige at løbe sirkler i en eller annen form. Så løber titt ude ud-og-hjem turer ved intervaller. Så er det noget mitivasjon ved ved. men 99% af tiden løber jeg i sirkel.

Så er det et område her ude (industriområdet ved havnen). Det kommer lidt an på hvilken tid på dagen man rammer. Midt på dagen så er det ikke det fedeste fordi folk arbejder på trucks, men efter arbejdstid er der super dejlig. Det er både godt og skidt der. Det samme ved andre siden af motorvejen, kommer an på ulige tider af dagen.

O: Hvanefronten, om aftenen når der begynder at blive mørkt, er et riktig riktig fint sted. Em, men derudover er det måske ikke det beste sted. Da bruger jeg det meget som det sted for at komme igang. Man kommer ikke riktig ind i flow endu. Så når man gerne ud i flow senere, efter de 3km. Den er superdejlig 9/10 om aftenen, da er den super dejlig. Dejlig lys, fin asfalt, der er god plads, men kommer and på dagen.

I: Er det nogle flere områder hvor du ikke gidder at løbe?

O: et stort lyskryds her…. og her ved Karlinelunden er irriterende. Men kommer an på hvornår på dagen. Men man skal lige komme genneom mange lysjkryds ud mod vejgaard. Den strækning her (Hobrovej) er jeg heller ikke fan af. På tross af at det er en dejlig lige vej, men jeg ved ikke m det er mengden af trafikk eller ambulanser, men man når ikke at finde den ro der.

Transcript Mike, 26yrs (11.10.2023):
I: Det første sprøgsmål er hvor gammel du er og hvad du heter?

O: Jeg heder Mike og er 26 år.

I: Og hvor ofte løber du og alminnelig, hvad er distances?

O: Jeg plejer at løbe 3 4 ganger om ugen. Og typisk er det 5 km og så i weekenden vil jeg gerne prøve at løbe en på 10. I hverdagene er det meget 5. Presiss 5, jeg har en rude du kan få lov til at se der er meget den samme.

I: Hvor lenge har du drevet med løbning?

O: Ja, men jeg har faktisk begynt her lige før sommerferien med at løbe igen. Jeg cyklet meget inden. og spinning. fordi det var midt hovedfokus. Men typisk når sommeren kommer så begynder jeg at løbe igen, også går jeg indenførs her om vinteren.

I: Er det noget du gør hver sommer?

O: Ja det er meget om sommeren at jeg tager løbeskoene fram igen.

I: Er det noget du har gjort langt tilbage?

O: Jeg vil sige at indenfor de sisdte 5 årene har det meget vært det at jeg løber om foråret og sommeren og når det begyner at blive for koldt og det regner så går jeg indenfor.

I: du trodser ikke vær og vind?

O: nei

I: Hvad motiverer dig for at løbe, hvorfor løber du?

O: det gør jeg for at koble af. Hvis jeg kan mærke at jeg ikke kan konsetrere mig på arbejdet, også lige den gang jeg beynte at arbejde efter jeg studerte. Jeg fungerer ikke hvis jeg ikke har vært ude og banket hjernen af.

I: Så fu får energi?

O: Ja, lige presis. Så får jeg mere energi dagen efter.

I: Men er det noget sunhed ved det, eller er det bare for at få energi?

O: Nej, jeg har egentlig haft et godt, eller hvad skal man sige, jeg hal aldri kæpet med vækt eller noget. Det har aldri været af sundhed for at tabe mig, men selfølgelig, det er jo klart at der er alltid godt at løbe for at holde sig sund.

I: Men det er det mentale der vejer mest?

O: Ja, det er det.

R. Hvordan føles det når du løber, kan du forsøge at beskrive den følelsen du har når du løber?

O: Når jeg er i gang med at løbe, eller efter?

I: Begge måske?

O: jeg vil sige, mens jeg løber, er det ikke alltid det fedeste. Jeg syntes faktisk titt, hvis jeg løber alene, at det er lidt kjedelig faktisk. Da skal jeg have musikk eller podscast i ørene i alle fall. Men jeg har lige begynte at løbe med en del kamerater, da er det lidt nemmere at snakke og det før det lidt mere sjovt. Men når jeg løber alene så kjeder jeg mig. Så er det mere efter at man har en god følelse. Og man ved at man har vært ude og lavet noget.

I: Så du ved at det vil føles godt efter?

O: Ja.

I: Er du mere til det social running?

O: Ja, det siger mig i alle fall mere fordi jeg hurtig kommer til at kjede mig hvist jeg løber alene.

I: har det noget med ruden at gøre?

O: Det tror jeg helt sikkert, fordi jeg løber meget den samme rude. Så det bliver lidt det samme. Også titt når jeg skal ud å løbe så er jeg trett. Da orker jeg heller ikke at finde på en ny rude. Så bliver det meget bare den samme. jeg syntes før og imens, at det ikke er så sjovt, mens sammen er det nice.

I: Hvordan syntes du det er at løbe i Aalborg?

O: Jeg syntes egentlig at det fungerer meget godt. Jeg løber somoftest inde i midtbyen, men har valgt en rude hvor man ikke skal krydse så mange veje, og hvor der heller ikke er nogle lyskryds. Så lenge man ikke skal det, så syntes jeg det er meget godt. Men jeg har prøvd at løbe inde i midtbyen, og det fungerer ikke. Det er alt for mange stop, lyskryds, man kan ikke se hvad der kommer rundtom hjørnet. Hvist man finder en god rude hvor der ikke er lyskryds og veje man skal krydse så syntes jeg det fungerer godt.

I: Men har du nogle bekymringer, eller når du løber her i aalborg, er det nogle du tænker er en del over som du måske skal være obs på?

O: Jeg tror lige den rude jeg titt løber, der er det ingen biler eh men det kan godt være scootere, og det skal man jo særlig være oppmerksom på. også vist jeg løber om aftnen, så på midt ur, så kanman sette sånn blitz på. Jeg har ikke en løbevest med lys. Så om aftnen tænker jeg over at jeg skal have noget lys på. Det kan godt være mørkt så cyklister har det svært med at se en. Så det tror jeg at er den eneste bekymring jeg har.

I: og lidt det samme som risikos, føler du at når du løber, at du tager nogle risko?

O: I forhold til hvordan byen er indrette?

I: ja, for eksempel eller hvad en du kommer i tankerne.

O: mm, nej det vil jeg ikke sige at jeg tager. Det er sjældent, men en gang i mellem, løber jeg måske på rødt. Men det er sjeldent fordi jeg prøver at ungdå lyskryds. Men er det et lyskryds, hvor der er rødt, kan jeg kommer til at løbe det over.

R. Generelt, føler du dig trygg når du løber i Aalborg? Føler du dig utrygg?

O: Nej, jeg syntes det er trygt?

I: Hvorfor?

O: Ja, jeg tror det altså henger meget sammen med den rude jeg har valgt, så jeg har jo så gjort det trygt for mig selv for jeg ved at der kommer ingen biler. Men det er også klart at hvis du løber mere inde i midtbyen så er der mange mennesker så man også kan gøre skade overfor hvist man løber ind i dem fordi de måske ikke ser en. Det er noget annet når jeg løber opp i gågaden ogsåder.

I: hvordan kennes det at løbe når der er mange menneske?

O: Jeg syntes at det ødelegger mit løb fordi man skal tage til højde for andre og hensyn til andre.

I: Hvordan ødelegger det løbet?

O: jeg syntes man kommer ut av sit flow, fordi, man ja, skal løbe rundtom folk eller unvie eller stoppe opp hvis det er alt for mange menneske. Jeg løper meget på tid. Det er det der driver meg. For å komme ut å løpe, det er at få en god tid. Typiskt. Også er det bare træls hvist man skal stoppe opp på rødt eller fordi der er andre mennesker,

I: Si du skal ha et drømmescenarie for at løbe, hvordan vil det her sted se ud?

O: Så skulle det nok ha vært i en park, inde i byen. Så jeg helst ikke skal, jeg har vært ude i Østre Ådalen området å løbe, og det syntes jeg er super lekkert, det er bare for langt ud i hverdagen. Så da bliver turen for lang for mig i alle fall. Jeg bor nede ved havnen i midtbyen. Så vist man havde et område som det, hvor er grus og lidt blødere underlag. det kunne vært lekkert, det gad jeg løpe på.

I: du syntes ikke de parker i centrum er gode nok?

O: Nej, det eneste er Østre Anlæg og den er også lækker at løbe i, men der bare bitte. Den er ikke så stor, så man skal løbe rundt 10 gange vist man skal ha noget ud af det. Hvor i Østre Ådalen, der kan man godt tage en god runde. Det er flot der ude. Men det er for langt ude til hverdagen. I weekenden kan jeg godt tage ent ur der ude.

I: Hvordan følelses da da at løbe her?

O: Det er lidt mere sånn, det er ro på. Der er ikke nogle menneske. Det er mere natur. Det er lekkert at komme der ud. Så det syntes jeg er fedt. Også er det bare stille og rolig. Man bliver ikke forstyrred. også er det også noget at kikke på. det er noget flott natur. Da kjeder jeg mig ikke.

I: og hvad er måske det motsatte da, det værste sted at løbe?

O: Det vil være noget sånn opp i mellem nytorvet eller vesterbro.

I: Hvorfor?

O: Det er alt for mange mennesker. Og særlig på vesterbro er fortauet rett smalt. Der kan kun gå to mennesker. Også hvist man skal overhale så skal man ud på cykelstien. Også begynder man at blive bekymret fordi der cykler man rett hurtigt. Så det syntes jeg er et riktig træls sted at løbe.

I: Har du løbt der?

O: Ja nogle få ganger.

I: Hvordan kjentes det for løpeopplevelsen?

O: Det er bare en træls opplevelse.

I: Hvordan planlægger du en rude? du har sagt at du løber meget den her ene rude. Hvad er viktig for dig når du vælger eller planlægger den her rude?

O: Jeg tror i hverdagen er det meget viktig for mig at jeg ikke må planlegge eller tænke over en rude. Da følger jeg egentlig bare en rude også ved jeg at jeg kan godt klare den på en bestemt tid. Også har jeg også det med konkurranse. Hvis jeg løber den samme hver gang så kan jeg se om jeg har forbedret mig.

I: Så du løber den samme rude de 4 5 gange om ugen?

O: Ja, det gør jeg typisk. Eller 2 -3 gange i hverdagen. Også i weekenden vil det så være en annen tur. Typsik en der er lidt lengre.

I: Hvad var prioriteringen for at den her rude var den beste?

O: Det var at der ikke var nogle menneske, eller der er menneske, men der er bred vej eller fortau, og der er ingen biler eller tung trafikk. Der er nogle cykler og der kan godt være nogle enkle scootere men det er plads. Det er viktig.

I: er det foruerning du tænker på?

O: Så man ikke skal tage højde for at navigere eller vige for trafikken. Så man bare kan løbe.

I: Hvordan tracker du dine løbeture?

O: Jeg bruger Strava og det jeg mest holder øye med er tid per kilometer.

I: kigger du på tid undervejs?

O: Ja, det gør jeg.

I: Og hvad bruges det til? Styrer den dig eller er den mere en indikator?

O: Det kommer lidt an på hvilke mindset jeg er i. Nogle dage har jeg satt mig opp til, de dage hvor jeg vrikelig trenger til at komme ud og få pulsen opp, så skal jeg sette ny rekord eller pr. Da bruger jeg uret meget for at holde tiden. Andre gange så er det mere fordi det er interessant at se på hvor man

ligger og at lære at kende sigselv. Nå løber i det her tempo, hvad er det så for egentlig. Jeg bruger ikke så meget puls eller såder.

Over til kortet:
Rute 1 = hovedrude.
Starter der han bor.
O: Det er presis 5 km og går over de to broer. Jeg bor nede ved havnen og kan egentlig godt lige hele havnefronten ved Aalborg. Den er rett bred og der er ingen trafikk eller biler, så den syntes jeg det er fedt at løbe på. Det meste af havnefronten er gså lyst opp om aften, og det er typisk da jeg løper så det kan jeg godt lige. Også syntes jeg det er sjovt at løbe over noget vand. Så skjer det bare ett eller annet. Så fjorden er meget sjovt at løbe over. Med de der to broer.
I: Hvordan føles det at løbe over de her to broer?
O: Jeg syntes faktisk at togbroen, eller Kulturbroen, er rett fed at løbe på. Fordi den bouncer sånn, den har et fedt underlag. Den er fed. Også LImfjordbroen er okey. Den stiger lidt, så der kan være lidt hårdt at kommer over den, men ellers så er det fedt. Også er det faktisk også menneske på den her rude, men den er så bred så der er plads. Men det motivere mig også at der er mennesker, for hvist der ikke er og jeg løber et sted hvor jeg er helt alene og jeg bare bliver lidt trett eller syntes det er nedern kan jeg godt slacke ved at gå ned i tempo eller stoppe helt opp. Men hvis der er nogle menneske, bliver jeg nøtt til at tage mig sammen.
I: Så det hjælper lidt med noget publikum?
O: Ja, for det er jo ikke det at de hepper på mig overhodet. Jeg tror det giver en eller annen form for energi elle rmotivasjon. Jeg kan godt lige at det er lidt menneske, også bliver det noget at kikke på, som alltid er lidt sjovt.
I: Hvordan er det at løbe på Nørresundby siden?
O: Den havnefront de har på den her siden er bedre at løbe på end AAlbrog siden. Deler af aalborgsiden er lidt gammelt, der er også nogle brostene man skal løbe på aalborg siden, hvor der er lidt ujevnt, og da er Nørresujdbysiden lidt bedre at løbe på. Der har de fået laget plads til at løbe på. Der er vejen bred, der er nogle stier man kan løbe på.
I: Atmospheren på den her løbetur, kan du forsøge at sette ord på den?
O: Ja, som sagt løber jeg der titt om aftnen er eftermiddagen. Da er det også en del menensker der er ude for at gå en aftentur. Det er liv. Det er også rett viktig for mig. at der sker et eller annet så det ikke bliver kjedelig. Jeg bruger det meget til at løbe og kigge på folk eller få den der motivation til at man er ude og løber og andre ikke er. Det giver mig også ett eller annet.

Den lang turen, tur nummer 2:
O: Det er nogle stisystemer. Det passer med noget som 10km.
I: Hvordan er den her løbetur?
O: Den syntes jeg også er fin når man kommer ud af byen. Der mange lyskryds her i starten og mange biler, men når man kommer ud her ved, bag bussterminalen, begynder et sånn stisystem, ud mot østre ådalen. Og der går det en sti hele vejen langsmed åen der. den sti er ret fed at løbe, fordi det er nesten ingen cykler eller biler, men mennesker der går. Østre ådelen er nice at løbe i. Der er et godt underlag. Også hjem igen.
I: Hvordan kjennes den her løbetur i forhold til den først?
O: Der er mere natur herude. Det mangler man nede ved nummer en. Der er det meget betong. Så det er lekkert at komme ud hvor der nogle fugle og nogle får man kigge på. det er lidt mere natur og liv.
I: er det noget du savner?
O: det er klart at vist der var den her natur inde i byen havde jeg taget den rude i stedet for. Så det er kun for at få det jeg løber her ud. Så jeg vælger den her rude når jeg har tid, for at få ekstra natur.
I: hvordan opplevels løbetur nummer to?
O: Det er noget mentalt annerledes at komme ud i naturen. Det er bare, jeg tror det er den der stillhed eller den der frihed. Det er meget ro der ude. Det kan jeg godt lige. Det savner man titt her inde. Men der jo lidt sjovt, for jeg kan jo godt lige, at det på den andre rude, er menneske. Så der er fedt at kombinere det og at man har ulike tyber ture.

O: Jeg vil starte med at kombinere hele Øgade område (i rød). Det er et træls sted at løbe. Det er riktig mange biler her og smale fortau til at løbe på. Det er mange hjørner, så man kan ikke se hvad der kommer på den andre side. Så man bliver nøt til at senke farten for at dreje rundt.

I: Er det utrygt at løbe der i hurtig hastighed?

O: Ja, især hvis man er løber på tid så er det træls i frykt for at løbe ind i nogen eller bliver kørt ned. Er det er nok det samme som at løbe inde i Aalborg midtby. Grunnden til at jeg ikke marker Østre Anlæg er fordi den kan jeg godt lige at løbe i. Den er bare ikke så stor. Men der også natur der. Alt for smale fortau i midtbyen som ikke er ment at løbe på og alt for mange fortau.

I: Du syntes det er træls med smale fortau? Hvordan kjennes det at løbe på smale fortau?

O: Ja. Jeg syntes titt at fortauene inde i Aalborg ikke er brede nok, så man kommer titt tett på folk når man skal overhale. Det har jeg ikke lyst til.

I: Hvordan er det løbe på et bredt fortau?

O: Det er frihed. man kan nemt komme udenom folk, og der er bare plads. Det er meget bedre.

I: Hvad med kryds/punkte der er virkeliug træls?

O: Vesterbro kan jeg god tegne opp. Den gidder jeg ikke løbe på. igen, smale fortau og riktig meget trafikk. Det er også riktig mange cykler og scooters. og mennesker der krydser vejen. og gågadene kan jeg rett også markere. Man burde lave nogle midterspor eller noget i midten for løbere hehe. Det er et fint sted at gå. det er liv og resturanter osv, et fedt sted at være men der er bare ikke til at løbe der.

I: Nogle gode gule områder?

O: Havnefronten på den her side, før broen kan jeg godt lige.

I: hvorfor er den bedre før broen end efter broen?

O: Det er fordi på den her side, der er det ingen vej, men på den andre side er der vej men brosten som desidered fortau, og brosten er ikke nice at løbe på. Så der løber man på vejen.

I: hvorfor er brostein træls?

O: Det er ujevnt, jeg bliver bange for at vrikke om. Der er heller ikke så meget lyst på den her del. Så det er den gamle havnefront så den trænger nok lige til at få en renovation.

(peger på Eholm) Jeg tror det er fedt at øbe her, men jeg har bare gået her. Og vernes ende, her ude. Jeg har bare løbt her til DHL, men jeg har gået der ude. Det er rett lækkert der med natur og ingen trafikk. Det er også fint rundt-om krittgraven. Den er lidt teknisk, men da skjer det også ting. det kan jeg også godt lige. også er der løbebanen (atletikstadioen). den er fin at løbe på. Jeg kan heller ikke løbe fem kilometer der, men jeg løb intervaller der forleden. Det kan jeg godt lige. Fordi der er et godt underlag, man er upåvirket, og man kan godt løbe hurtig der uden at man skal tænke på andre. men det bliver for kjedelig at løve fem kilomter der. Det bliver for meget af det samme. Så der skal være intervall løb, eller nogle gange har jeg prøved at løbe en rude hvor man løber indom og tager tre runder. Og Mølleparken ved Zoo er rett nice. Jeg løb der oppe siste år, men ikke i år. Det er nok fordi når jeg kommer jeg fra arbejdet så syntes jeg det er dejlig med en rude som bare er den samme hvor jeg ikke skal bruge en tanke på at prøve noget nyt. Da har jeg ikke overskudd til at tænke på en ny rude. Så inpirasjon til en ny rude mangler jeg også.

I: Hvordan er det løbe på de her steder?

O: Der er lidt mere teknisk terreng, det giver lidt som at løbe i en skov selvom du er i byen. Så man glemmer lidt at man er inde i byen og inde i Aalborg. Det kan jeg godt lige nogle ganger, men det kommer an på hvilke mood jeg er i. Hvis jeg har overskudd, så er det fedt, men har jeg behov for at blive motivered og blive pushet af andre menneske så mangler jeg det i Mølleparken. men der giver den overskuddsfølelse af at løbe opp disse bakkene. De er lidt hårde.

O: I forhold til det der med følelser, så tror jeg bare at jeg har opplevd runners high sånn to til tre ganger. Det er ikke titt jeg har det. men de enkelte gange jeg har det så det fedt. Da kan det hende den fem kilomter bliver trukked ud til 10. Men da driver tallet mig. Jeg burde nok ufordre mig til at løbe lengre for det.

Interview Rune 34 (English) (12.10.2023)
O: My name is Rune, I am 34 years old, soon 35, I feel like 15 mentally. I live in Aalborg, just close to the zoo. We used to, and i think thats relevant to the running part, live down at Østre Havnegade, right by the harbour. Moving has for sure changed where I run.

I: For how long have you been running and when did you start to run?

O: I think I started running when I, mmm, I played football for many years, I also played as a professional for one year, found out that that wasnt me, so I stopped when I was 20. Then i just played football for fun, and I wonder if I ran for a bit. Then I moved to Aalborg 10 years ago, then I started running for half a year, then I played football for a bit, and ran in the winter. But ever since I was 24 I think, running has been a part of my life, and when I fully stopped playing football it became my main sport I would say. This and fitness. But I have been running since I was 10, as it was a part oof training in football and build the form early in the season.

I: So when you run now, is it for health and fitness?

O: It is defintely two-folded. it is for health and fitness, but that is not the main driver. I think the main driver is, well it is something I have been thinking about, because I listened to a podcast about cycling in Danish and they talked about how one then diseaperes within oneself, and I feel like I also disappear within myself. It is my way of getting thoughts away and out of my head. If I am stressed or have a lot of things going on, the best thing I can do is to go for a run. And maybe also go fast. It has to be tough and i need to sweat. So I run for pleasure, also because I just like running and I can get in the zone. It is not always like this when I go running, but that would be my main driver. Because it make me feel more mentally well and healthy, so more mentally healthy than physically healthy. When I am not running I can feel the consequences. If i am not doing anything, lets say I have an energy, that made me feel like I had allot of energy I needed to burn but I couldnt. And that was a weird feeling. I will become restless without running, is like a drug, honestly.

I: what motivates you to run, is it just that, or anything more?

O: Definitely like the, this close relationship with what you put into it and what you get out of it. If you really put in effort you will see it on the times you run in. Allot of what I do for work and in other aspects of life, you won´t see the impact right here and right now. But running is like, If you run allot, you will run faster. And get that kick.

It is not healthy for me to run with time everytime I run, cus then I will just run run run. So sometimes I run for pleasure without a watch. And then I sometimes just run with a watch to run fast to get that kick. Distance is another thing. I would say I have tried to run fast because it seriously isnt good for my legs and knees, it gets bad. So i try to run easy.

I: How often do you run then and at what distance?

O: Right now I havent been running for three weeks because I got some hip issues, but normally two times a week I would say. Then I will try to combine, i mean it is not that structured, but one would be like 10k and nother one would be like 5-6k. Sometimes I would run for an hour. But average 10-5 k a week. But I do prefer 10 pluss k, because then I feel like I get into the zone.

I: What does like then, when you are on those long runs and in the rythm?

O: I think, that at the beginning of a run I have many thughts in my head like about the day, what I am doing tomorrow. Good and bad. And then, if I go really fast I cannot think about anything I can only think about moving. And the other one, after 30min, I start relaxing and my feet just move, and my head dont really think about the stuff. I just focus on what is arund me, I become present maybe.

I: What does it then feel like to be running?

O: After running I feel relax, it is the main feeling. I feel motivated. I listen to music often when I run. So I feel relaxed, and after I feel reset and happy about it. But sometimes annoyed if I ran slow.

I: It has an emotions weight to it?

O: Yes, for sure.

I: What about when you run?

O: I feel positive. I dont worry. Its not like I worry all the time, but I feel positive and I feel mentally relaxed and clearing my head. I wouldnt say I am happy, but I get energized. If I am tired after a long day, the best thing i can do, I know now, is not to go to sleep, but go do something, because I will get energy afterwards. I can really think about times when I go for a run, and I realised i dont want t do this. whereas I have gone to the gym, and sometimes been like, no not today.

I: What is it like running in Aalborg?

O: I can compare it to Fredrikshavn, where there is a bit more nature. but i think in Aalborg there is a huge difference. I prefer running where there is not that many cars or people, because that is where I get this…. You ar enot a part of nature right, but when I run for relaxation I prefer to run in nature where it is quite and calm. So it is a huge difference between where you run in Aalborg. I hate

running where there is allot of people. I seek places where there is not that much traffic or so. But it is a nice place I think. Running in the right places in Aalborg, you dont have to cross that many streets which I also like. Especially if you are running for a specific time. But it is a nice varied, there is allot of variation in Aalborg depending on what you´d like to do.

You have to forest, close to the zoo, Mølleparken. If you kind of want to run trails and hills you can run there. I like that i can choose different runs for different purposes. lets say I go for a pleasure run, easy 10k, I would run anther place than where I would run a fast 10k. I might then even choose the track and field course.

The last time a ran I have just been going out and randomly chosen to go right or left, and I just go out and I have no idea where I´ll end up. A few times I have tried to measure out the run before, but i dont really do that, only if I want to run a fast 10k and want to know how far I have to go. But that is rare. I prefer to go randomly. Especially when I am abroad. Not just to see the neighbourhod or so, but you learn about areas really fast when running them. Because you will never get that same distance when walking, so it is a great way to discover new cities.

I: If you were to describe the perfect place where get the best running experience, what would that place look like?

O: in Aalborg?

I: Maybe in generalvand then maybe somewhere in aalborg too?

O: I prefer running in the mountains for sure. I really like running in Austria, far up in the mountains. On trails. it is really nice to get up. I am dragged towards the mountains and the nature there. I run allot down there. And that is pure pleasure because you cannot run that fast. We dont have the alps in aalborg. The oppsite would definetly be allot of traffic going on, or windy places. Like Limfjorden. It is really nice when it is not windy, and almost perfect, but i hate the wind. I dont get relaxed when I can hear the wind when i listen to music.

I: what does it feel like to run in the mountains?

O: Relief, my head feels lighter, I feel nature more. I look at the nature, and there are no people. It is quiet. I get a sense of satisfaction when I get uphill, turn around and look at the view. I get more in return from the nature. It is rare to experience that from the nature in Aalborg, or Denmark in general. Sometimes at the western coast, but then again the wind right.

I: what environment is hindering to your running experience?

O: The wind, put I would point more to. hmm. again my running is quite two-folded, it depends if I am running for pleasure or for speed. if it is for pleasure I dont mind stopping, I appreciate less traffic just because it is annoying. Because of the sound. I run to relax. But I don't like stopping at red lights, so its more the traffic lights than the traffic itself.

I: Do you ever feel like you need to take any risks when you are running?

O: Yes, definitely. If I am running for speed, I just run straight over red lights. I do look out for cars. If I am running fast again I won't run on the pavement, I will run on bike paths or even just the road. So I won't say I take risks. I have this ego, that when I run fast, I run faster than some of the bikes. Let's say over the bridge. I won't choose the pavement for the pedestrians, but run where the bikes are. I: So when you run without this concern, what does it feel like?

O: I don´t bother. It is not a good thing, I put a time in my head. I want to achieve that. I don´t bother about consequences. Of course, I take care right, but I don't think about it. The goals are all I am running for.

I: Do you feel safe though, when running in Aalborg?

O: Yes, for sure. I have never had any even close to incidents. I once ran towards this guy, on this small pavement. It was a double-sided pavement with two sets of bricks. He was such an idiot. I was running here, and he was as well. And I always assume you run on the right. I he just ran on the right, and neither moved. So we crashed. So besides that, no incidents. I expected him to move to the left, but he didn't. It was pretty weird.

O: I haven´t ran that many races, but I can imagine I would find it annoying if the people in front took up allot of space, not bearing in mind that people could come from the back. That is more annoying, and not a security thing.

I: Could that be the same for when people are walking as well?

O: Maybe. I think I rarely run where there are that many people.

I: How do you plan out where you go on a run?

O: I fall into patterns. It depends on the run, but for practical reasons, I decide on how long the run will be, and then I start going. It is more areas that I stick to rather than the distance route. But today is more about turning right or left, whilst sticking to areas I know. I never run the same way out and back. I will always try to run for a circle or something. Even if it is in a new place. I hate running the same way back and forth. I guess it is because it is about looking at the surroundings, and not seeing the same things twice. If I want to run 10k, then I may map the run.

I: What is the difference in the experience of the run when you map it out or don´t map it out?

O: The mapped run is more stressful because I need to think about where to turn and I think about how far I have come and how much I have left. I think more about the speed. I need to know the area to not map though, or else the run may become too long. I prefer the one where I don't plan because the other one is more stressful. I associate it with running fast and being harder.

I: Do you track you runs?

O: Yes I do, but when I use it I run too fast. It is controlling me very much. So I need a break from it. And mentally, it is not a good thing for me to run with a watch. I started implementing it in August, but only when I go fast.

The mapping:

When running over the fjord, he mostly always just run Kulturbroen

O: I think it is because I associate this one with running fast, whereas on the other bridge (Limfjordsbroen) it is uphill and downhill. It is nice to run a bridge without cars. I don't know any more now though, because Kulturbrown has become very busy with bikes and pedestrians. It is rare that I run by the harbour and over the fjord now, even though we live up by the zoo. It is not even that much further from where we lived before. I was down there a month ago t the Limfjorden route, and I do this route because of the nature areas by Verdens Ende. No cars, it is nice. Now I rather run anywhere else.

I: Do you think it has anything to do with the roads down to the harbour?

O: It is. I would never go down Hobrovej or Vesterbo. Because of the traffic lights there, not the pollution. I don't really think about that. I just know it is really polluted. I would say all these roads. but Hobrovej is not that bad.

I: Would you say it is a barrier?

O: Yes, it is. It is weird. If we go another road (KOng Christians Allé), which is really nice, you can do this route. And go through Hasseris as well. The only issue is that there are many hills. There are many hills in Mølleparken as well, which is nice. It is good for trails, and if you continue there is forest as well. and a lot of elevation gain to get there. My last run was over in Hasseris. There are no traffic or cars. it is still in the city, but still not. An unplanned run usually ends up here or in Østre Ådalen.

No distraction on run number two.

The other one would be Østre Ådalen. I will still go Horborvej. It is crap to run at, but it is okay further up. There are a few annoying traffic lights, but it gets okay.

Østre Ådalen is really nice, due to the nature. It is just for people and bikers. And it is close to the city centre. I ran with this colleague here who did not know about it, and you get surprised by how fast you get there. You have to cross at the beginning, which is annoying.

This road, common (Karolinelunden area) is so annoying. Østre Allé as well. There are so many traffic lights, and when I drive there too.

Gamle Golfparken, is also pretty nice. I used to run there before. I ran up Hadsundvej. It is okay, I was not annoyed by the traffic.

O: You never run towards the east and toward Hesteskolen. i don't know why. cus it is not that far, but it feels far away. I guess it is because of all the industry and heavy traffic with trucks and stuff.

O: Vesterbor is terrible. I know my girlfriend feels like Vesterbro is a barrier. We talked about it, and she said hoe she before she could run under Vesterbro by the harbour but now she cannot. So she definitely feels and said to be it is like it divides the city for her. Mentally, it only takes 45 sec. Which is really interesting.

Interview Julie G, 24yrs (18.10.2023)

I: Hvad hedder du, hvad laver du og hvor er du fra?

O: jeg hedder Julie, jeg er 24 og jeg kommer her fra Aalborg området i hvertfald. jeg har boet i aalborg centrum i 5 år, men nu er jeg lige flyttet til Århus.

I: Hvor ofte løber du og hvad er de normale distancer du løber?

O: Jamen jeg er jo ret ny løber, så ligenu løber jeg måske 2-3 gange om ugen og jeg løber et sted mellem 3-5 km.

I: Nu siger du at du er ny løber, men hvornår begyndte du og hvorfor begyndte du?

O: Jeg har egentlig i lang tid gerne ville igang med at løbe, men har nok synes det er lidt svært at komme igang. Jeg blev hurtigt ramt af den der mur til at starte med, hvor man tænkte åh det er hårdt og det er ikke sjovt. Så jeg tænkte, nu vil jeg gerne igang. Så snakkede jeg med min søster i sommers, og der havde lige været halvmaraton i aalborg. så tænkte vi ej hvor sejt, vi gad også godt løbe et halvmaraton. Så bestemte vi os for, næste år der kan det være vi selv gerne vil tilmelde os. Så vi begyndte at løbetræne og så ser vi hvor langt vi kan gå. Så vi har sådan sat os et mål om at i starten af næste år, vil vi gerne løbe et 10km løb og så må vi se til næste efterår om vi vil fortsætte med at løbe længere. Så det er altså delt op i delmål. Jeg tror det har været det med at sætte et mål, så jeg ved at nu vil jeg gerne kunne løbe om et halvt år, måske bare 10 km. Så på den måde.

I: Så det er målrettet at du startede med at løbe?

O: Ja, jeg tror at det er det som hjælper mig med at holde motivationen, fordi jeg ved at jeg gerne vil. Så hjælper det mig ligesom at have et mål at træne hen imod.

I: Men hvorfor vil du løbe?

O: Jeg tror at jeg synes at der egentlig er mange gode ting ved at løbe. Førhen har jeg altid gået mange turer og synes det er en god måde at cleare hovedet på. Normalt har jeg gået meget op i træning, hvor jeg har gået i Fitness. Så tænkte jeg bare, ej okay det er dyrt at gå i fitnetss og det tager tit lang tid, og så skal man hen og booke et hold der lige passer eller noget i den stil. Så jeg kan godt se at det er ret praktisk på en måde at løbe. Du kan gøre det overalt. hvis du bare har en halv time kan du nå at løbe, men det vil man ikke kunne nå hvis man skal i fitness, hvor man måske skal sætte minimum en halvanden time af til det. Så jeg tænkte der var både noget psykisk i det, hvor man kan kombinere det her frirum med at løbe og træning. Så løb er en mere billig og hurtig måde at træne for mig.

I: kan du forklare nærmere hvad der motivere dig ved at løbe?

O: Det med at kunne komme i god form og så synes jeg fordi jeg altid har tænkt på løb som noget hårdt og træls, at gad godt blive god til det og ikke synes det var så hårdt.

I: Hvordan føltes det at løbe? Kan du forsøge at beskrive følelsen når du løber?

O: Jeg synes det er svært fordi ligenu kan jeg godt synes det er lidt udfordrende. Jeg har den her idé om at så skal man løbe og cleare hovedet, hvor jeg stadig godt kan struggle lidt med, at hvis der er mange tanker jeg har gået og skubbet i løbet af dagen hvis jeg har haft tralvt, så kan det godt samle sig der alligevel. Oh jeg skal have booket den der togbillet og det projekt vi er igang med - skulle vi ikke gå igang med det imorgen. Så ligenu prøver jeg at finde ud af, hvordan gør man det på den rigtige måde. Så der hvor jeg er nu er jeg ved at finde ud at finde "min" måde at gøre det på. Giver det mening?

I: ja det giver virkelig god mening. Jeg tror at der er mange som har løbet i lang tid, så ved præcis hvordanhvad der passer én, men når man kommer igang skal man lige finde ud af det

O: præcis, fordi der er nogle som hører en lydbog og så er man sådan - amen er det det rigtige at gøre for mig. Jeg kan have svært ved at koncentere mig om det, men så føler jeg også jeg kan løbe længere fordi jeg så koncentrere mig om hører det og ikke koncentrere mig om at det er hårdt.

I: hvordan er det at løbe i aalborg generalt?

O: Jeg synes det er okay, men jeg synes mit probelm til at starte med var at mulighederne for at løbe i natur, eller uforstyrret, ikke er særlig stor. Ihvertfald dem jeg har kendt til, men nu har jeg også boet midt i aalborg centrum. jeg boede på vesterbro og der er det umuligt at løbe uden at møde 10 mennesker man kender på din vej. Der er mange forstyrrelser på det punkt. Så møder du folk, så stopper man op og snakker. Så min oplevelse ihvertfald da jeg startede med at løbe, var at jeg hellere vil løbe i nørresundby.

I: okay, så du gik over til nørresundby?

O: Ja enten så gik jeg over eller cyklede jeg faktisk over på den anden side, fordi jeg hellere vil løbe derover. Også for at spare på energien, for så vidste jeg at jeg kunne løbe derovre og komme længere i selve nørresundby.

I: og der var det ud mod verdens ende du løb?

O: Ja præcis.

I: Hvad med når du løber i aalborg, har du så nogle bekymringer?

O: Det har nok igen noget og gøre med at det er lige i aalborg centrum, men det med at der er meget trafik. Man løber på fortorvet og man kan næsten ikke komme igennem. Så jeg tror bare jeg har accepteret at der er et langt stykke, før jeg egentlig kan starte den her løberute, fordi der er trafiklys, cykler og massere af mennesker.

I: så du vælger at gå eller cykle ud af byen fordi der er centrum du ikke kan lide at løbe i?

O: ja præcis.

I: Føler du nogle gange at du tager nogle risiko?

O: Man skal være opmærksom for der er ligesom et område til fodgængere og et til cyklister, men er ikke rigtig noget in between.

I: mangler der plads synes du?

O: ja nogle steder ihvertfald. Så snart du kommer et stykke ud i vestbyen, så er det jo bedre. Men der er jo stadigvæk meget trafik.

I: men hvordan føler det på løbeturer i sådan et område?

O: Det er stressende og det er ikke den der afslappende forestilling man måske har om - ej nu skal jeg bare ud og have noget frisk luft. Så står du istedet midt i trafikstøj og folk der dytter og cyklister der cykler frem og tilbage, så det er lidt en kaotisk start på turen synes jeg.

I: Og så får du ikke den ro og den frihedsfølelse.

O: nej

I: hvad med det du siker om at der er stressende at løbe når der er mange mennesker. Hvad med når du møder nogle du kender, er det en ubehagelig følelse at møde dem når du løber?

O: I starten ja 100%, fordi jeg tænkte - jeg er begynder her altså. Det er måske lidt sårbart. Man tager det fra starten af og man ved, at det her bliver hårdt. Jeg kommer til at gå og løbe. Man ville jo hellere bare vide, at hvis man var god, så løber man bare hele vejen. Så det er mere det med at man ikke har lyst til at møde nogle man kender når man skal starte med noget man ikke er god til. Hvis jeg nu viste, at det tager en halv time at komme ud i naturen, så vil jeg være mere tilbøjelig til bare at gå en tur hvor jeg viste jeg få den her følelse af at det er rart, der er ro og der er grønt.

I: har det hindret dig nogle gange i at løbe?

O: ja det kan man godt sige, fordi jeg ikke har ville løbe inde i centrum hvor der er mange mennesker og sådan. Det er lidt nemmere i den her del af byen (øgaden). Her kan du gå ned i øster anlæg.

I: hvorfor er det nemmere her hvis du skal beskrive det?

O: Der er ikke så langt til det grønne areal herfra. Nu er det jo en meget kort rute i øster anlæg, men så kan man jo selv bestemme hvor mange gange man vil løbe. Der er også mange anderr løbere dernede. Så det er mere en plads, hvor man godt ved at det er okay at løbetræne. Jeg føler ikke det handler om at folk skal fra a til b, men at man kommer i øster anlæg for at gå eller løbe en tur og nyde luften.

I: så det handler lidt for dig om at det skal være et miljø hvor det er okay at træne/løbe i?

O: ja præcis.

I:Hvis du skal tænke på det område der er rart at løbe i, og det behøver ikke være aalborg. Hvordan vil det se ud for dig, og hvordan føles det?

O: Godt spørgsmål. jeg synes det er flot når man løber langs noget vand fordi jeg synes det er rart. Ellers naturarealer hvor der er grønt. Så kan jeg godt lide hvis der er andre mennesker der hvor jeg løber. nogle gangge hvis jeg løber ved verdens ende (nørresundby) omrking frokost tid. Så kan jeg godt blive opmærksom på at jeg er helt alene og så bliver jeg utryg. Så jeg kan egentlig godt lide at løbe hvor andre også løber eller nogle er ude og gå. Så grønt, og en god sti. Som begynder kan det godt være lidt udfordrende hvis der er for meget terræn. Så bruger man sin energi på at se terrænet istedet for at løbe.

I: Er du nogle gange bange eller utryg når du løber?

O: Nej ikke rigtig, så er det kun f.eks. der hvor jeg bor nu i Aarhus. Der er der ikke nogle lygtepæle. Så jeg kan ikke lide at løbe hvis der er helt mørkt.

I: Synes du det er trygt at løbe i aalborg?

O:ja

I: Løber du nogle gange i mørke?

O: Nej, men jeg startede også her i foråret, så der har været ret lyst. Men det kommer jeg jo nok til her til vinter.

I: Hvad tænker du om det?

O: Jeg vil hellere løbe når der er lyst, men det er jo bare sådan det er.

I: Hvad er det værste sted at løbe?

O: Det er nok Vesterbro i aalborg. fordi det bare overhovedet ikke er den idé jeg har om hvad en løbetur skal give mig. Trafik, støj, mange mennesker der skal fra A til B og lastbiler der skal sætte varer af i butikker. Det bliver jo lidt mere et forhindringsløb.

I: hvis du skal planlægge en løberute, hvad er det vigtigste så for dig?

O: Jeg kan godt lide der hvor jeg løber nu i Århus. Jeg ved at når jeg har løbet 1 runde, så er det 3,5 km og når jeg har løbet 2 så har jeg løbet lidt over 5. Så jeg kan godt lide det med at jeg ved om jeg kommer til at løbe for langt. Jeg ved der er mange andre ruter i aalborg, men bruger dem ikke fordi jeg så bliver i tvivl om det det passer med de distancer jeg kan holde til at løbe nu. Så om det passer kilometer mæssigt til det jeg gerne vil.

I: er det fordi du føler du skal langt udenfor byen?

O: Ja måske. Jeg tænker at hvis jeg skal for langt væk fra min start, så bliver turen uoverskuelig. Der holder jeg mig nok mere til det jeg kender. Synes det er rart at jeg ved hvor jeg skal hen nnår jeg løber. Så jeg ikke skal bruge energi på at oreintere mig.

I: planlægger du turen inden du løber?

O: Jeg planlægger helt sikkert, så jeg ved hvor jeg skal hen inden jeg skifte til løbe tøj. Jeg beslutter mig som oftest på dagen om distancen og så selve løbeturen.

I: så du kortlægger dem ikke med en app?

O: Jeg bruger en app til at tracke men ikke andet. Jeg bruger den primært til at se hvor langt og hvor hurtigt jeg har løbet. Det er bare lidt sjovt.

I: Vi skal nu kigge på kortet. Den sorte er til at tegne ruter ind du løber på. Den røde er områder der kan være trælse at løbe i. Den orange er områder som føltes godt og du godt kan lide at løbe i. Du må gerne imens du tegner fortælle hvorfor og hvordan det føltes.

O: Jeg starter med at tegne ruten. Jeg kan jo starte med. Det er ca her jeg løb da jeg boede i aalborg. Den stiblede linje er der hvor IKKE gider at løbe. Det gælder også kulturbroen. Så ville jeg stille min cykel her på den anden side af kulturbroen. nogle gange ville jeg cykle lidt længere ud og stille min cykel, for så vil jeg kunne løbe længere vok. Men andre gange kan jeg godt lide bare at løbe her ved fjorden.

O:Nu tegner jeg bare lige ca her. Så kommer man over den her bro, så ud og så den samme rute tilbage. Det kan jeg godt lide ved verdens ende. Man løb er ud én vej rundt og så en anden sti tilbage. Man bruger ikke lang tid på at komme frem og tilbage, fordi det ikke er en lang strækning, men man ser noget forskelligt.

I: hvordan føltes det at løbe der?

O: Det kan jeg mega godt lide. Det er natur og jeg er vokset op i en by tæt på en skov. Så det føltes egetnlig meget hjemligt at komme ud et sted med natur og ikke så mange mennesker, og så ser man lige et får. Det er svært at få denne følelse når man bor i storbyen. derfor kunne jeg godt være bekymret for den her egeholmsforbindelse for det er et sted aalborg har brug for. Og det mister vi hvis broen kommer.

O:En anden rute som jeg rigtig tit har bare gået, som jeg også begyndte og løbe. Så starter jeg her og går igen. Går på vesterbro for der er ingen m,uliughederr for mig. Så løber jeg ned langs havnen, ned til fjordparken og så igen rundt om. Jeg undgår altid kastetvej fordi jeg synes den er træls.

I: hvorfor er kastetvej træls?

O:Der er ikke særlig meget plads på fortorvet og det er en vej hvor der sker meget med cyklister og igen lastbiler der sætter ting af. Altid vejarbejde og så bare med plusbus.

I: så der er det bedre at løbe langs havnen?

O: ja det synes jeg, for her for man den her ro og der er også mange andre løbere. Hvis jeg så vil løbe længere, ville jeg også løbe ud omkring den her havn, men kan ikke huske hvad den hedder. Der er ret fint herude omkring væddeløbsbanen og camingpladsen.Min mini rute som er her. Der kan jeg gå over til parken og så løber jeg altid tilbage.

I: hvordan er det at løbe det?

O: Det er rart og meget overskueligt, men der er bare ikke så meget nyt at se. Specielt når jeg typisk løber i runder. Det med at der mange delmål kan være rart når man løber. Altså at målet var 3 runder, men man så lige kan tage en runde mere.

O:Hvor er det nu østerådalen er?

I: det er i det område her.

O: er det der hvor eternittrappen er?

I: nej det er herover. Men jeg kan vise dig den 4km rute som er her

O: ja det vil jeg meget gerne. Det er også lidt tættere på når man allerede er i øgaden.

I: Måske du vil tegne lidt med farne for mig.

O: De orange var steder jeg godt kunne lide at løbe. Nu markere jeg lige herover. Der kan jeg godt lide at løbe. Og så kan jeg i princippet godt lide at løbe hele vejen herude. Det er faktisk helt herude. Der synes jeg der er fint at løbe ved havnen. Så nu laver jeg bare lige en steg. Broen er "not so nice".

I:Så generalt havnen, men ikke i midten - hvorfor ikke?

O: Jeg synes når broerne kommer, så bliver det lidt kaotisk. Der er lige et punkt jeg synes er irriaterende, men det er nok også fordi jeg har boet der. Det er her nede lige inden vestbyen station. Der er den her kanal. Hvis du kommer fra et bestemt punkt, så skal man hele vejen rundt om den for at kunne komme over. Det er sådan lidt bøvlet, men vil være noget man lærer at undgå når man løber der oftere.

I: føler du det ødelægger dit flow?

O: ja fordi man skal tage de skarpe sving der og turen rundt om.når nu vi er her i området har jeg lyst til at markere hele den her store vej. Egentlig også broen.

I: hvorfor limfjordsbroen?

O: Det er nok igen det her meget meget trafik. Kulturbroen den får også en streg. Mega irriaterende. Den er inrettet så vildt dprligt ift. fodgængere og cyklester der deler et alt for lille areal. Der er alt for småt.

I: Så broerne kan du ikke lide at løbe?

O: nej men jeg kan godt lide at løbe imellem broerne på nørresundbysiden.

I: Hvorfor?

O: De har bare istandsat det mega flot og der er gode brede stier. Både til cyklister og til løbere, der kan være på stien på samme tid uden at være i vejen for hinanden. Også biler egentlig. Og der kan man sagtens få et godt flow her.

I: Fordi du føler der er god plads?

O: ja. Kastedvej får også lige en rød streg fordi det er en træls strækning. Det er nok de områder som lige stikker ud tror jeg.

I: Er det fordi det er disse der er tættest på tror du?

O: ja det er nok derfor det er dem jeg har fokus på, fordi jeg skal igennem disse for at komme til bedre områder.

I: krydser du nogle gange vesterbro når du skal løbe, eller løber du direkte ned mod havnen?

O: Det er mest bare et sted jeg skal forbi for at komme ned til havnen. Jeg prøver nogle gange at undgå den på vej tilbage, men så ender jeg reberbanegade, som også bare er træls.

I: Er der nogle andre steder i omegenen af aalborg som du godt gad og løbe i?

O: Der er flere steder hvor jeg tænker det kunne være fint at komme til. F.eks. omkring kridtgraven herude. Jeg kan jo se de grønne arealer, men jeg må også vurdere hvor det er realistisk at løbe hen. Hvor langt kan jeg komme afsted. Det er nok mest det.

I: Vil du gerne kunne klare at løbe lidt længere?

O: Ja. Også fordi herovre i nørresundby har jeg hørt om mange fine steder.

Julie Tarp Pedersen (24år) 13.10.2023:
O: Jeg hedder julie og jeg læser politilk og administration her i aalborg, og jeg bor også her i aalborg inde i byen.

I: Er du herfra?

O: Nej det er jeg ikke.

I: hvor ofte løber du? Hvad er distancen du typisk løber?

O: Jeg løber ca 3 gange om ugen og den gennemsnitlige distance er ligenu 8-10 km tror jeg.

I: Om ugen eller når du løber?

O: Altså per tur og så må det være omkring de der 30 km om ugen.

I: Hvor længe har du løbet og hvorfor startede du med at løbe?

O: Jeg har løbet lidt over et år nu, og ellers har jeg løbet lidt i sådan "klatter" inden. Jeg startede med at løbe fordi jeg havde bestemt mig for at skulle løbe et halvmaraton inden jeg fyldte 25 år.

I: Så det var målrettet?

O: Ja det var pga. et mål jeg havde sat mig. Men nu har jeg ligesom opfyldt mit mål og nu bliver jeg bare ved fordi jeg godt kan lide det.

I: Næste spørgsmål "hvad er det d er motivere dig ved løb" er måske lidt mere relevant nu, hvad tænker du her?

O: Før var det selvfølgelig målet, men nu er det lidt mere det at holde sig igang. Nogle gange orker man ikke rigtig at komme ud, men når man så kommer ud er det egetnlig meget rart med frisk luft til hovedet og sådan. Det er egetlig det der sådan mest motivere mig. Derudover det at sætte nogle små mål for mig selv løbende, men ikke ligeså ambitiøst som sidst.

I: Når du er ude og løbe, hvordan føles det på kroppen og hovedet? - hvordan er det at løbe for dig?

O: Altså bare sådan mentalt eller også kropsmæssigt?

I: Ja begge dele, eller er det noget der er mere vigtigt end andet?

O:altså jeg tror det vigtigste er hvis min uge f.eks. er lidt stresset, så kan jeg bruge løb til at komme ud og få luft til hovedet og man kan lukke alt andet ude. Det tror jeg er sådan lidt det primære. Det er ihvertfald det der fylder mere nu, end det gjorde førhen fordi jeg havde et mål om at løbe et halvmaraton. Det var ligesom det der skulle opfyldes, men nu føler jeg det egentlig er vigtigere at det er en rar tur. Både sådan for kroppen, men hvor man får presset sig tilpas men heller ikke for lidt. Det er mest det med at komme ud og få frisk luft. Måske også bare at lave noget andet end bare at sidde og læse.

I: hvordan var forskellen på at løbe da du havde det her store mål og nu?

O: Det er sådan lidt i forhold til det her med at det er nemmere at acceptere end dårlig dag nu føler jeg lidt. Det er fint nok, bare jeg kommer ud og løbe. Altså det var det også før, men så blev jeg mere ærlig over det, da jeg jo havde min plan iforhold til hvad jeg skulle opnå. Så det er faktisk mere rart bare at løbe med små mål end de store.

I: Det kan jeg godt forstå. Hvordan er det at løbe i Aalborg?

O: Det er et godt spørgsmål. Jeg føler det er lidt forskelligt, for det afhænger af hvor jeg løber henne. Jeg synes der er okay muligheder for at komme ud, altså uden for byen i skovområder og sådan, hvor man ikke skal tænke på trafik og lyskryds og sådan. Men jeg synes egentlig det er okay. Der er tilpas nok med natur og jeg synes også det er rart nok nogle gange at løbe inde i byen for at se noget andet. Men det afhænger meget føler jeg, af løbeturen og hvad formålet med den er.

I: føler du det et trygt at løbe i Aalborg?

O: Det gør jeg jo egentlig om dagen, men sådan om aftnen og nu her hvor det bliver tidligere mørkt udenfor, så tænker jeg når jeg skal ud og løbe, hvis jeg ikke kan nå det inden der bliver mørkt. Så skal det være steder hvor der er lys og andre mennesker. Men det føler jeg er uanset hvorhenne jeg vil løbe ift. min tryghed. Det er altså ikke for det specifikt er aalborg. Men ellers synes jeg egentlig det er rimlig trygt at løbe i aalborg. Man skal selvfølgelig være opmærksom på cyklister og biler og sådan, men ja det skal man jo alle steder når man løber inden i en by.

I: Løber du meget inde i byen eller mest udenfor byen?

O: Jeg er begyndt at løbe mere udenfor byen. Førhen kunne jeg godt lide at løbe inde i byen for så kunne jeg løbe den samme rute, hvor jeg vidste præcis hvor langt den var. Nu har jeg fået et løbeur, så det er lidt nemmere at følge med i distancen. Så blev det også bare kedeligt i længden at løbe samme tur, særligt fordi det er meget fladt der hvor jeg har løbet inde i byen. Så nu løber jeg mere ud omkring byen, for at få lidt andre omgivelser

I: Hvad med bekymringen når du løber, altså føler du at du tager nogle risici når du løber?

O: Altså i forhold til omgivelserne?

I: Ja f.eks.

O: Nej ikke sådan rigtig.

I: Du snakkede lidt om at du ikke synes det er så rart at løbe i mørke. hvordan er det for dig at løbe i mørke?

O: Så er det ikke en afslappende træning, så er jeg lidt anspændt i kroppen.

I: Ødelægger det lidt løbeturen for dig, hvis der er mørkt udenfor?

O: Både og, for det er jo egentlig lidt hyggeligt at løbe når det er mørkt, men det er mere hvis man ikke lige kan så tankerne væk om at det er lidt utrygt. Det er lidt svært for mig at sige, for jeg undgår helst at løbe når det er mørkt. Og så løber jeg oftest steder hvor der er lys og andre mennesker. Så der kan jeg godt føle mig afslappet, men jeg føler det er træls at skulle begrænse mig til et område at løbe i fordi jeg f.eks. føler det er mest trygt at løbe inde i byen, i stedet for at løbe ude i en skov midt om aftnen.

I: det ville du ikke have gjort?

O: Nej det ville jeg ikke - ikke alene ihvertfald.

I: Du har jo sagt hvordan det generelt er at løbe i aalborg, men er der måske noget som beskriver at løbe i aalborg specifikt for dig?

O: Havnen, fordi det er der jeg har løbet mest og fordi der er mange muligheder for løb. Det er ikke bare en by hvor der er veje og boligkomplekser, men der også er nogle grønne områder. De er måske ikke lige midt inde i centrum, men man skal måske lidt ud af byen. Det føler jeg også er passende ift. den distance jeg løber. Det er mere hvis jeg løber kortere distancer - 3-5 km - så er det meget de samme omgivelser man ser igen og igen. Det bliver lidt ærgeligt og ensformligt i længden.

I: Så føler du at man må løbe lidt længere for at opleve naturen i Aalborg?

O: Ja, for de grønne områder i byen er meget små og det bliver meget kort. Så du skal ud i noget skovområde eller strand, så skal du ud fra centrum eller der hvor jeg vil sige centrum grænsen er.

I: Hvad med, hvis du skulle være dit mest perfekte løbe miljø (envirroment)? Hvad slag områder er det, og det behøver ikke bare at være begrænset til aalborg.

O: Det varriere lidt. jeg kan godt lide at løbe i skov. jeg har været ude og løbe i rold skov én gang. Et lille minus er at det er lidt hårdt. Men ellers det her med at der lidt stille og der ikke er så mange mennesker man møder, så man kan sætte mål for sig selv og egentlig bare fokusere på løbet. Men så er der også andre ture hvor det også bare kan være rart, hvis man bare skal løbe meget ensformet i samme tempo, så kan jeg godt lide at have noget at kigge på. Jeg kan godt lide at kigge på huse f.eks. når jeg løber. Men ellers nok det at der er stille og man kan finde en ro når man løber i en skov. Det er lidt svært at finde den ro i Aalborg, fordi der altid er en eller anden form for støv i byen.

I: Hvordan føles det på kroppen når du løber i en skov i forhold til når du løber i Aalborg?

O: Jeg føler mig lidt zen. jeg er mere afslappet og det er nemmere at nyde turen og være sig selv. Så kan det godt være at man nogle gange kommer til at tænke noget mens man løber, men man kan egentlig godt have overvejelser over sine tanker når man løber i skoven. Det kan man ikke inde i byen, for der er alle mulige andre ting der skaber forstyrrelser. Så det at løbe i skov for mig er lidt som meditation.

I: Hvad er det værste miljø at løbe i og hvad er det som hindre at du får en god oplevelse?

O: det er trafik og det at skulle holde styr på det. Det er også derfor jeg mest løber nede ved havnen. Så kan jeg løbe en rute uden at jeg skal være opmærksom på lyskryds, og det er derfor lidt nemmere at skulle forholde sig til. Nå øver jeg mig i at løbe ved de større veje for at jeg så kan komme ud til de områder jeg godt kan lide at løbe i. men jeg synes det her med at der ikke er et område i nærheden hvor man kan løbe uforstyrret i Aalborg er lidt ærgeligt.

I: så for at få den gode løbe oplevelse skal man lidt ud af byen?

O: ja fordi jeg føler at man skal være opmærksom på biler, lyskryds, cyklister, fodgængere og andre forstyrrelser inde i byen. Nogle gang tænker jeg at der så også er større chance for at jeg så kan få en skade, fordi jeg bruger mere tid på at tænke over de her ting end min løbeteknik og derfor kan jeg få skade. Hvis jeg nu skal krydse en vej hurtigt og jeg egentlig løber i et stille tempo. Det kan jo ikke gøre hvis jeg skal krydse vej hurtigt. Så derfor er der en tanke i min om chancen for at lave et lille vrid i anklen eller hvis jeg ikke er varm nok i kroppen på det tidspunkt.

I: Så du føler en form for stress?

O: ja det er nok et meget godt ord at bruge, for der bliver lidt mange ting at forholde sig til. og det ønskede fokus er jo bare at jeg løber, så de andre ting bliver forstyrrende at skulle forholde sig til.

I: Føler du nogle gang at du må bryde normer mht. traktik regler, særligt ved veje og lyskryds for at få en god løbetur?

O: hvis jeg skal holde tilbage for rødt, det afhænger lidt af hvor stor den vej er. For hvis det er hobrovej, så ville jeg overholde reglerne. Men er det inde omkring gågaden, så ville jeg løbe over for rødt, hvis der var frit. Men man er jo lidt udsat fordi når du løber så fokusere du, og så skal du hurtigt

orientere dig og der er jo en chance for en uforudset cyklist. Så det kan godt være lidt en stressende tanke.

I: Men det får du ikke når du løber i skoven?

O: Nej det gør jeg ikke. Men jeg vil også sige der så er en ændring i den måde jeg løber på fordi da jeg trænede op til halvmaraton der tænkte jeg meget over min tid, jeg havde nogle mål løbende og havde ikke min telefon med på løbeturen. Så jeg tænkte det ville være forstyrrende, hvis jeg hele tiden skulle stoppe ved et lyskryds. jeg synes også det med hele tiden at skulle stoppe, så kan det godt blive lidt hårdt at skulle igang igen. men det jeg begyndte at gøre efter jeg ikke har det mål længere er at tænke, at det egentlig er okay at have de her pauser fordi de jo er lidt svære at undgå. Jeg skal egentlig bare lærer at acceptere, at sådan er det bare hvis jeg vil ud og løbe i en af skovene eller de grønne områder der er lidt udenfor aalborg. Det er bare træls hvis du skal stoppe ved flere lyskryds i træk. Men at de er 1 eller 2 på ruten er jo ikke det der ødelægger turen.

I: Interessant du har det sådan.

O: det er jo ikke det der ødelægger din løbetur, prøver jeg at tænke. Det er mere hvis jeg ved at jeg skal løbe 5-10 km og jeg ved at idag skal jeg have en god tid. Så ville jeg ikke løbe den vej hvor der er lyskryds. Men nu har jeg jo ændret min måde at løbe på, så nu føler jeg det er okay med de pauser ved lyskryds.

I: Før du tager ud og løbe, har du allerede en planlagt rute, eller er det lidt mere tilfældigt?

O: for det meste har jeg lidt en plan om hvor det er jeg løber. især hvis det er en dag hvor jeg vil have bakketræning, så skal det være et sted hvor der er bakker. Andre dage løber jeg bare og så stopper jeg når jeg ikke gider mere, men så er det sådan en tur jeg tager i byen, for så kan jeg stoppe og kigge på huse som jeg synes er spændende.

I: hvordan er forskellen på hvordan en planlagt og en tilfældig løberute føles?

O:Dem hvor jeg bare løber uden nogen plan, er meget rarer. Jeg løber typisk i retningen af et område og så løber jeg bare rundt og så tilbage når jeg ca er halvvejs. Men de løbeturer hvor jeg har planlagt godt kan være stressende især hvis jeg gerne vil løbe nye steder. Så er det træls hvis jeg har en plan om at jeg skal løbe i et bestemt tempo.

I: Så du kan godt lide at løbe lidt som en tur med oplevelse.

O: Ja, men det er også hvis jeg løber uden en plan og det skal være en udforskningstur, så bliver det en mere afslappet tankegang omkring løbeturen.

I: Når du planlægger en rute, hvad er så det vigtigste?

O: Den må godt være varieret, men også at jeg så har en idé om hvornår jeg er halvvejs af det jeg skal løbe. Det er mest hvis jeg har en plan om at idag skal jeg løbe 10 km. Så er det jo træls hvis jeg løber 7km ud og jeg så skal 7km tilbage. Også hvis jeg nu har andre planer den dag som man skal nå hjem til.

I: Er der lidt praktisk planlægning i det?

O: Ja det er der helt bestemt.

I: Tracker du dine løbeturer. Hvordan og hvorfor?

O: I starten gjorde jeg det for at følge med i mit mål. Ligenu prøver jeg at lade være med at fokusere så meget på selve tiden, for jeg føler at jeg har en nogenlunde idé om hvilket tempo jeg kan løbe i. Men så prøver jeg at fokusere mere på at skifte træningsform, så det ikke bliver ensformet. Jeg laver bakketræning og løber i forskellige terræner. Det er stressende at lave en sådan plan, men det gør selve løber nemmere, fordi man ved idag skal jeg fokusere på det her og den her distance og imorgen skal jeg det her.

I: Er det dejligt at have en plan?

O: ja det synes jeg. Jeg havde en plan, men løb altid bare i samme tempo. jeg bruger meget mit ur nu til særligt intervaller og pauser på løbet. Løb 15 sek op af bakke, gå et minut og løb 15 sek ned af bakke. det er meget dejligt ikke selv at skulle tænke over det, men skulle lige vende mig til det. Jeg synes det er fedt fordi jeg har min egen private coach. Det fungere meget godt synes jeg. Det er lidt sjovt nogle gange at sidde og kigge på de her tal der kommer ud efter, for at have en idé om sit løb. Sådan lidt nørderi.

I: Vil du tegne én af dine almindelige ruter på dette kort?

O: Det er den her rute jeg har løbet aller aller mest, men som jeg prøver at lade være med at løbe.

I: hvorfor prøver du at lade være med at løbe den?

O: Jeg synes den er blevet lidt kedelig. Jeg har løbet den alt for mange gange. Men jeg bruger den stadig på dage hvor det skal være nemt og jeg ikke gider tænke så meget.
Det er sådan den mest almindelige rute jeg har løbet, fordi der ikke er nogle cyklister og biler og det er så bredt så der er meget plads til løb. Jeg har også løbet meget til Østerådalen. Må Jeg tegne en rute mere? Det afhænger meget af hvor langt jeg gerne vil løbe.
I:følger du åen på vej ud egentlig?
O: Det er lidt forskelligt. Nogle gang har jeg løbet på den sti der er ved siden af jernbanen, og andre gang løber jeg den her. nogle gange løber jeg den ene vej ud og den anden vej tilbage.
I: Så den lange tur er når du løber til østerådalen.
O: ja, men nu er jeg jo blevet rimelig god til at løbe, så nu kan jeg godt løbe længere end 5 km. Det betyder faktisk meget, fordi i starten løb man altid samme sted fordi man kun kunne holde til at løbe 3 km.
I: Så du føler det er rart at blive en bedre løber, fordi man kan løbe til flere og bedre steder?
O: Ja. Jeg har tænkt nogle gange, jamen skal jeg tage cyklen ud et sted og løbe? Men det har jeg ikke fået gjort, fordi jeg synes det er åndssvagt at skulle cykle for at kunne løbe. Jeg synes denne rute er fin fordi det er lidt ude i et villa kvarter, der er nogle kolonihavehuse, så det er meget sådan stille ogg roligt.
I: Det er uden biler på siden?
O: ja det er kun for cyklister og gående og det synes jeg egentlig er meget rart. jeg synes det er hyggeligt, for her i byen er der bare lejligheder, så i et område som f.eks. hasseris, for det er mere et villa/parcelhus kvarter, hvor der er lidt en anden ro. Det er meget rart at stien derud bare er asfalt og et fortorv der ligger skævt.
I: Så det er helt faldt?
O: ja det er bare helt fladt.
I: hvordan har du det med at løbe på skæve fortorv?
O: Jeg er bare mere opmærksom, eller det føler jeg at jeg skal være. Løfter man ikke foden ordentligt eller ligger der noget som er løst, så snubler man. Jeg kan godt mærke det afhængigt af terrænet, hvis det ikke er fast - så får man en følelse af man kan få vrid i anklen. Så jeg synes det er rarer med ens underlag hvis man kan sige det.
I: Men her er der jo grussti.
O: ja, det er okay, bare det ikke er hele vejen. Her er det okay, og her er det lidt mere ujævnt. Der løb jeg også en dag. Sogngårsholmsparken. Det var fint, men jeg kunne mærke at det var hårdt fordi jeg brugte meget fokus på at tænke på hvor jeg placerede mine fødder. Det var også fordi jeg løb specifikt med fokus på tempo, så det var svært også at skulle tænke på hvor man placere sine fødder for ikke at få vrid.
Skal jeg tegne de dårlige ruter?
I: Ja gør det. Er det med havnen?
O: nej det er ikke med havnen.
I: hvorfor?
O: det er ikke underlaget, men fordi der er for mange biler og mennesker man skal forholde sig til.
I: Hvad med gågaderne?
O: det afhænger meget af hvornår på dagen. Jeg måske også lidt på at jeg ikke synes det er så fedt at komme løbende mens folk går og shoppper. jeg føler ikke at det passer ind at komme løbende i gågaden lige midt i åbningstiden, det er lidt underligt.
I: fordi du føler dig som "the odd one out" eller fordi folk kigger på dig?
O: Ja jeg føler folk kigger på mig og at man får nogle blikke. Det giver mig tanker om at jeg får uønsket opmærksomhed som jeg ikke gider at have. Måske hvis man løber om formiddagen er det ikke så slemt, men hvis det er eftermiddag eller weekend holder jeg mig fra gågaden når jeg skal løbe. Det er de steder jeg synes er trælse.
I: er der andre steder du synes er trælse?
O: Hmm
I: løber du nogensinde på nørresundby siden?
O: Så har det kun været havnen, herude langs havnen.
I: løber du meget langs havnen?
O: ja, jeg har faktisk tegnet forkert for dig. jeg løber også hernede.

I: over kulturbroen?

O: Ja, den her tur er ca 5km fra mig af.

I: hvordan er kulturbroen at løbe på?

O: den er fin, men man skal også være opmærksom fordi den er så smal.

I: Hvad med Limfjordsbroen?

O: Det er til at komme til. Det er mere afhængigt af hvilken side du løber i og om der er mange mennesker der går og cyker. Så skal man være lidt mere opmærksom. Men det er ikke fordi det er træls.

I: er der nogle andre områder du tænker er trælse? Nogle kryds eller passager?

O: Sådan helt specifikt. Det her kryds er træls fordi det er stort. Dert afhænger også af hvor man kommer fra, fordi så skal jeg over 2 gange ved fodgængerfeltet. Der der går jeg kun overfor grønt, fordi det er så stort.

I: Har du nogle favorit områder som du godt kan lide?

O: Ja det har jeg fået. Lidt efter du tog mig med ud på bakketræning, så kan jeg godt lide det her område. Skal jeg tegne området eller selve ruten?

I: det kan du gøre som du ønsker.

O: Men det er lidt her jeg nogle gange er, forid jeg ikke har styr på det her område heroppe. Jeg tænker at jeg gerne vil op i skoven heroppe, men jeg aner ikke noget om resten af området, så der løber jeg bare. jeg prøvede forleden at løbe den rute vi to løb sidst, men jeg endte et helt andet sted. R. jeg kan tage dig med en anden gang.

O: ind igennem her. Men jeg kan også godt lide at man kommer nogle nye steder hen man ikke har været før.

I: ja, og det er en nice tur?

O: ja. Sådan noget her. Og ellers har jeg løbet langs østerådalen.

I: Det er golfparken.

O: Men ja, de grønne områder og ellers hasseris. Men igen, det afhænger af hvilken tur jeg har. Der er mange flotte huse i hasseris og der er egentlig også okay med bakker.

I: hvad med herude. Hvordan er det at løbe ude ved fjordparken?

O: altså det er egentlig fint. Var man nu ikke fra Aalborg, så ville jeg anbefale den rute langs havnen og ud, fordi du kan ikke løbe forkert og det er egentlig ret flot. Men nu har jeg bare løbet den så meget, at jeg synes den er kedelig.
Men det er jo primært langs havnen, hasseris, østerådalen, skovområde og så lidt ude forbi universitetet. Men så har bare løbet den vej jeg tager når jeg cykler til universitetet og tilbage igen. Men det er de steder jeg løber, ellers har jeg ikke forvirret mig andre steder hen.

I: Men har du løbet ud til dit arbejde ved IKEA?

O: når ja, det har jeg også. ja ude omrking skalborg. Her har jeg løbet ud langs østerådalen langs jernbanen og videre ud. Så har jeg løbet op her, og så nået det sidste stykke omrking skalborg station. Stykket ud fra det store kryds til IKEA synes jeg er røvsygt at løbe på. underlaget er okay, men der er virkelig meget trafik.

I: Ville du have sagt at hobrovej er en rød vej, en træls vej?

O: Ja det er det. hobrovej er i det hele taget træls, fordi den er så trafikeret. Når jeg løber, vil jeg egentlig bare gerne være fri for alle de her stressfaktorer som f.eks. trafik.
jeg synes jo det er lidt ærgeligt at man skal helt ud omrking hvor Martin bor, for at komme ud nogle af de her stressfrie steder. Det ender derfor tit med at være det samme man ser.

I: der er lidt lille variation måske?

O: ja.Det er selvfølgelig også når jeg har boet i aalbrog i hvad 4 år nu. Ikke at jeg har løbet overalt, men så har jeg gået turer eller cyklet. Så man kender ligesom de fleste områder allerede. Så er det lidt svære at opdage nye steder. Det kommer stadigvæk, det er ikke det, men det afhænger lidt af ens løbetur. Hvad er det så for en løbetur man skal have. Der var en dag hvor jeg løb ud her, og så sluttede aalborg skiltet, og så tænkte jeg - nå nu skal jeg sku nok vende om.

I: Er du bange for at løbe for langt ud af byen?

O: nej, det er jo bare det der med at jeg også skal tilbage igen. Også hvis jeg har en dag men en længere løbetur og der er mega varmt, så vil jeg ikke få langt væk fra byen.
Men jeg kan godt finde på at sidde hjemme og kigge - hvis jeg nu kunne løbe 30 km, jamen så kunne jeg komme derud. Det ved jeg ikke om jeg kommer til. Det er jo nok begrænset uanset hvor du løber

alt efter radius, så skal man cykle eller tage et tog til f.eks. rold skov. Nu har jeg ikke selv bil. Jeg ved ikke, jeg føler måske også bare at det er mærkeligt, at skulle tage et andet transportmiddel for at komme ud og løbe et sted. jeg ved ikke om det bare er mig.

Det jeg føler an være et problem er at jeg skal planlægge løb ind i min daglige rutine. Når man så ikke har bil skal man tage et tog ud i 20-30 min, så løbe i halvanden time og så hele vejen hjem igen. Og så har jeg måske brugt 3 timer. Så jeg skal også have tid til det.

I: Så du føler at man skal ligge ind ekstra tid for at få en god løbeoplevelse i aalborg?

O: Ja hvis man skal ud fra aalborg, så skal der lidt mere planlægning til. I hverdagen er det rart bare at have lidt en hurtig løsning og så i weekenden har jeg fri, så det er typisk der jeg løber mine lange turer.

I: det er fint at vide.

Jeg tror faktisk vi er igennem det hele egentlig.

Sabine interview transcripted 28yrs (1.11.2023)

O: Det er typisk fem gange om ugen jeg er ude og løper, og sånn i weekenden løber jeg en lang tur på pluss 20 kilomtere, men i hverdagen er det mellem 10 g 15km.

I: Hvor længe har du løbet og hvorfor startet du med at løbe?

O: Jeg har løbet siden 2017. Det var da jeg løb det først halvmarathon. Så det har en start. Det var starten. Mest fordi det var nemt at løbe. Det krævede ikke så meget. Det er så mange sportsgrene hvor man skal træne på bestemme tidspunkter. Men det her kunne jeg gøre når det passet mig. Også fandt jeg ud af at jeg godt kunne lige at løbe, og jeg kunne godt lige at løbe langt. Jeg syntes at det at være ude i lang tid, det blev jeg bit af. Også har det bare hængt ved siden.

I: Hvad motiverer dig til at løbe disse turer, særlig de lange?

O: På en eller anen måde så er det lidt smerten i at løbe. Jeg syntes det er når det gør allermest ondt, når det er allermest hårdt, det er det som er fedtets. For når jeg er over det stykket så er det som det er en kæmpe sejer. Så får jeg sådan runners-high, og den følelse af at man ikke kan stoppe at smile. Selvom det gør ondt.

O: Det er meget mental ved at løbe, særlig i de her plus to timer. Det er en sjov udfordring, og se hvor meget jeg kan blive ved med at præses mig selv mentalt. Søndag, hvor jeg løber de lange turer er helt klart højdepunktet af ugen.

I: Hvordan føles det at løbe?

O: Det er enormt frihed. Det er det første ord der faller mig ind. Det kan jeg bare gå ud at gøre, og min krop tillader mig at gøre det, og den har tillad mig at gøre det i så lang tid. Det betyder meget. Det er også da jeg slapper allermest af, så på en eller annen måde er det en form for afslapning. For det mentale. Og i sær lige nu, så arbejder jeg rigtig meget og det er riktig travelt, og i sånne perioder løber jeg altid mere. Når jeg sidter på arbejdet i så langt tid så slapper jeg så af når jeg kommer ud og kan bearbejde hele arbejdsdagen. Så jeg bruger det lidt som et værktøj også for at bearbejde hverdagen. Så er tankene vækk når man kommer hjem.

I: Hvordan er det at løbe i Aalborg?

O: Jeg er faktisk riktig glad for at løbe i Aalborg. For det første så er det relativt fladt. Og det er klart det er det jeg best kan lige. Men jeg syntes også at det er en god blanding af naturområder man kan løbe ud til og løbe lidt rundt i. Men så syntes jeg også at centrum og især hele havnefronten byder ind til løb for det er mange store arealer uden diverse lyskryds og stop. Så jeg syntes at de har fået indrettet meget af midtbyen til løb.

I: Har du nogle bekymringer når du løber i Aalborg?

O: Især når vi nu går her ind i vintermånederne hvor det begynder at blive mørkt tidlig, og også nogle gange løber jeg også tidlig om morgenen hvor jeg er helt alene. Det føler jeg mig ikke altid hundreprocent tryg i. Og da er det også nogle område i Aalborg jeg ikke løber hende til eller i. Da løber jeg typisk helt inde i centrum hvor jeg ved der er lidt mere liv. Jeg tænker ikke så meget over det når jeg løber, det er mere når det er jeg skal ud og i gang. Man er jo en lille stykke udsat som kvinde når man løber.

I: Du tænker i forhold til at blive overfaldt?

O: Ja, og det var nogle der blev overfaldt her lige for nylig. Og når det sker, så tænker jeg lidt ekstra over det. Så derfor vil jeg heller løbe langsmed trafikeret veje, for så tænker jeg at jeg ikke er alene Så er det andre mennesker til stedet.

O: Udover det er det trygt at løbe der, det er bare når det er mørkt for det meste. Men det ligger også i baghoved når man går alene hjem om aftenen.

I: Føler du at du tager nogle risici når du løber?

O: Det er ikke noget jeg tænker over faktisk. Det er jo altid en risiko ved at løbe, ved mange ulige parameter, men det er ikke noget jeg tænker over. Jeg har også vært heldig at jeg ikke har blivet skadet på den front heller.

I: Hva tybe miljø fortrekker du aller mest at løbe i?

O: Det er lidt svært, men jeg tror det er an kombination. Jeg kan egentlig godt lige at løbe på vej. Men hvor det også er noget at kigge på. Boligblokke er ikke så interessante, men nogle natur det kan noget. Da får jeg en form for ro. Hvis jeg løber på nogle vej inde i byen, eller ved havnefronten hvor det også er nogle flot vand at se på, så er det også en del støj. Men når man kommer ud til nogle stier og ud i nogle natur så får jeg den ro. Så når jeg løber prøver jeg at få nogle af det hele.

I: Når du siger vej, hvad mener du da?

O: Som en trafikerede gade. Landevej er det sidste sted jeg kunne tænke mig at løbe. Det er titt nogle sånne lange, lige veje. Det føles uendeligt syntes jeg. Det gør ikke noget at det svinger meget, for når man drejer et hjørne så kommer det ett eller annet nytt. Så jo flere svinger jeg kan lave, jo bedre.

I: og hvordan føles det at løbe der?

O: Så bliver løbeoplevelsen klart bedre, den bliver ikke så kedelig på en eller annen måde. Det er alltid nogle turer som bare skal løbes, hvor jeg har nogle runder jeg løber, som jeg har løbet hundre gange, og da er det bare det samme man ser. Så syntes jeg ikke at det bliver så sjovt, så bliver det lidt hverdagsaktig. Så hvis jeg kan finde nye veje at løbe på eller snu min rude i modsatt retning så gir det en helt annen oplevelse.

I: Hvad er det værste tænkelige sted at løbe?

O: Bakker! Noget tærreng hvor der går oppad. Asfalt er lidt bedre, men om der er ude i skov, så er det nogle af det værste. Jeg er ikke til sånn. Det er så hårdt at løbe oppadd. Det bliver jeg nok aldri god til. Det, også baneløb, på atletikstadioen. Det går bare rundt i de samme 400m. Det er kedelig.

I: Hvordan bliver løbeturen da?

O: Nogle gange løber jeg intervaller på atletiek banen, men om jeg ved at jeg skal der op for at løbe 10 runder. Så tænker midt hoved på alle rundene og tæller ned, også bliver mine tanker ret negative. Fordi jeg bare venter på siste runde. Mit hoved vender det til noget træls. Om jeg løb 400m intervaller ved havnen så ville det ikke være på samme måde. Da bliver det ikke lige træls. Ja, det er hurtig det samme når jeg løber i bakker. Det bliver rett negativt i midt hoved.

I: Det bedste sted at løbe i Aalborg?

O: Det er havnen. Jeg elsker at løve ved havnen!

I: Uansett tid døgnet?

O: ja, faktisk. Jeg syntes det kan noget her når det er mørkt, for der er alltid meget lys også kan man se Nørresundby og bylyset osv, men også om sommeren hvor det er sol. Så alle årstidene egentlig.

I: Hvad med planlægning af ruder? Hvordan foregår det?

O: Hvis det er de der korte ruder, de der 10-12km, så har jeg nogle variationer af ruder af noget der i den længde. Hvis jeg skal løbe længre end det så har jeg et udgangspunkt, fordi jeg har løbet her så meget, så ved jeg lidt hvordan jeg løbe. Så på de lidt længre ture planlegger jeg lidt hen-af-vejen. Jeg tænker det bare i hovedet, jeg laver det ikke på noget kort eller laster det ned på uret.

I: Du løber med ur?

O: Ja, jeg bruger det til at strukturer min træning. Jeg har en træner der fortæller mig hvad for nogle turer jeg skal løbe, hvor mange kilometer jeg skal løbe og hvilke tempo jeg skal følge. Så jeg bruger det til at holde styr på det tempo som er planen for løbeturen.

I: Hvad er vigtig når du planlægger en rude?

O: Det kommer meget an på hvad slags type tur jeg skal løbe. Hvist der bare er en stille og rolig tur hvor jeg skal løbe samme tempo så tænker jeg ikke så meget over om ruden har mange lyskryds også no, det er lidt ligegyldigt. Hvis jeg ved at jeg skal løbe intervaller hvor jeg godt vil have at intervallerne ikke bliver forstyrret så prøver jeg at tænke over hvor det er best at løbe hen så jeg ikke skal stoppe fordi det bliver rødt for eksempel, men prøver at finde nogle områder hvor jeg kan løbe frit.

Over til kortet:

Rude nr 1:

Ultimative yndlings rude / go to rude – langsmed havnefronten- 10-12km

Hele havnefronten øst mod vest, helt til friluftsbadet. Mest af alt fordi typisk kommer vinden derfra. Her får jeg hele hvanefronten, det er også hyggeligt at løbe i Vestbyen, og når man er kommet over Kong Christians allé så går det nedadbakke.

I: Hvordan er trassene ved østre allé?

O: Over broen er man nødt til at løbe på cykelstien, for der er det intet fortav. Da skal man være lidt mere opmærksom syntes jeg hvilke kan nogle gange være lidt irriterende. Fordi cyklerne kommer bagfra, så man skal holde øye med. Så der mangler lidt fodgengerplads der, og det bliver riktig smalt. Jeg løber den her rude flere gange om ugen.

Rude nr 2:

Den lange tur.

I: Jeg starter altid samme sted, der hvor jeg bor. Så løbe ud mt universitet, da kommer jeg ret langt ud. Der kommer man ind på nogle stier. Også er det cykelstier jeg løber langsved ved disse store vejer, også ud mod citysyd, så forbi Østre ådalen. Hvor jeg ikke altid løber ind i, men sjældent. Så hele vejen rundtom Hasseris, til Mølholm også tage den langsmed havnen.

Da ved jeg at jeg kommer rett meget rundt.

Udfordringen ved at løbe 20-25-30 km er at få en lang tur, det er lidt svært.

Jeg vil godt have overstået Hadsundvej hurtigst, vejen er fin nok, og det er ret fint ude ved universitet. Det er sindsykt mange stisystemer der, og det er dejlig at løbe på fordi det er fri af biler også noget og der er plads til både løbere og cykler osv. Miljøet for at løbe her ude er egentlig vældig godt fordi det har de her stisystemer. Det er også en god sti langs med her (andre siden av golfparken).

Jeg kan også egentlig godt lige østreådalen, fordi der man den der natur ind, og der er også gode stisystemer. Det er også bare titt rett mange folk derude, og det er både gående og cyklister og løbere. Og da bliver stierne også rett smalle. Om sommeren særlig, da skal man være opmærksom på om der kommer nogen bagfra.

Er det plads nok til at være mange mennesker har jeg det fint nok og jeg lægger ikke mærke til menneske, men når stierne ikke er mere end 1m brede og der kommer folk fra begge vejer, og jeg har musik i ørene, så jeg hører ikke de der kommer bagfra. Så da er jeg nødt til at fokusere på hvad der sker omkring mig, i stedet for at bare fokusere på at løbe, eller å tænke på ingenting eller tænke på hvad jeg vil. Så det kræver en koncentration.

I: Ødelægger det løbeoplevelsen?

O: Ja, en lille smule.

O: Så ja, jeg vælger områder jeg ikke behøver at tænke på andre. Jeg kan godt lige at der er mennesker, og jeg kan godt lige at der er andre løbere. Det kan også noget at der nogle det gør det samme så man ikke føler sig helt tosset. Det er rart nok.

O: Det som er med Østreådalen, er at de er hundeskov der. Der løber jeg ikke ind, men der er også rigtig mange som går tur med sin hund i resten af Østreådalen og ikke har den i snor. Og jeg har prøvede før at de løber efter en. Og jeg er bange for hunde så det er lidt angstprovokerende for mig, og jeg stoler ikke på at de kan styre sine hunde. Så skal jeg også koncentrere mig om det, men nede på havnen så ved jeg at de har deres hunde i snor fordi det sker for meget der og det er ved vandet. Derfor undgår jeg ofte Østreådalen.

O: Det kan lige her ude ved Hasseris er at de har nogle flotte huse herude. Det kan jeg godt lige at løbe og kigge på. Det er lidt mere villakvarter, og det er meget liv med haver og børn, men det er også mere ro på fordi det er lukkede veje, og det er fortav til at løbe på. Også tilbage til vestrefjordpark og havnen er slutningen.

O: Nogle der ligger ubevist i min rudeplanlægning er det skal være lidt centralt. Så jeg kan komme hjem. Jeg har en gang stået et sted at måtte ringe hjem for at blive hentet fordi jeg ikke kunne komme hjem. Det er også mulighed for at komme ind i butikker også der, hvist man skulle blive dehydreret eller noget. Så er det lidt rart at være tæt på en butik eller noget.

O: Jeg løber også nogle ganger over ved Nørresundby.

O: Jeg foretrækker at løbe uforstyrret.
I: Fra biler, cykler eller mennesker?
O: Fra pauser, generelt. Det er jo en af de ting der kommer med at løbe inde i byen, er lyskryds. Så hele havnefronten, hele stykket kan jeg godt lige. For her kan jeg løbe helt uforstyrret. Det kan man andre steder som her (rundt Øgaden) så løber man bare rundt i cirkler, og det er rart for så er man tæt på hjemme.

O: Mølleparken, her kommer jeg aldrig. Og det er nok fordi det er oppoverbakke. Fordi det er egentlig et rigtig fint grønt område, hvor man også kan være for sig selv, men det er simpelthen for bakket. Det gider jeg ikke. Så den holder jeg mig helt fra.
Også holder jeg mig også fra det her stykke (Vesterbro), jeg syntes det er for trafikeret. Især helt inde i centrum af Vesterbro. Så er der ikke nok fortav plads til mængden af menneske der går der. Også er der også mange cykler så man kan heller ikke bare lige hoppe ud af på cykelstien. Det bliver lidt for mange stop. Så skal man hele tiden orientere meg om at der kommer nigle gående der ikke har sett mig.

I: Løber du nogle gange i gågadene?
O: så er det tidlig om morgenen når den har lukket. Så kan jeg godt finde på at løbe igennem. Men jeg syntes faktisk de her små gade i centrum og gågade og egentlig også Boulevarden. De har lavet gågadene med, eller de sten de har lagt, om sommeren er de rigtig fine, men om vinteren bliver de rigtig glatte. Når de er våde. Så det er lidt svært underlag at løbe på. Man skal ikke løbe særlig hurtig, også skal man koncentrere sig om hvordan man løber så man ikke falder. Men ellers er centrum lidt fint.

Alt efter kulturbroen (på nørresundbysiden mod verdensende) er et godt område. Det kan for mig lidt det samme som Østreådalen, men jeg syntes ikke at der er lige så mange menneske her ude. Det er som om det kommer færre folk, så stierne er lidt mere til at løbe på.

O: Kulturborene er lidt mere flad, og der er stadig en del menneske på den, men det sker for meget på Limfjordsbroen. Og især med bilerne. Det er meget trafik på Limfjordsbroen, selvom der er en sti at løbe på. Så jeg behøver jo ikke forholde mig til de, men på en eller annen måde forstyrrer det mig at bilerne er der. Men på kulturboren er der bare folk i almindelig fart, vist man kan sige det sådan. Den er også lidt smal, det er den. Særlig når der kommer trafik begge veje. Men jeg tror den store forskel for mig er at der ikke er nogle biler der. På Limfjordsbroen er man måske lidt for tæt på bilerne.

O: Hele Kiærbyen (favorable), det er jo egentlig bare et Villakvarter, men det løber heller ikke så mange her ude og bilerne kører ikke så meget hurtig. Der kan jeg også godt lige at løbe, også ved jeg at vist jeg løber hjemmefra og rundt så er det sådan 8-9km. Så det passer også tit med en god rude i hverdagen.
I: hvordan er der at løbe der?
O: Nogle gange tænker jeg at der er min fremtid jeg ser. Jeg kan godt tænke mig at bo i kiærbyen. Så på en eller anen måde så løber jeg at kigger på de hus, og tænker at det havde vært er rart sted at slå

sig ned. Så jeg dagdrømmer måske lidt. Det kunne være en dag at jeg en dag skulle bo der. Det er et rigtig familiekvarter, og det kan jeg godt lige. Og lige meget som jeg kan lige havnefronten med de store flotte lejlighedskomplekserne så syntes jeg også sånt gammelt Villakvarter også kan noget. Det har mere personlighed og liv. Havnefronten er skidegod, fordi den har vandet og udsigten men det bliver meget nyt og stort og tæt. Og villakvarterer og også hele hasserisområdet, det er jo gamle murmester villaer. Det er lidt mere charme over det. Og det tænker jeg over når jeg løber.

O: jeg løber aldrig over i gamle golfparken, og det er sjovt, for jeg er vokset op lige her. Men jeg syntes ikke, for mig er det et øde sted. Jeg ved ikke om der er det, men det er forestillingen jeg har om det. Også føler jeg det har et sådan dårlig ry, i mit hoved. Også med det der skede i Østreådalen her for nylig, så har jeg det med at det er sådan som sker der. At man potentielt kan blive overfaldt der, fordi man er helt alene. Så har jeg bare undgået det.
Jeg føler også godt jeg kunne faret lidt vild deroppe, fordi jeg ikke kender stierne så godt.

O: Løber aldrig mod Rørdalen. Det er fra Øst mod Vest. Det er mere mod vest. Der er folk og beboelse, men mod rørdalen så er der ren industri. Så efter arbejdet og i weekenderne så er der bare dødt. Jeg ved faktisk ikke om der er nogle derude, jeg har aldrig vært derude. Der er også en lille plet industri ved Kiærbyen, ved Håndværkervej. Så efter arbejdet sker der ingenting. I de mørke måneder så er der et sted jeg heller ikke kommer. Selvom det egentlig ligger indenfor Kiærbyen. Så da løber jeg heller på de store veje. Så vil jeg heller løbe rundtom. Det er sjovt, for om sommeren har jeg intet problem med at løbe i sådan industrikvarter udenfor arbejdstid. Men jeg tror det er fordi det er lyst. Det har en kæmpe påvirkning på løb, og det er jo det samme som ved verdens ende og også i Østreådalen. Der løber man meget om sommeren, men der er heller ikke så meget lys i nogle af stederne om vinteren. I weekender er det jo fint, men når det bliver så mørkt. Man kan sagtens ha nogle lys på, men inde i byen så er man også lyst op og man kan se omgivelserne meget bedre, selvom der er mørkt. Det er jo lidt en skam, for stisystemerne er så gode at løbe på, men når der bliver så mørkt, så er det træls. Det er ikke så mange af de grønne områder der har lys i Aalborg. Nå er ikke Østre Anlæg så stort, men der er det heller ikke lys. Så jeg løber ikke gennem der når det er mørkt. Jeg vil heller gå igennem der om aftenen. Særlig er det vigtig for os kvinder, men også for underlaget man løber på i de her naturområder, det bliver jo lidt påvirket af været, så om man ikke kan se hvor man løber eller se det, det er begrænset hvad der kan ske på fortovet i forhold til de her stier. Det er sjældnere der er huller i asfalten. Så på skadefronten er der også en større risiko vist der ikke er lys nok.