

Play Your Part

Citizen Participation in Hjallerup



TITLE PAGE

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ABSTRACT

Many shops and city centres in mid-sized towns are closing because people shop in the bigger cities where they commute to work. The same tendency is seen in Hjallerup, located 20 km north of Aalborg. But despite the closing shops, Hjallerup is a city in growth with a rich and well-functioning association life and many activities that attract families with children.

In this project, Play Your Part, the importance of citizen participation in the design process is explored along with the use of a mobility hub as a catalyst for connecting and generating activities for the citizens. A process of mapping, site visits, and analysing notes from citizen meetings resulted in the development of a toolkit with a game approach for the municipality to use when involving the citizens in the planning of the city.

The toolkit consist of:

- A strategic potential plan (framework, the entire city)
- Design Parameters (framework)
- A flexible masterplan (gameboard, city centre)
- An activity catalogue (game pieces, city centre)

READING GUIDE

The report is structured into six main chapters: *Welcome to Hjallerup*, *Setting the Focus*, *Zooming in*, *Let the Game Begin*, *Follow Along*, *Where do we go from here?*. Each chapter contains text, diagrams, illustrations, and pictures. Each chapter starts with an introduction page about the content. The appendix can be found in a separate document.

The analysis is divided into four scales: the large scale, medium scale, small scale, and citi-

zen scale. The key findings are presented in the beginning of each section.

The sources are cited by use of the Harvard method and supplementary materials are given as appendices in the end of the report. Diagrams, illustrations, and pictures are made by the group members unless other is specified.

This report suggests a higher degree of citizen participation where the citizens are involved directly, also in the later phases of the design process. Furthermore, it discusses the balance and importance of both expert knowledge and citizen participation. Further analysis and testing of the game are needed to ensure that the citizens are involved at the desired level, and that the concept can be adapted to work in varying cases.

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01

Welcome to Hjallerup

This chapter introduces the aim of the project, the location, and Brønderslev Municipality, Hjallerup, and Nordjyllands Trafikselskab, which are the stakeholders for this project. Lastly the problem statement is presented.

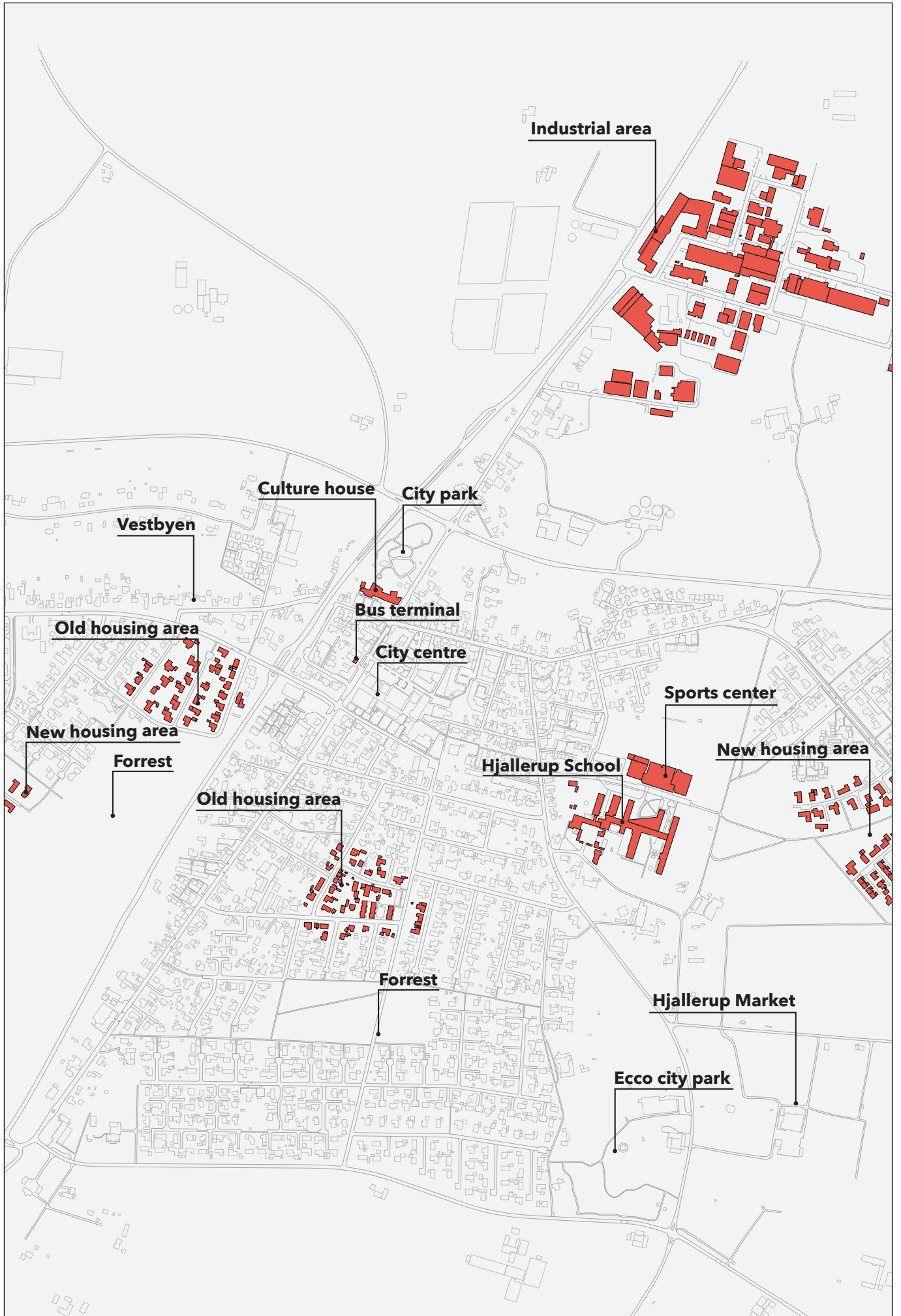
PREFACE

This project is produced by Group 3, Urban Design MSc02 from Aalborg University as a part of the project course "Designing Urban Mobility". The project takes its starting point in the city of Hjallerup which is located in the region of Northern Jutland. The city is only 20 km north from Aalborg and is the second largest city in Brønderslev Municipality.

The aim of this project is to develop an urban design proposal for Hjallerup city centre in collaboration with Brønderslev Municipality and Nordjyllands Trafikselskab (NT) in order to explore the potentials and challenges of everyday life mobility in Hjallerup. In combining urban design and mobility techniques this project focuses on involving citizens in the decision-making of their city's activities.



III. 1. Map of Denmark



NT - NORDJYLLANDS TRAFIKSELSKAB

Nordjyllands Trafikselskab (NT) is the public transport authority and provider in the Region of Northern Jutland. They are responsible for the planning and tending of buses, trains, and on-demand transport solutions such as Plustur. NT's current challenges is the many empty and derelict station and terminal buildings throughout the region. Due to the digitalization of most of their functions, and first and last mile transport solutions for the more rural areas, many of them is not used anymore. With "NT Båndet"

(the NT Ribbon), NT aims to create a cohesive design for all mobility nodes in Northern Jutland, to ensure they are easy to recognize and use. NT also plans to create better facilities for other modes of transport (i.e. shared bikes, GoMore, taxi) in their mobility nodes, to ensure better planning and first and last mile solutions (Om NT, n.d.; Future Mobility Nodes In Northern Jutland, Denmark - Project catalogue, 2020).

BRØNDERSLEV MUNICIPALITY

Brønderslev Municipality is located in the Region of Nordjylland, in the northern part of Denmark. They have 36.700 inhabitants, 14.000 workplaces, and approximately 240.000 workplaces within an hour's drive. The majority of the citizens in the municipality commute about 30 minutes to work. The municipality is well connected to the surrounding cities via the highways E39 and E45, and by train. The cities and villages in Brønderslev Municipality

have strong communities with thriving associations which everyone can be a part of. They believe that together they can create the good life where everyone feels welcome, valued, and valuable to the community. Brønderslev Municipality has unique landscapes and nature which cannot be found elsewhere in Denmark (Befolkningsprognose 2016-2030, 2016; Hvorfor Brønderslev Kommune?, 2019).

HJALLERUP

Hjallerup is located 20 km north of Aalborg. It is the second largest city of Brønderslev Municipality with approximately 3865 inhabitants and is growing steadily. Hjallerup is mostly known for their annual horse market, Hjallerup Marked, which is held in the first weekend of June. Apart from the market, Hjallerup also has

an exceptionally rich association life with activities for all ages, such as a culture house, cinema, Hjallerup Kro, the art installation Ekko, and an integrated school and sports area. (Hjallerup by, n.d.; Befolkningsprognose 2016-2030, 2016).

PROBLEM STATEMENT

How can the transformation of Hjallerup sustain and develop the city in the future, with focus on mobility as a catalyst to provide connections and activities? How can the development of a new design tool provide a method to involve the citizens and start a dialogue between the citizens and the municipality of Hjallerup?

Could this be more than just asphalt and a place for parking?



Ill. 3. Hjallerup city centre

How can the declining city centre be transformed into a meaningful area attractive for the citizens in Hjallerup?

How could this area be transformed to revitalize the city centre and bring life back to the heart of Hjallerup?



02

Setting the Focus

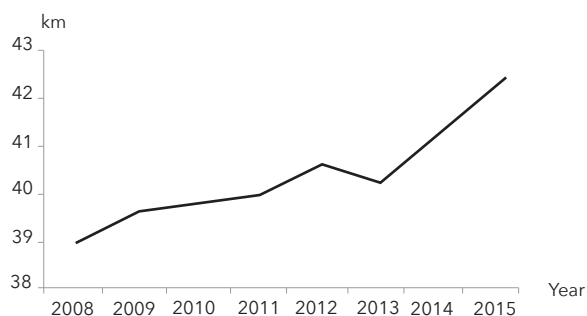
In this chapter the topics of mobility and citizens participation will be highlighted. The terms 'mobility' and 'mobility node' will be defined and the aspects of how nature and affordances affect the quality of mobility design will be investigated. The study and discussion of the principles of citizen participation will take departure in the article *A Ladder of Citizen Participation* by Sherry R. Arnstein in accordance with this project.

Mobility

The Oxford dictionary, Lexico, defines mobility as “the ability to move or be moved freely and easily” (Mobility, n.d.). A node is defined as “A point in a network or diagram at which lines or pathways intersect or branch” (Node, n.d.). As the focus of this project is moving people, a mobility node would be a place where roads, paths, buses, etc. meet or branch out from. In Hjallerup, this would, for example be an intersection of roads and paths, or the bus terminal in the city centre.

In recent years, urbanization and centralization has transformed the way we move. Today, approximately 98% of Danish employees commute to and from work. In 2018, the average distance per day was 42,5 km, which is 8% more than in 2008 (Wandsøe-Isaksen and Bonde, 2018).

Development in the average commuting distance (return)



III. 4. Commuting distance in general

With this tendency of people spending more and more time in transit, the quality of the transit becomes increasingly important, both on the road and in the mobility nodes. This is addressed in Staging Mobilities; travel is about more than simply getting from A to B, it is an experience (Jensen, 2014). Mobility is not only about travel times and distances, but also the quality of the ride and of the waiting times, easy and frictionless connections.

Short travel times is one way to prevent commute from being a bad experience, but there are many other factors in play to make it a good experience. The nodes are potentially some of the most stressful points of public transport where the commuter gets on and off, and when they for example have to switch buses. Therefore, the degree and quality of mobility is essential for smaller cities to retain their citizens and not decline.

“what it [the environment] offers the animal, what it *provides* or *furnishes*, either for good or ill.”

(Gibson, 1986)

Affordances

James J. Gibson coined the term affordance and explained it as “what it [the environment] offers the animal, what it provides or furnishes, either for good or ill.” (1986). A chair’s purpose is to be sat on, but it also has the affordance of a step ladder or a coat rack. Regarding mobility, different objects and materials afford different levels or qualities of mobility. For example, cobblestones look good and can help to slow down car traffic and thus make an area safer for pedestrians, but they can also make it difficult for cyclists, wheelchair users, or people with walkers to cross the area; cobblestones afford safety for some people and a lack of access for others. Thus, to ensure good mobility, both the purpose and the affordance of the chosen materials and objects should be considered.

Nature

Another thing to consider in the design of mobility nodes, and public space overall, is the inclusion of nature and green elements. Studies show that, apart from benefitting the environment and decreasing troubles with flooding, nature elements have a positive effect on human mental health, particularly stress (Nghia, 2015; Bratman et al., 2019). Lowering the commuters’ stress level makes a more pleasant commute and could bring people to choose public transport rather than private cars. If the public space in and around mobility nodes is more welcoming it can also make people stay and bring activity to the area. The simplest ways to incorporate nature elements in a city setting is planting trees and flower beds, but bigger interventions could be creating small parks, or using green, permeable pavement for parking lots.



Ill. 5. Green parking lot

Citizens participation

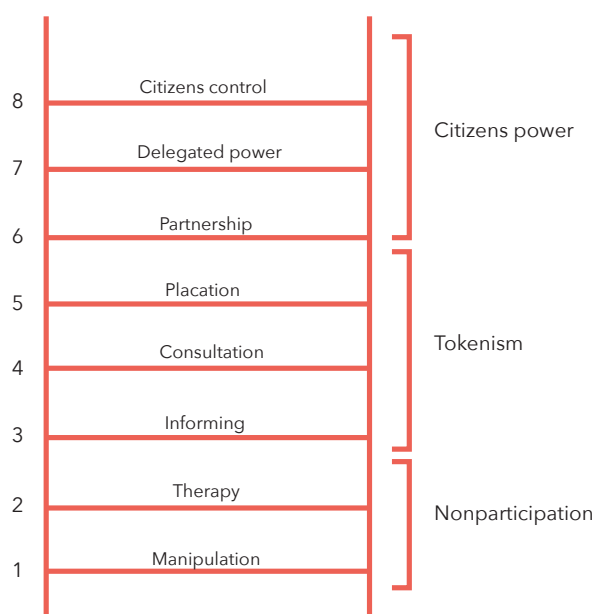
The word Co-creation is a relatively new trend in different fields, where designers and developers work together with the end users to ensure that their products are user-friendly and covers the users' needs (Albrechtsen, 2017). When re-developing a public space, it is important to not only design for tourism and events, but also for everyday life. This requires a long analysis process, to understand the site, how it works, and how it is or could be used. While it is possible for the designer to do this analysis without involving the citizens, including the citizens in the process can give clearer answers and possibly point out things the designer would not have noticed on their own, as the people who use the space daily know the space better than anyone (Brandt, 2018).

In the article A Ladder of Citizen Participation, Sherry R. Arnstein describes different levels of citizen participation as eight rungs on a ladder (1969). The ladder ranges from what she calls 'non-participation' to genuine participation and 'citizen control'. The eight rungs can overlap, and one could argue for more rungs, but this is a good framework for discussing the level of citizen participation.

The two lowest rungs, in the non-participation part of the ladder, are named manipulation and therapy. The purpose here is not so much on involving the citizens as it is about giving the citizens the sense that they are involved without giving them much to say in the development. The 'citizen participation' can also be used for the developers to convert the citizens; manipulate them into thinking they want what the developers are offering (Arnstein, 1969).

The middle part of the ladder is called tokenism and includes the rungs informing, consultation, and placation. In these cases, citizens are allowed in to hear about, and possibly comment on the development, but if this is the extent of their involvement there is no guarantee the people in power will heed their views (ibid.).

The three top rungs are in the category of citizen power, and are called partnership, delegated power, and citizen control. Partnership gives the citizens the power to negotiate with the developers where delegated power and citizen control give the citizens the majority of the power (ibid.).



Ill. 6. The ladder based of Sherry R. Arnstein

This project, Play Your Part, aims to include the citizens of Hjallerup both in the idea generation process and in the final decisions for the design. It is always important to consider the users in a design process, but we believe it is even more important in a city like Hjallerup, where there is a very strong community feeling and the citizens are already very active in the city.

Methods from the middle part of the ladder, tokenism, is used to uncover the citizens' ideas for their city. These methods include citizen meetings and workshops to identify what changes the citizens would make to the city centre. To avoid it becoming only a token hearing, the citizens will be involved again later in the process and are given the final say in parts of the redevelopment of the city centre, moving the collaboration further up on the ladder. However, it can be discussed how close we get to citizen control. While our flexible masterplan for the city centre does give space for the citizens to make some final decisions, it will only be in specific spots and they can only decide between the activities we suggest. This would still place our design in the middle part of the ladder. On the other hand, our suggestions and the parts of the design the citizens cannot change are based on the citizens' ideas from the workshops and meetings as well as our expertise as designers and planners. This argues for a higher placement on the ladder, as the citizens are choosing between their own ideas. However, most citizens do not have an education in planning or architecture, so they cannot be expected to have the same knowledge as the experts in the field and be able to come up with the best design solutions. Therefore, the citizens cannot be given completely free reign in the design process.



03

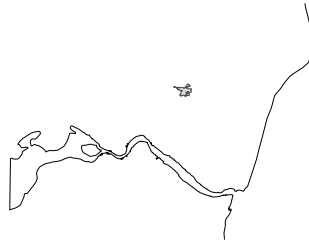
Zooming in

Through the following chapter the city of Hjøllerup will be analysed through four scales: Large, medium, small, and 'citizen' scale. The chapter touches on the location, size, and connections in the city, before zooming in on the city centre and the community of Hjøllerup.

DIFFERENT SCALES

This project is working in different scales, the large, medium, small, and 'citizen' scale. The large scale includes the national and regional context, the medium scale covers Hjøllerup city, and the small scale zooms in on Hjøllerup city centre. The citizen scale is Hjøllerup seen from the citizens' perspective and includes citizen meetings and municipality plans.

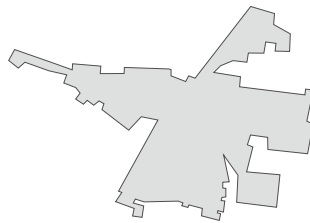
L



LARGE SCALE

- Well connected to the highway and main road
- 20 km north from Aalborg
- Close to nature

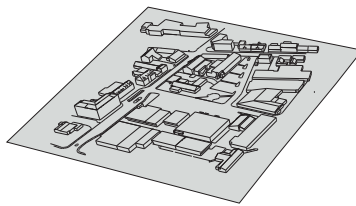
M



MEDIUM SCALE

- Walkable city
- Experiencing population growth
- Lack of east-west connections
- The activities in the city are divided between the city centre and the school and sports area
- Poor wayfinding between city centre and school and sports area
- City centre has a potential for transformation and development

S



SMALL SCALE

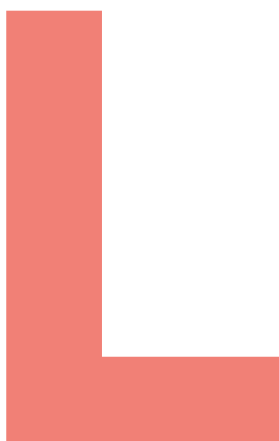
- Derelict city centre
- Lack of greenery in the city centre
- Waiting facilities are not connected to the bus stops

C



CITIZEN SCALE

- Strong community with rich association life
- Citizens are actively involved in the development of their city
- Attractive city for young families



- Well connected to the highway and main road
- 20 km north from Aalborg
- Close to nature

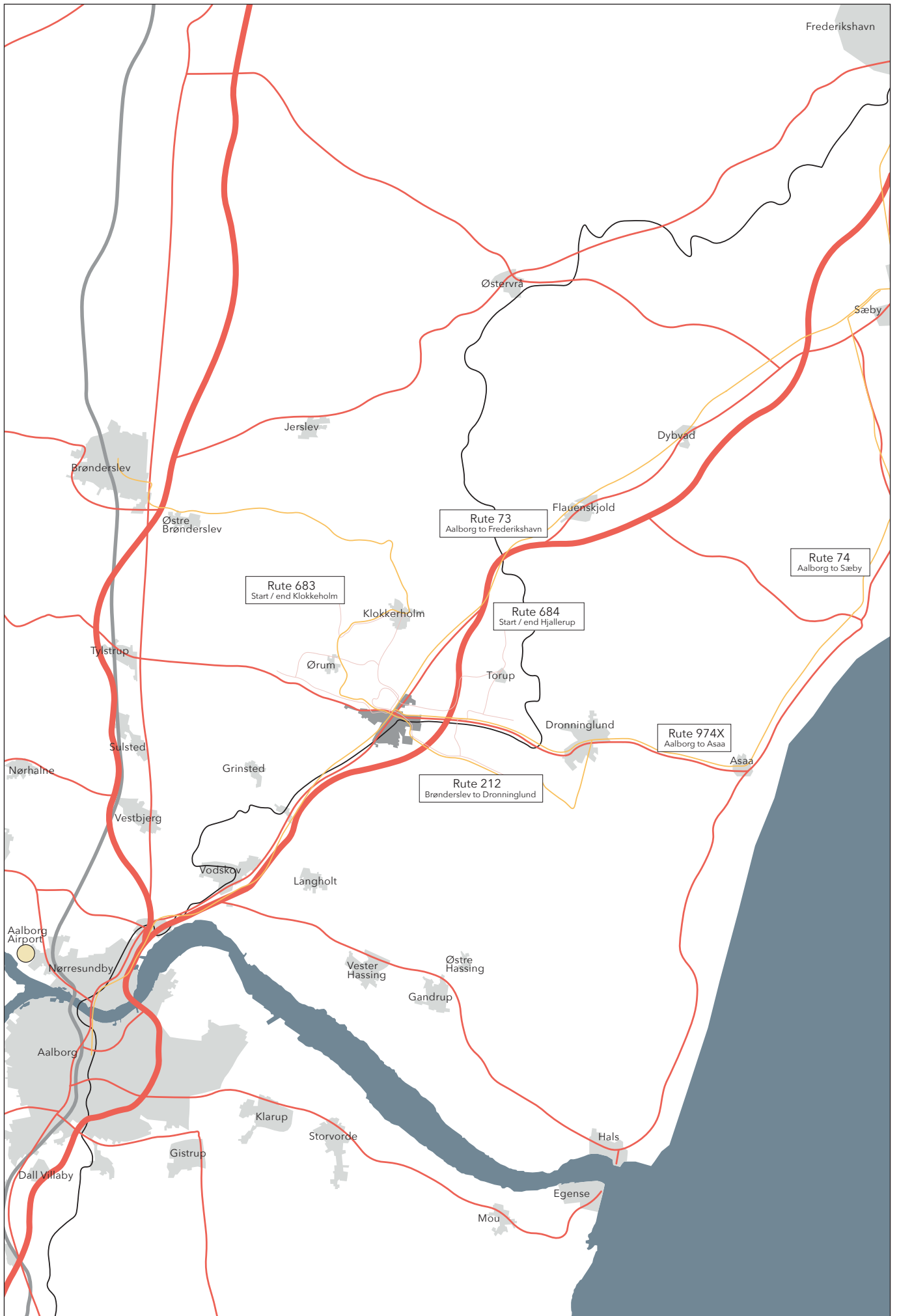


STRATEGIC OVERVIEW

Hjallerup is well-connected on the regional and national level. The city lies between the two highways E45 and E39 and has regional buses to Aalborg, Brønderslev, Dronninglund, Asaa, and Frederikshavn as well as local buses to Klokkeholm, Ørum, and Torup. NT's recent

initiative Plustur ensures connection between Hjallerup and the smaller towns in the hinterland. The connections to Aalborg ensure further connection to the rest of Denmark by train, and the rest of the world from Aalborg Airport.

-  Aalborg Airport
-  The highways
-  Main roads
-  The train tracks
-  The regional buses
-  The local buses
-  National cycle path Hærvejsruten
-  The sea
-  The surrounding cities
-  Hjallerup



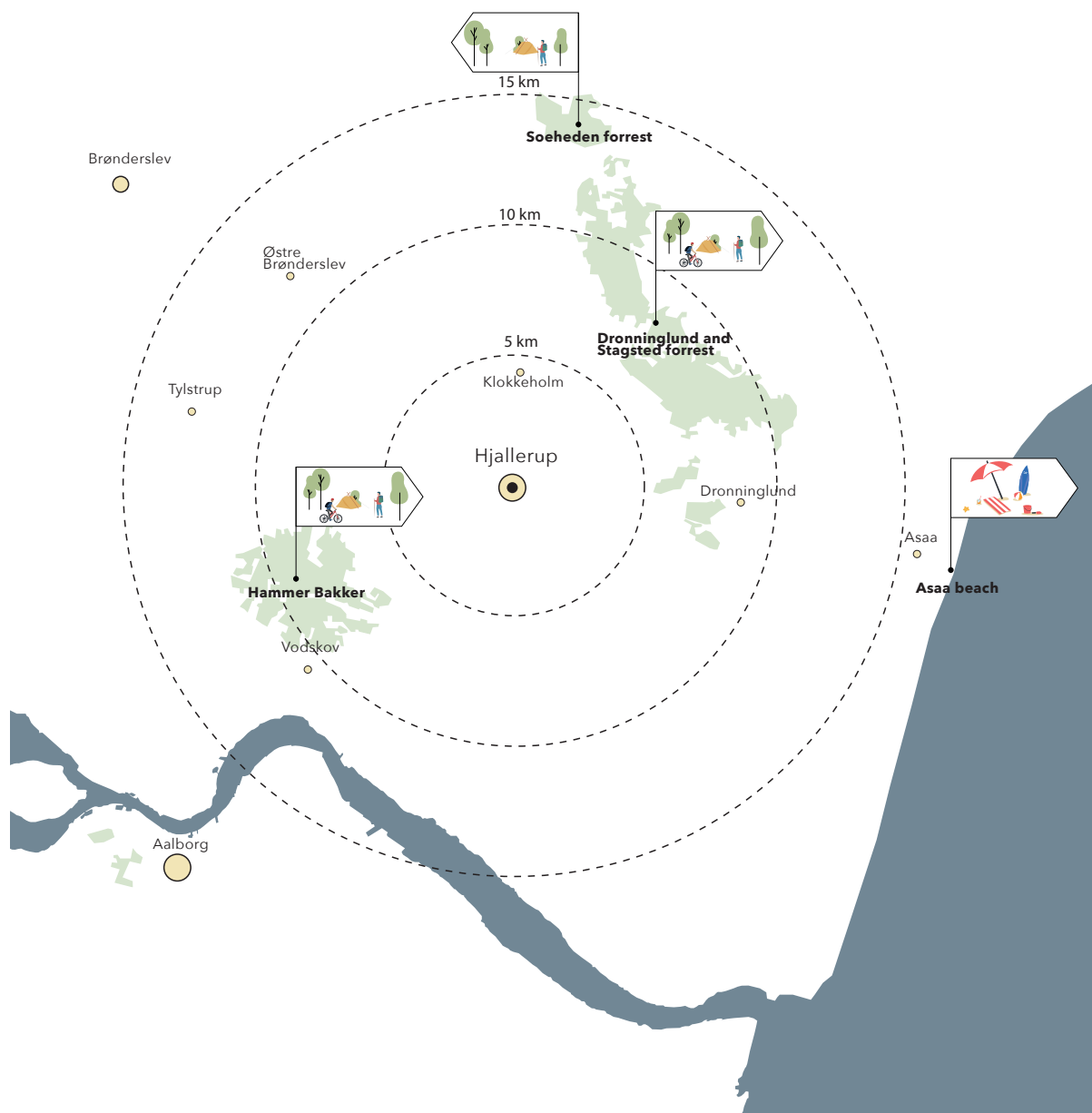
Strategic overview - 1:200.000



III. 8. Strategic overview map - 1:200.000

THE SURROUNDINGS

Hjallerup has a good location surrounded by forests in both north-east and south-west within a distance of 5-10 km and only approximately 15 km to Asaa beach, which is a popular destination in the summer.



III. 9. The surroundings map - 1:250.000



PUBLIC TRANSPORT

The following data is based on travelcard information that covers approximately 60% of the total travel to and from Hjøllerup. The biggest travel destination in the period of 01.01.19 to 01.01.20 is Aalborg and the second is

Dronninglund. In 2019, 47.67% of the citizens of Hjøllerup were commuting 20-50 km to get to work. Apart from the regional buses, Plustur connects the hinterland to Hjøllerup (Olesen, 2020).

Buses connections

Bus routes

4

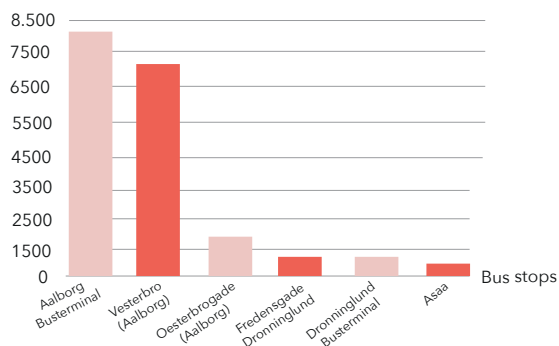
Regional bus connections. 3 to Aalborg and 1 to Brønderslev. Hjøllerup is also connected to Dronninglund, Sæby and Frederikshavn

2

Local bus connections. 1 to Klokkeholm and 1 to Torup

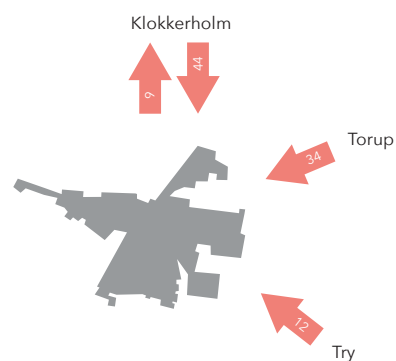
Biggest travel destinations from Hjøllerup

Bus travellers from Hjøllerup



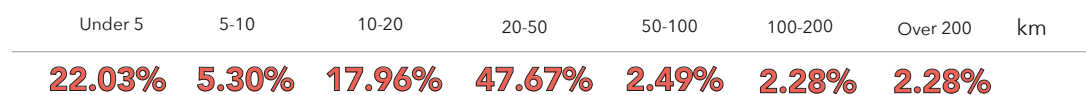
Plustur

Plustur travellers to and from Hjøllerup



Commuting distance

Distance Hjøllerup citizens are commuting to work



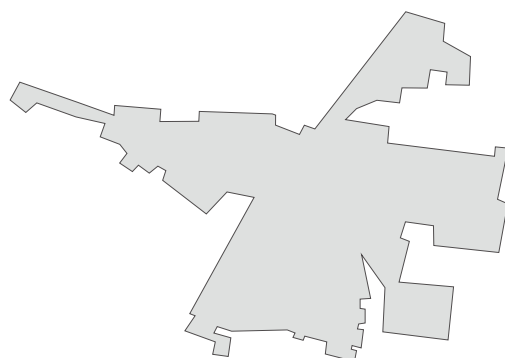
* Data from 2019



Hjallerup is well connected with both regional and local infrastructure and is only 20 km from both Aalborg and Brønderslev. This means that many people commute to work and school in other cities. The city is also located in a nature-rich area, close to both forests and a beach.



- Walkable city
- Experiencing population growth
- Lack of east-west connections
- The activities in the city are divided between the city centre and the school and sports area
- Poor wayfinding between city centre and school and sports area
- City centre has a potential for transformation and development



HISTORY

Hjallerup emerged as a village between year 1100-1400 and has always been centred around the inn and the marketplace, which began as a horse market (Hjallerup.info, 2020).

The owner of the inn was obligated to hold the market every year since 1744. But after the tractor and other agricultural machinery arrived, the importance of horses declined, and the market was given to the people of the city from 1966.

Today the market is a big event in the town and horses and horse sports are still a part of the market (Hjallerup-marked.dk, 2020).

The city has experienced growth and has expanded since the roads from Aalborg to Frederikshavn came and later on the highway. This timeline shows the history of Hjallerup city centre (Hjallerup.info, 2020).



1922

The market grew, so a lot of stables and buildings including a Dramhus (A building for pouring beer to the visitors).

The market was held every fourth Thursday of each month, as well as the large one in June and September.



1945-1965

The tractor started to have a great appearance in agriculture, which shifted the character of horses from labor to hobby.



1965

Innkeeper Nørgård Jacobsen, sought and obtained permission to escape the duty of the market, as the market was extinct. The market was given to the people of Hjallerup.

After that a lot of the land for Hjallerup market was sold, and an idea arose to build a mall in the middle of the marketplace



2020

The shopping center is dying out, and the city council seek for changes.



1858

The Inn was moved to the cross between Søndergade and Østergade.

Since it was the Innkeepers responsibility to hold the Hjallerup market every year 20 acres of land was bought near the Inn.



1924

Railroad tracks to Hjallerup and the station was established



1950

The railway to Hjallerup was closed down.



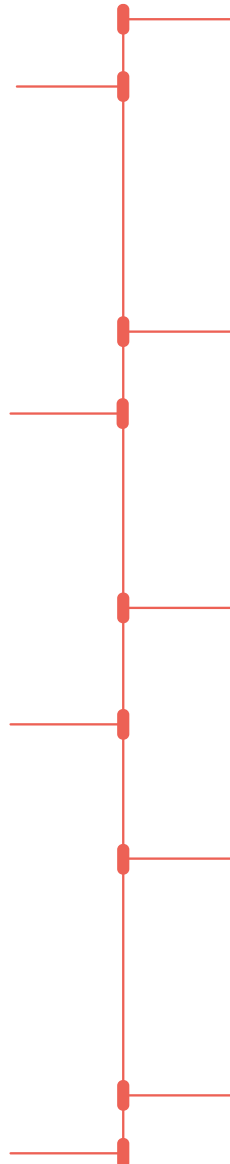
1968

Hjallerup market moves to another part of the city



1970-1974

Hjallerup mall or shopping center is build on top of the old marketplace.



It is facts

Hjallerup is a town in growth and the rich association life and community feeling play a role in the growing population in Hjallerup. This page presents some numbers and facts about Hjallerup.

Extra facts

Hjallerup School

650

Pupils on Hjallerup School in levels from pre-school to 9th grade

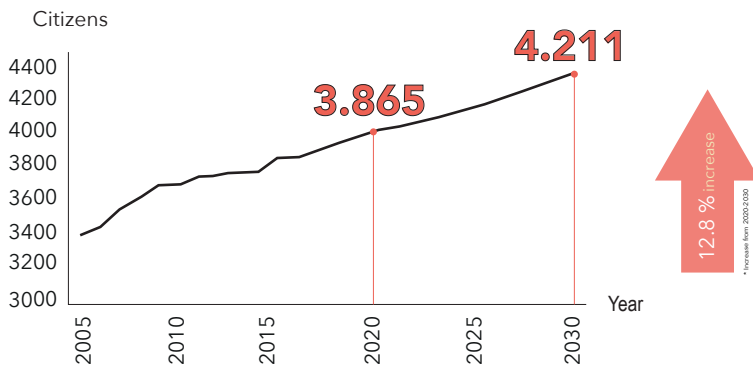
Kindergartens

3

All kindergartens have in total 211 places

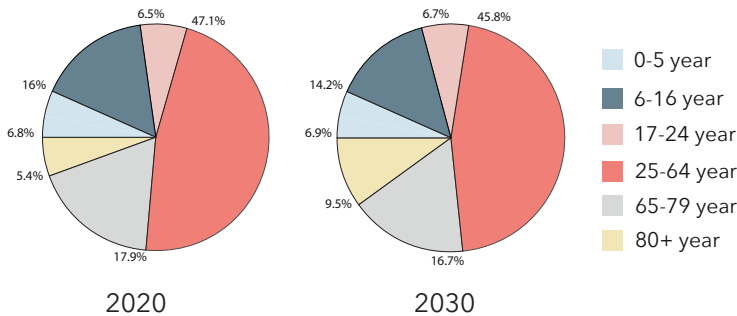
Population

Citizens in Hjallerup 2005-2030



12,8 % increasing in population (from 2020 - 2030)

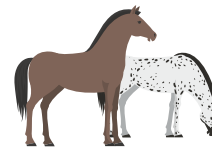
Age distribution in Hjallerup



All age groups except the age group 6-16 years will experience access. This group will experience a slight decrease of 1.8%. Especially the 80+ group is growing.

Market and associations

Hjallerup Market



250.000

Visitors to Hjallerup Market every year at the beginning of June

It has been a horse market since 1744. Until 1966, the inn-keeper was responsible for holding the market, but today the market is at a national level and some of the profits from the market go to the city and its associations.

Associations in Hjallerup



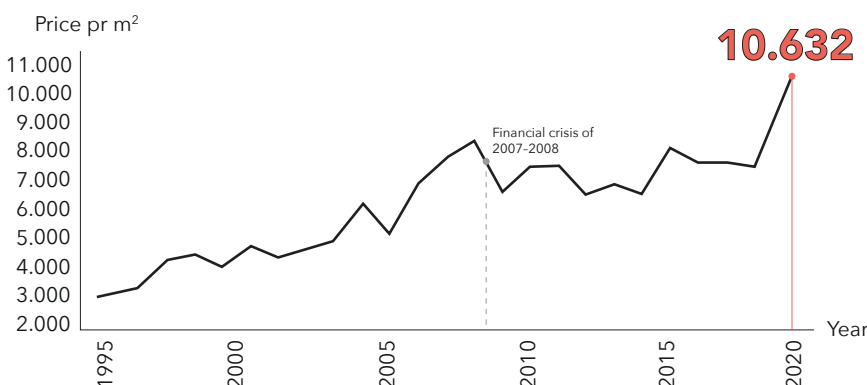
60

Associations

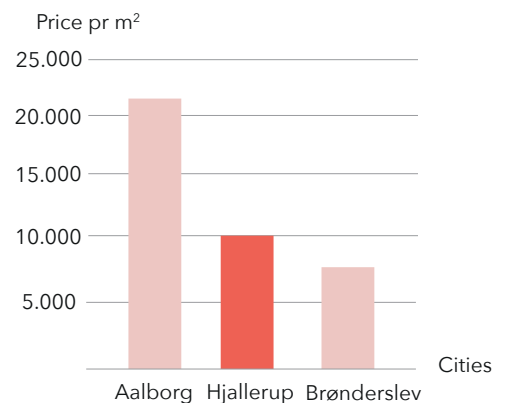
Hjallerup has a rich association life and offers many activities and facilities such as culture house, swimming and sports hall, scouting, supermarkets, inn/hotel, riding hall, cinema and more.

House prices

House Prices pr. m² in Hjallerup



m² prices in year 2019



ZONING

Hjallerup is surrounded by various green areas, but they are not connected through the city. The school and sports area are located east of the old town centre where the city centre, inn,

and main shopping street is located. New residential quarters are being built in the eastern and western outskirts of the city.



III. 13. Zoning map - 1:20.000

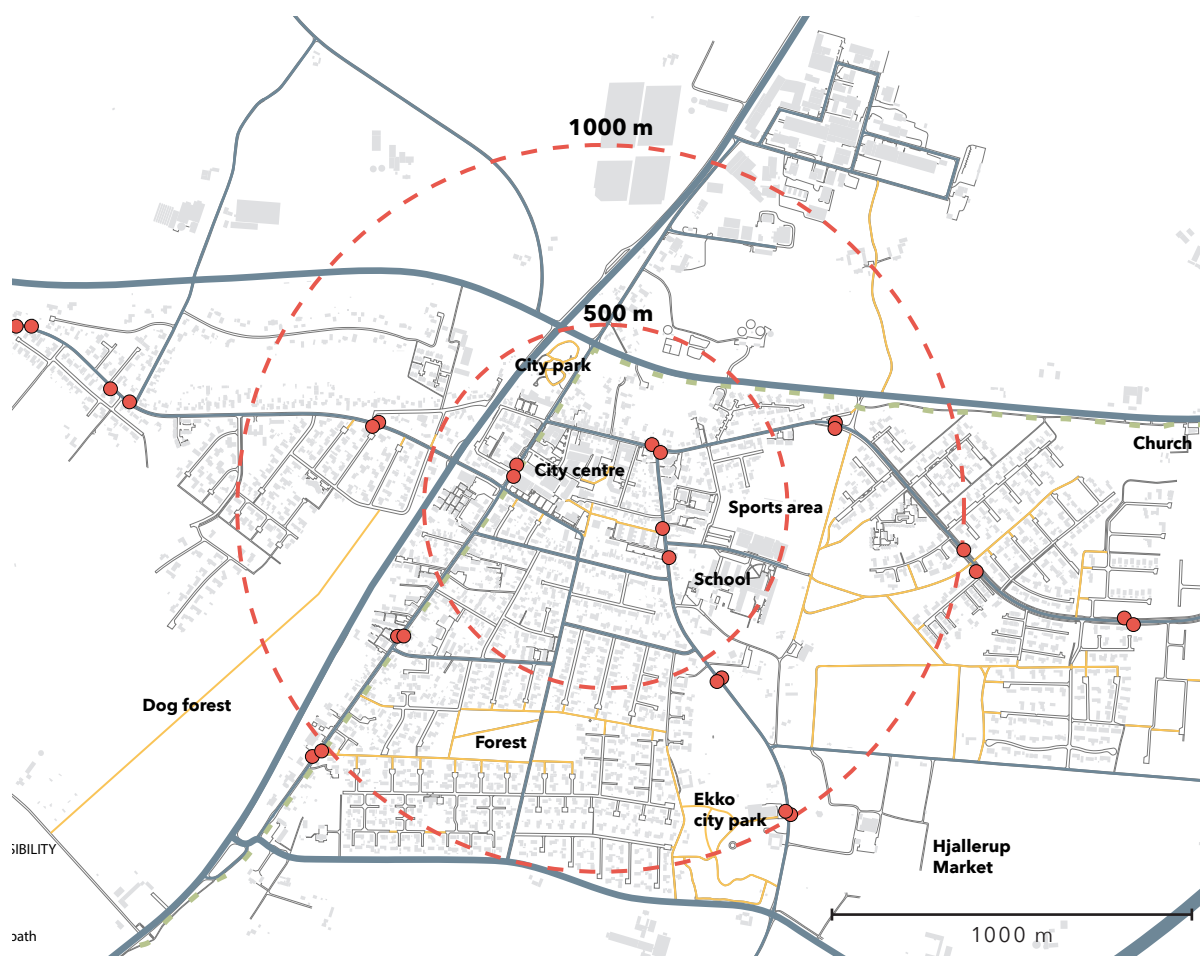



- | | |
|--|---|
| ■ City centre | ■ Lakes and streams |
| ■ Industry area | ■ Forrest |
| ■ Sport and school area | ■ Parks and other green |
| ■ Single family houses (1960' and 1970's) | |
| ■ Single family houses (2000's and 2010's) | |







WALKABILITY / ACCESSIBILITY

All functions in Hjallerup can be reached by bike because the town only have a maximal radius of 4 km. The main issue is to get from east to west because the road Aalborgvej is only leaving one crossing between the two parts of the town - counting for both cars, bikes, and

pedestrians. The east part of the city is well connected by biking and walking paths in-between the many residential areas. Furthermore, the many bus lines going to the town has several bus stops well distributed in the city.



Ill. 14. Accesibility map - 1:20000 

-  The highway
-  The main roads
-  The primary roads
-  Pedestrian and cycling paths
-  Cycling path - Hærvejsruten
-  Busstops

LEGIBILITY

The city of Hjøllerup is surrounded by distribution roads, which intersect close to the city centre. Especially the intersection of Vestergade and Søndergade is a major node which can be

difficult to cross as a pedestrian. Most of the landmarks are placed on the outskirts of the city, making it hard to navigate the city.



III. 15. Legibility map - 1:20.000

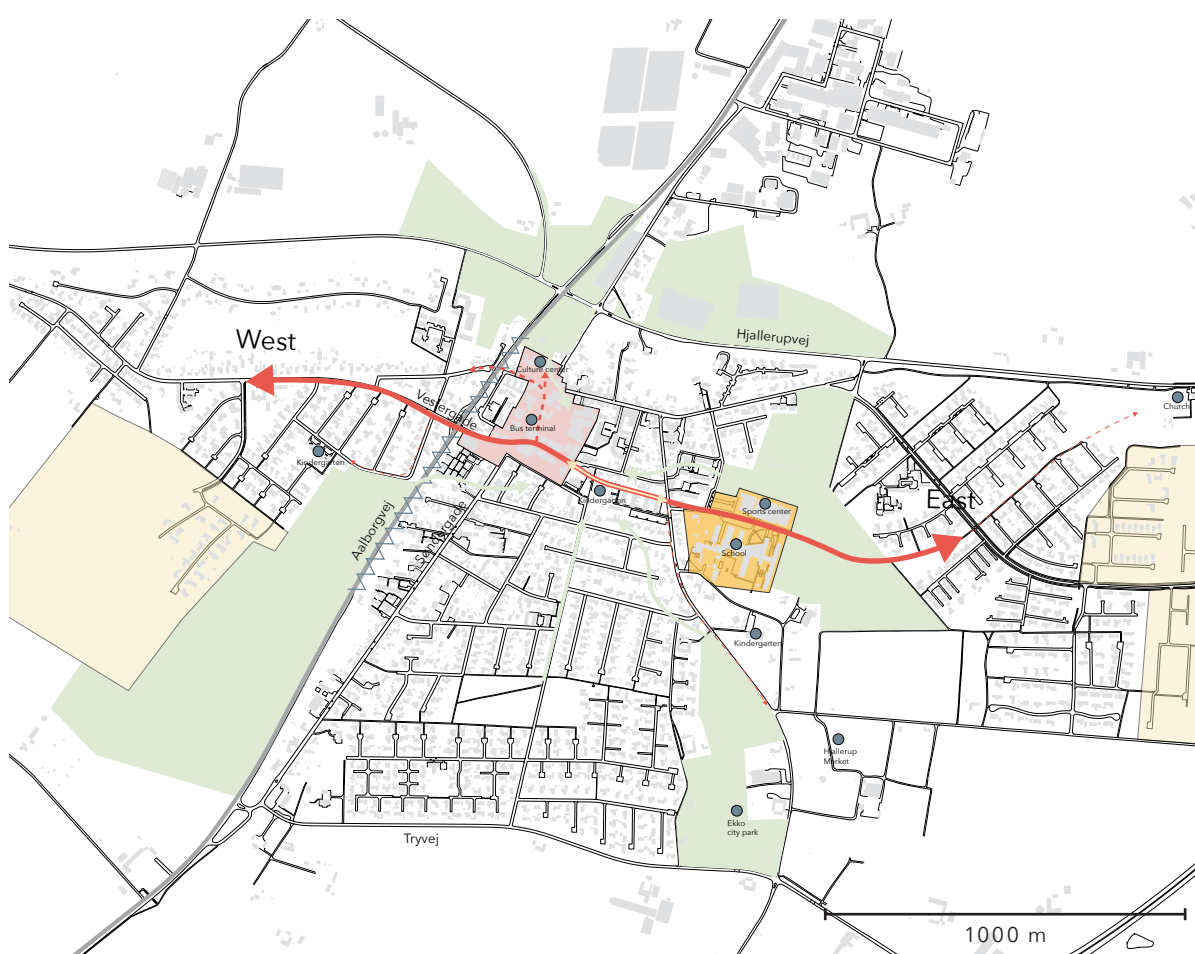
- | | |
|---|--|
| Green areas | Primary connection |
| Hjøllerup market field | Secondary connection |
| Blue areas | Minor connection |
| Residential area | Major landmarks |
| School and sports area | Minor landmarks |
| City Centre | Major nodes |
| Industrial area | Minor nodes |
| | Edge |

OPPORTUNITIES AND CONSTRAINTS

Hjallerup has a potential to be connected from east to west through the school and city centre. Aalborgvej becomes less of a barrier by enhancing the east-west connection and suggesting a new bike and pedestrian path over the road. By making this connection the functions in the city will be closer connected. Furthermore,

there is an opportunity to extend the green elements into the city centre making easier access to greenery in the city.

The municipality has plans to expand the city with new residential areas in the east and west parts of the city (Kommuneplan, 2017).



III. 16. Opportunities and constraints map - 1:20.000

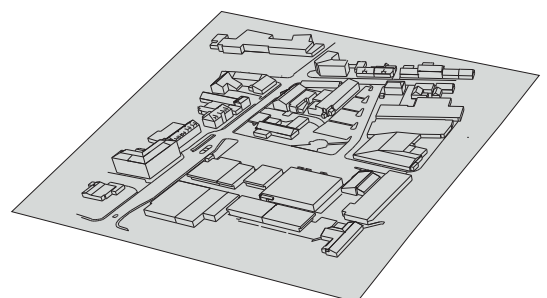
- | | |
|---|--|
| ■ Extend existing green into the city centre | — East-west connection for soft traffic |
| ■ A more lively city centre | - - Potential connection to west |
| ■ Safer school and sports area | - - Potential connection between main functions |
| ■ Development areas for housing | → Potential of extending existing path |
| ● Main functions | ~ Barrier |

M

Hjallerup is a small city, making it easy to reach almost everywhere by foot. However, Aalborgvej, the lack of connection between east and west, and the lack of landmarks makes it difficult to navigate. The activities in the city are divided between the city centre and the school and sports area. The population is growing, and the declining city centre has potential for transformation and development into a new and attractive urban space.

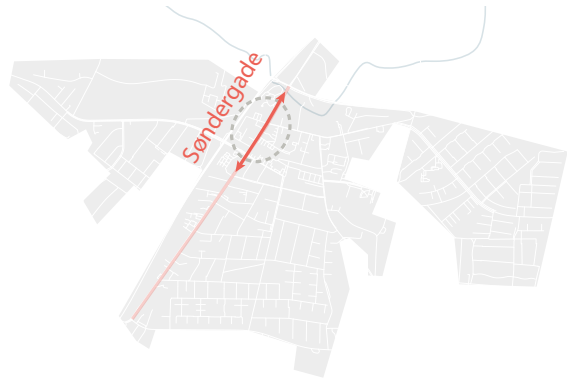
S

- Derelict city centre
- Lack of greenery in the city centre
- Waiting facilities are not connected to the bus stops



FACTS ABOUT SØNDERGADE

Søndergade was the main street in Hjøllerup connecting the city north-south, until the bypass road Aalborgvej was built on the former train tracks in the 1960's (Brønderslev.dk, 2007, p.3). Many shops, including the inn and the entrance to the city centre is located along Søndergade. The bus terminal is also located at Søndergade and the only crossing to the western part of the city is Vestergade which intersects with Søndergade making it an important mobility node in the city.



Buses on Søndergade



10

Buses are departing in an hour. The bus stop at Søndergade serves six bus lines, where three of them are connecting to Aalborg and one to Brønderslev-Dronninglund. Two of the bus lines are local buses with limited departures (Søgeresultater - Hjøllerup, n.d.).

Ill. 17. Buses on Søndergade

Vehicles on Sødergade



4.375

Vehicles are using Søndergade at a weekly basis (Jakobsen, 2020).

Ill. 18. Vehicles on Søndergade

Traffic regulations



Speed limit of 30 km/hr

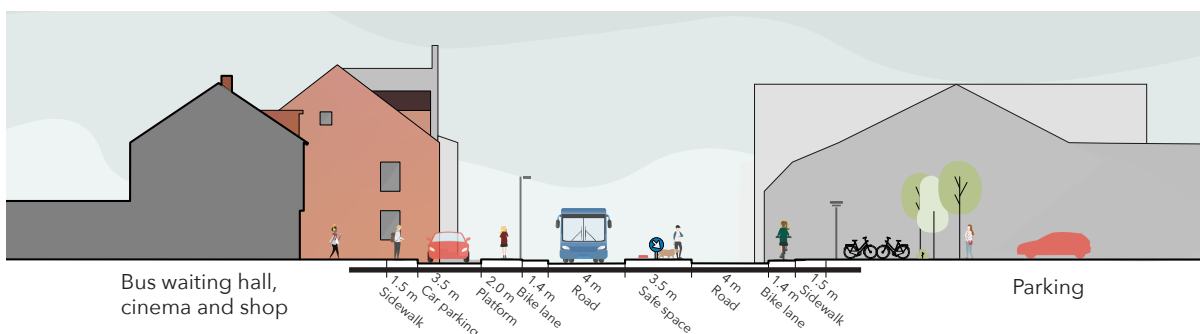


Small humps with colour to slow speed



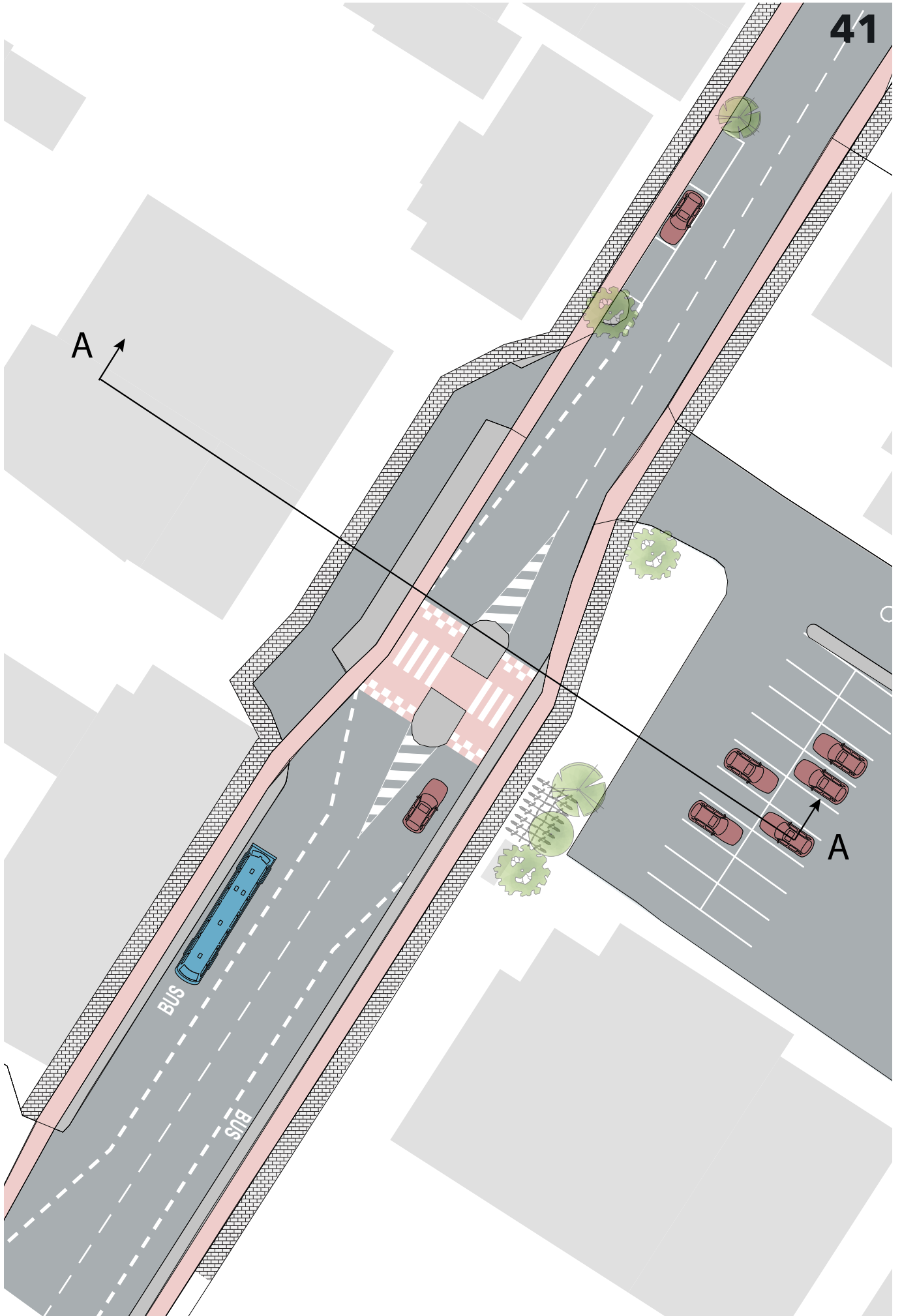
Pedestrian crossing at the intersection with Vestergade, the bus terminal, and at the culture house.

Ill. 19. Traffic regulations



Ill. 20. Existing bus hub section - 1.400





Existing bus hub plan - 1:400

III. 21. Existing bus hub plan - 1:400



FUNCTIONS IN THE CITY CENTRE

Hjallerup has a variety of city functions, most of which are located in and around the city centre. Hjallerup city centre also serves a large hinter-

land, and thus it is necessary with a high number of parking spaces in the centre of the city.



Ill. 22. Function map - 1:3500



Super markets

1. Rema 1000
2. Netto
3. Fakta

Restaurants and food

1. Pizza & kebab house
2. Bakery
3. Alanya pizza
4. Grill Caféen

Retail / clothes

1. Bodil O
2. Hjallerup Optik
3. Tøjeksperten Hjallerup and Sko shoppen
4. Kiosk and Kon-tur (books and toys)
5. Hjallerup Apotek
6. Second hand store
7. Second hand store
8. Furniture/ Second hand
9. Guldsmed
10. Second hand store
11. Hjallerup Døgnkiosk
12. Second hand store
13. Nordform and Second hand ceramic
14. Humørblomster

Services

1. Culture house
2. Salon Femina
3. Hårdesign
4. Gallery Storch - hairdressere
5. Hotel Hjallerup kro and concert hall
6. Shell express and Danbeauty
7. Hjallerup Fysoterapi & Træningsklinik
8. Hjallerup Buserterminal and Cinema
9. Klinik Synstræning
10. Doctors/ Lægerne i Hjallerup
11. Dentist
12. Bonus station
13. Hjallerup Missionshus

Banks

1. Sparekassen Vendsyssel
2. Nordjyske Bank
3. Spar Nord Hjallerup

Institutions and nursing home

1. Plejecenter Stengården
2. Hjallerup børnehave

Empty / abandoned buildings

Housing

PHOTO CATALOGUE

The photo catalogue shows the facades of the functions. The stores and services on

Søndergade are well-functioning, but in the shopping street many of the shops are closed.

■ Super markets



① Netto



③ Fakta



■ Retail / clothes



② Hjallerup optik



③ Tøjeksperten (backside)



④ Kiosk and Kon-tur



⑤ Hjallerup Apotek

■ Banks



① Sparkassen Vendsyssel



② Nørresundby Bank



③ Spar Nord

■ Institutions and nursing home



② Hjallerup Kindergarten

■ Restaurants and food



① Pizza & kebab



② Bakery



③ Alanya pizza

■ Services



⑤ Hotel Hjallerup Kro and concert hall



⑨ Klinisk synstræning



⑧ Hjallerup Busterminal and cinema



■ Empty / abandoned buildings



① Meny



② Store building



③ Hjallerup Arkaden (mall)

PROBLEMS AND POTENTIALS

The city centre can be divided into four potential areas of development: Søndergade, City centre, Pedestrian shopping street, and the existing pedestrian path to the school. These are-

as are broken down into problems and potentials of the existing built environment and urban spaces. This is done in order to identify what to keep and what to demolish or transform.



1 Søndergade

- Bus stops and waiting facilities are located separately
- The main street does not represent the city for visitors, which come by bus
- + A variety of parking spaces
- + The already existing life makes it easier to attract people to new facilities

2 City centre

- The city centre does not have city centre atmosphere
- A lot of dead parking spaces
- + A green space with history
- + A variety of different functions
- + Parking spaces could be transformed into multiple activities

3 Pedestrian shopping street

- Enclosed street with no alternative paths
- No activities apart from the shopping
- + Close to the main street
- + Green parking spaces

4 Existing pedestrian street

- Lack of visible connection from the city to the school
- + The path could be made safer, connecting east and west parts of the city
- + Extending some of the greenery from rest of the path into the city centre

Ill. 24. Problems and potential map - 1:2500

ATMOSPHERE AND MATERIALITY

The atmosphere of Hjallerup city centre was explored through a site visit to Hjallerup. What we found was a neglected and deserted city centre with a lot of potentials for change. The different

spatial feelings are described through figures looking both at the materials, atmosphere, and the space.



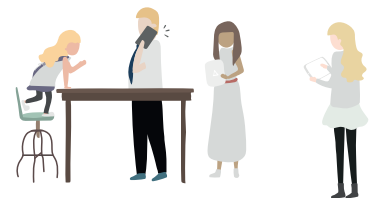
III. 25. Atmosphere and materiality diagram

S

Hjallerup city centre is old and derelict with closed shops and neglected materials. There is very little greenery and a lack of places to stay, and overall, the city centre is dominated by parking lots. The bus waiting facilities are not connected to the bus stops.

C

- Strong community with rich association life
- Citizens are actively involved in the development of their city
- Attractive city for young families



WHY LIVE IN HJALLERUP?

To get a more qualitative understanding of the community and citizens, we looked into articles of people speaking of how it is to live in Hjallerup and their opinions on the community.

“There are a lot of opportunities for the children’s hobbies, and the housing prices are a little more manageable as you can say when building a new house”

Anders-Peter Østergaard, Citizens of Hjallerup (Bach, 2019, Our translation).

Over the past ten years, the population of Hjallerup has grown by 10,5 percent, and when looking at the past three years, the city is among the top of fastest growing cities in Northern Jutland (Bach, 2019).

The city of Hjallerup has experienced a construction boom, which are welcoming many newcomers to the city. One of them is the Østergaard family, who moved to Hjallerup in 2018. One of the things that the family really appreciate is the community of the city:

“We are having a great time with each other. We have fantastic neighbours, and the thing about meeting on a Friday for a beer or wine, and then you find out that you can also eat together, and may as well gather the families and eat together is nice”

Margrethe Rostgaard Østergaard (Bach, 2019, Our translation).

Hjallerup also consists of several associations, and one of them is ‘Hjallerup Byudvikling’ (Hjallerup City Development), which has the task of dealing with the development of the city and to attract new citizens (Heine, 2016).

“One will find properties, opportunities and facilities that Hjallerup has at its disposal - and which make Hjallerup more attractive to newcomers. It can be riding facilities, the sports centre, swimming facilities, the cultural centre, music associations, school facilities, childcare, mountain bike courses, two minutes to the highway, newly developed plots, the Hjallerup spirit, which gives the unique unity in the city - and much, much more that separates Hjallerup from many other cities in Vendsyssel.”

Godtfred Pedersen, Chairman of Hjallerup City Development (Heine, 2016, Our translation).

The focus is to attract new citizens to the city by expanding the city with new housing and renewing the city centre. The association of Hjallerup City Development is the leading actor when decisions in the city are made, and involves both the different associations in Hjallerup, the citizens, and the municipality of Brønderslev.

Hjallerup is also a popular city when it comes to young people moving back to the city after graduating. Six out of eleven municipalities in North Jutland are above the national average when it comes to the proportion of young people who have moved back to the city. This is shown from an analysis that “Momentum” has made based on numbers from Denmark’s Statistics. The analysis has followed citizens born in 1983, and it shows that 14,3 percent of those who lived in their home municipality at the age of 15 years old and who subsequently moved from the municipality have since returned home (Brader, 2018).

As one returned citizen explains:

"I have always thought that my future children should be allowed to experience the security that I have experienced in Hjøllerup"

Tina Kjær Andersen, returned citizen of Hjøllerup
(Brader, 2018, Our translation).

In the municipality they think the reason for this tendency is that Hjøllerup is a city that people like living in:

"I think people like living here. And then we have to admit that we live close to a big city, and that is to say that many people work in Aalborg and can live close to the big city here in Hjøllerup"

Mikael Klitgaard, Mayor of the Brønderslev Municipality (ibid.).

But for the returned citizens, it is also the hospitality and friendliness in Hjøllerup that have made them move back to Hjøllerup.

"It is so nice to have moved back. You meet people you have known since you were little - it is so nice when you are down shopping that you greet each other. I love it."

Tina Kjær Andersen, returned citizen of Hjøllerup
(ibid.).

Even though many young people are leaving Hjøllerup to get to the bigger cities to go study, the city manages to draw back these young people when they have finished their education due to the city's strong association life and sense of community.



Wide range of childcare services



Children activities



Well connected by bus



m² prices are 1/2 of Aalborg



Only 20 km to Aalborg



3 km to highway exit



3 km to high school

MUNICIPALITY PLANS

On February 12th Brønderslev Municipality held a citizens meeting for the development of Hjøllerup city centre, in collaboration with Midtbyrådet for Hjøllerup (Hjøllerup City Centre Council). Many people participated and are generally interested in the future of their city. The municipality appreciates the strong interest from the citizens and associations in Hjøllerup:

“You are the people who live in the city, who use it and know it best, so we would like to get as much information as possible from you tonight.”

Gitte Hybel from Brønderslev Municipality, our translation (halsavis.dk, 2020).

They find it necessary to include the citizens in the planning since they are the experts of the city and are the people who will use it.

“It is important that we find solutions together, so we get a beautiful, pretty, and attractive city centre. We can only do that if we work together in a respectful manner to create a city centre full of life.”

Mikael Klitgaard, Mayor of Brønderslev Municipality, our translation (halsavis.dk, 2020).

The point of the meeting was to generate ideas for how to transform the city centre and bring it to life again.

“It is difficult for the city centres in these years, when malls are built and service functions are centralised, while more and more people shop online. This makes it difficult for the city centres, and so we need to start thinking of alternatives. The municipality cannot do this on its own, so the private sector needs to come into play as well. Fortunately, this is already happening in Hjøllerup.”

Tine Astrup, city planner from Brønderslev Municipality, our translation (halsavis.dk, 2020).



III. 27. Citizens meeting in march

CITIZENS MEETING

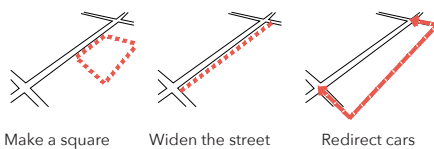
The citizens meeting consisted of an introduction, a workshop with the approximately 200 participants spread on five stations, and a final gathering.

1. Traffic and infrastructure
2. Urban space - Architecture
3. Shops and retail
4. Housing development
5. The Hjøllerup Centeret (the shopping street)

At each station there was one person from the municipality and one person from the City Centre Council. At the five stations citizens had the opportunity to draw and write down their ideas. The citizens were very engaged and wanted to share their thoughts, ideas and concerns while working in an overall large scale of Hjøllerup city (halsavis.dk, 2020). The following icons are our visualization of the results from the meeting.

Traffic and infrastructure

Søndergade



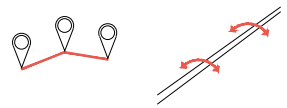
Make a square Widen the street Redirect cars

Safer roads



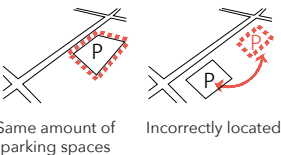
Road safety Slow down near school Soft users friendly

Connectivity



From west to east Across Aalborgvej

Parking



Same amount of parking spaces Incorrectly located

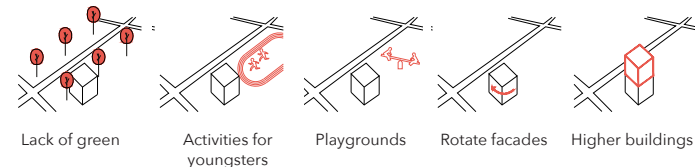
Move the bus terminal



Relocate bus terminal

Urban spaces and architecture

City centre



Lack of green Activities for youngsters Playgrounds Rotate facades Higher buildings

Retail/Commercial



New functions Social/health service New Hjøllerup Center Denser Reuse empty shops

Residential

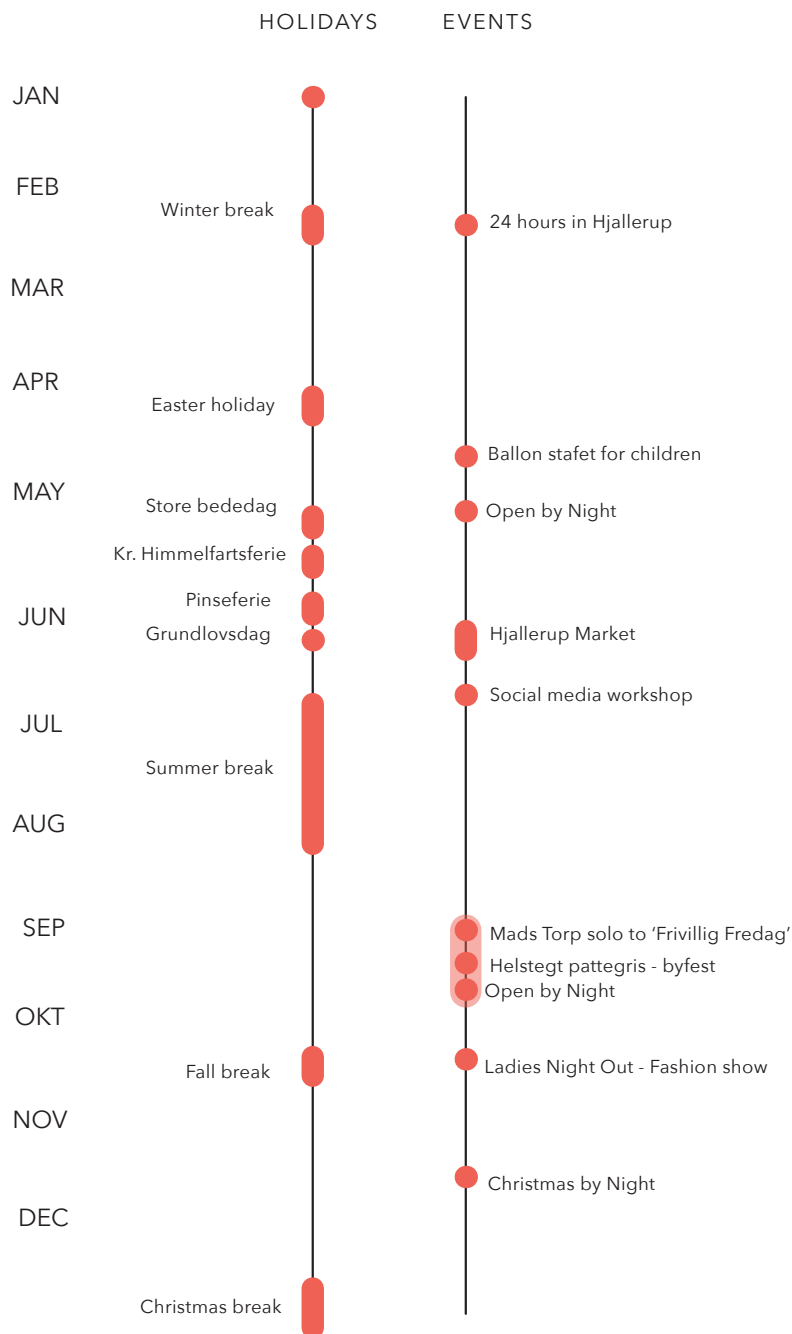


New community Affordable housing Remove heating

COMMUNITY EVENT CALENDAR IN 2019

Hjallerup is an active city with many associations and events as seen in the calendar. The biggest, and the event known from people outside Hjallerup, is the yearly Hjallerup Market.

The market runs for four days and attracts more than 200.000 visitors every year (Hjallerup-marked.dk, n.d.).



III. 29. Community event calendar - 2019



Hjallerup is an attractive city for young families which has a strong community and a rich association life. The citizens are actively involved in the development of their city, and are currently working together with Brønderslev Municipality to improve Hjallerup city centre.



04

Let the Game Begin

This chapter will explain the vision of the project, the design parameters, and the design in the form of a strategic potential plan in medium scale and a design concept presented as a boardgame with activities in the small scale.

VISON

The aim of this project is to sustain and develop the future city of Hjøllerup, through strengthened connections across the city and a redevelopment of the city centre, in collaboration with the municipality and the citizens.

With the site being the very heart of the city, and Hjøllerup having an active community and association life, it is relevant to involve the municipality and the citizens of Hjøllerup in the design of their city. In order to do this one part of

the design, the small scale, is created similarly to a boardgame: we, as the experts in urban design, make the rules and design the board and a catalogue of game pieces, but the citizens and other stakeholders, as the players, get to decide which pieces should go on the board. The citizens will not have influence on the design of the mobility aspects. With a strategic potential plan in the medium scale, we will bring new life to the city centre and create a more cohesive city.

DESIGN PARAMETERS

The design parameters are part of the framework for the game. They show what we have identified as the most important aspects to work with in Hjallerup, both in the medium and small scale.



Use the bus areas as the catalyst for the city centre



Prioritize pedestrians and cyclists



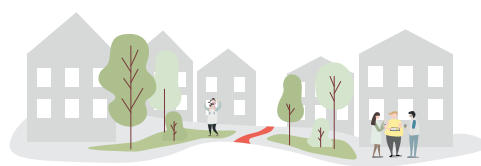
Green urban spaces with variety and experiences



Enhance existing potentials with new activities



Densifying the city centre











Enhance the quality of urban spaces



Connections across the city

STRATEGIC POTENTIAL PLAN

This strategic potential plan shows our suggestions for how to improve the mobility through Hjallerup and bring more life to the city centre.

-  Existing path
-  Exstention of path
-  Mobility hub
-  Restricted speed zone
-  Node with traffic light
-  Safer nodes
-  Potential soft traffic connection
-  Green exstention

1 An active and lively city centre

An improved bus terminal can be a catalyst for new life in the city centre, with high quality urban spaces and activities for both citizens and visitors. New and safer connections for pedestrians and bikes lead people through the improved and densified city centre.

2 East-west connection

A clear, easy, and safe extension of the existing path with new activities and improved wayfinding connecting the east and west parts of the city.

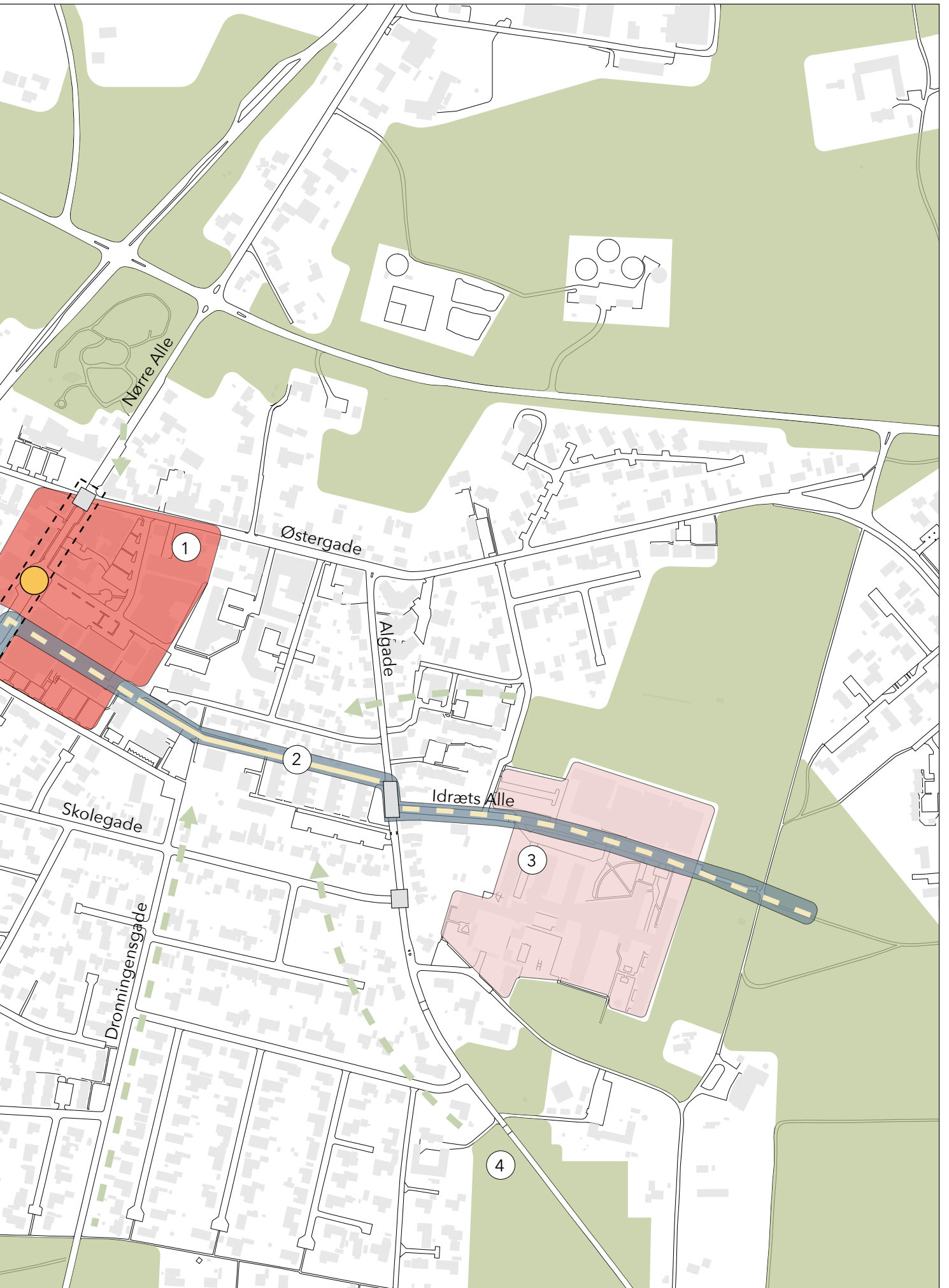
3 Welcoming school and sports area

A safe and inviting entrance to the combined school and sports area.

4 Implementing green assets

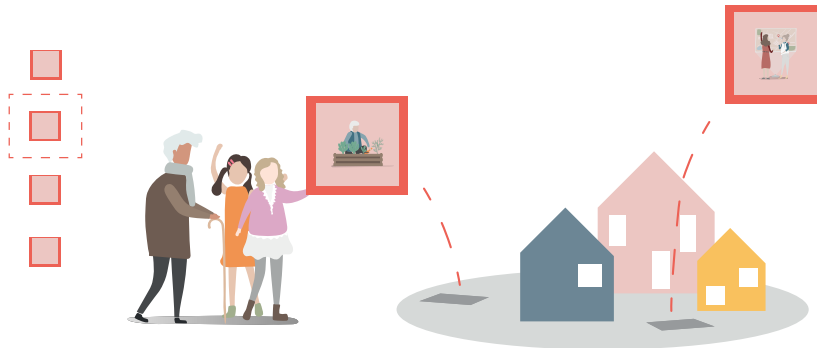
Extending surrounding parks and forests into the city centre.





Potential plan - 1:5000

CONCEPT



Ill. 32. Concept

THE GAME

The idea behind the game is to create a fun and engaging way for citizens to take part in developing their city, in hope of reaching more people and different demographic segments than the ones usually showing up to the public hearing of local plans. It is also a tool for the municipalities or other stakeholders to not only bring the citizens in for the idea generation, but also involve them directly in the design process and let them make some of the final choices in an organised manner.

The game consists of a board, a catalogue of game pieces, and a set of instructions. The board is a flexible masterplan for Hjallerup city

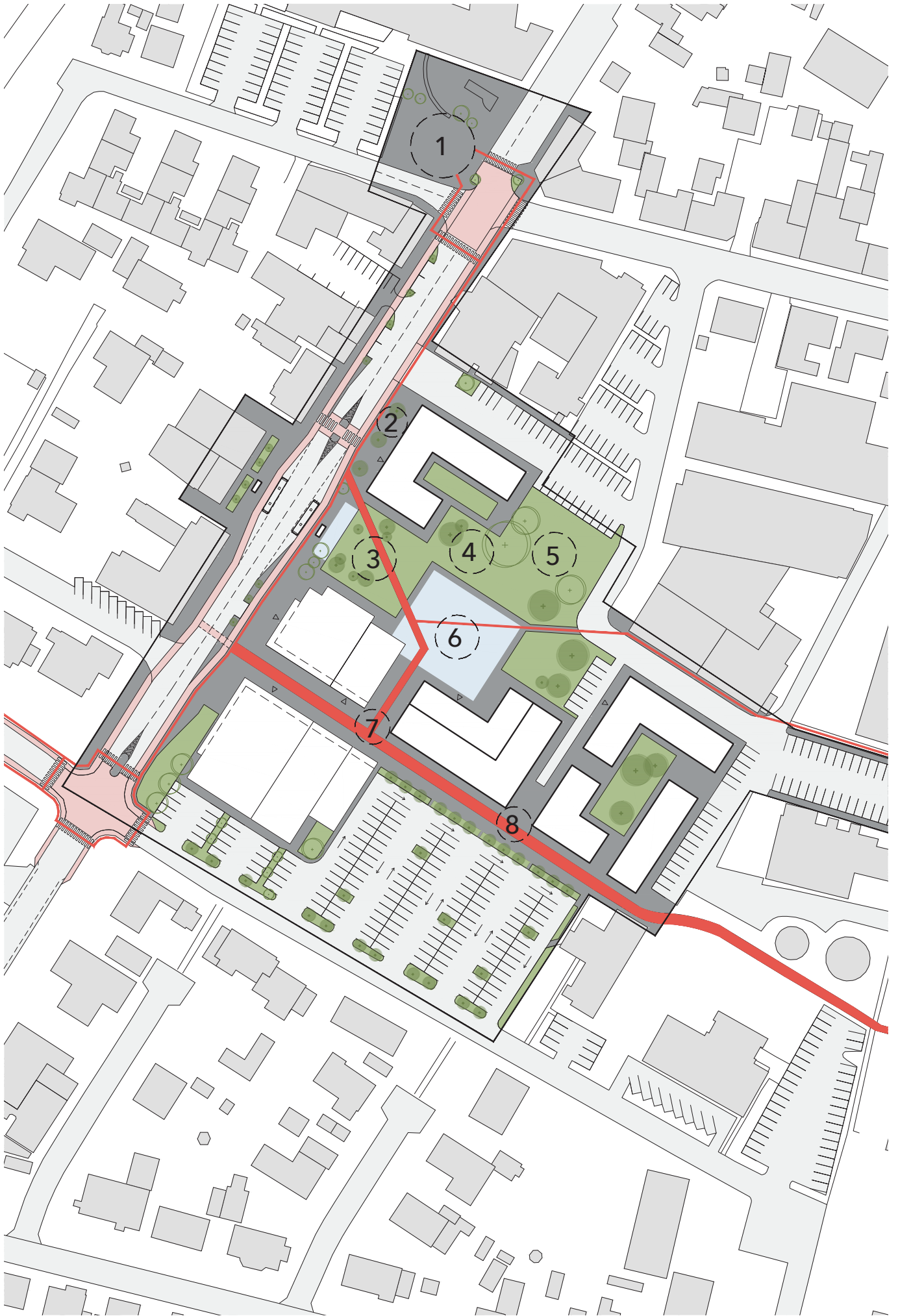
centre. It is flexible in the sense that some areas have been left for the citizens to fill out with pieces from the catalogue. The pieces are different activities or functions which can fit in the marked areas on the board. The catalogue is sorted after which areas the pieces can fit into, as the areas have different atmospheres.

In addition to the instructions, we 'play the first round' and create a design proposal where we give our suggestion to which activities and functions to implement, both to give the municipality and citizens a place to start, and to show them how to play the game.

THE BOARD

The board is created so that the areas where the citizens can place activities are marked with a dotted circle and a number. The number corresponds to a category in the catalogue where the atmosphere of the area is described and the different options for each area is presented. The rest of the board is designed by us and 'locked' so the citizens cannot change it.

-  Spaces to activities
-  Board site
-  Existing buildings on site
-  New buildings
-  Surrounding buildings
-  Greenery
-  Open public square
-  Safe nodes
-  Bike lanes
-  Main path / The children highway
-  Secondary path
-  Wayfinding lines
-  Existing trees
-  New trees



Flexible masterplan - 1:1500

III. 33. Flexible masterplan - 1:1500



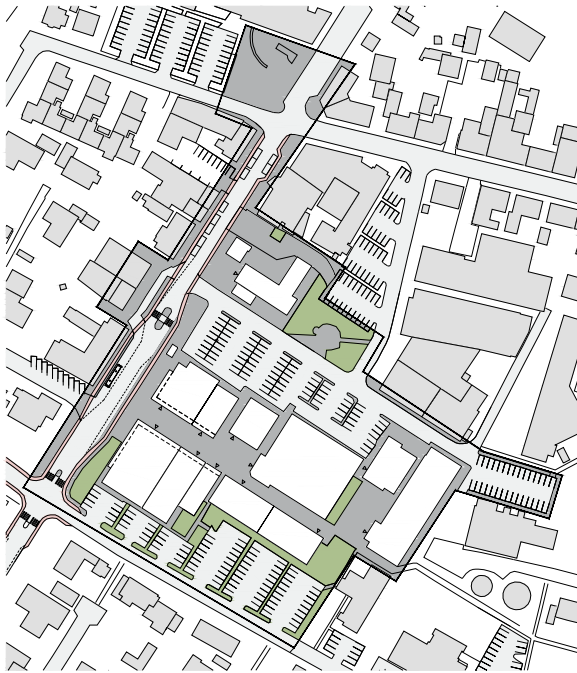
COMPARISON OF EXISTING CITY CENTRE AND NEW DESIGN PROPOSAL

Public spaces

The new buildings are taller in order to densify while still making space for a park area and better places to stay. The bus terminal has been rearranged to place the waiting facilities in con-

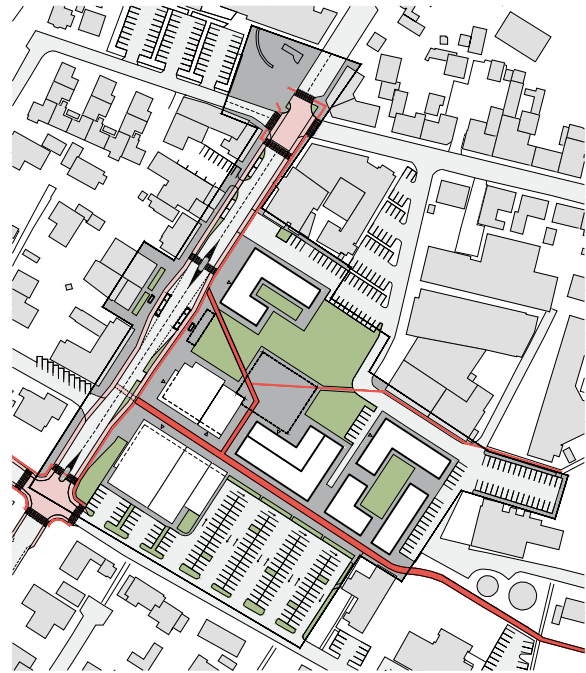
nection with the bus stops and incorporated in the new park. The pavement is changed/improved to afford better accessibility and wayfinding.

Existing situation



- Existing buildings on site
- Surrounding buildings
- Greenery
- Bike lanes

Proposed situation



- Existing buildings on site
- New buildings
- Surrounding buildings
- Greenery
- Safe nodes
- Bike lanes
- Main path / The children highway
- Secondary path
- Wayfinding lines

Functions

Most of the demolished buildings were closed stores, but we have designated space in the new buildings for the stores and services that are still in use. One building includes a new health centre on the ground floor to gather health functions in one place. All new buildings

are mixed use, with housing on top of retail and services. We have reduced the number of necessary parking spots by double utilization (see more about our parking strategy in Appendix 1).

Existing functions



- Retail / clothes
- Industry
- Supermarkets
- Restaurants and food
- Banks
- Services / health
- Institutions
- Surrounding buildings
- Existing street and path

Proposed functions

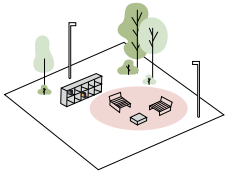


- Residential
- Residential and health center
- Residential with retail / restaurants
- Residential with bank
- Retail / clothes
- Industry
- Supermarkets
- Restaurants and food
- Banks
- Services / health
- Institutions
- Surrounding buildings
- New connected path



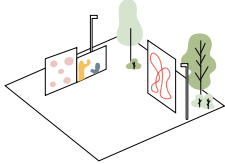
III. 34. Existing and new proposal diagrams - 1:3500

① The Culture Square



Outdoor library and reading area

② The Café Area



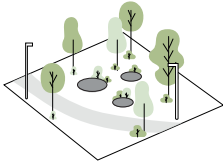
Murals

③ The Waiting Area

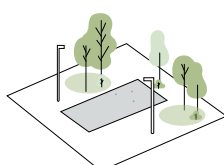


Benches

④ The Active Urban Park

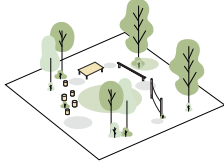


Trampolines



Petanque

⑤ The 'Forest' Park

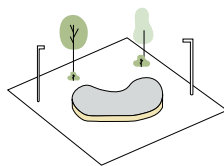


Jungle path

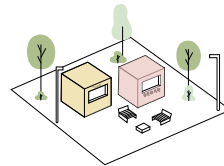


Picnic area

⑥ The Central Square

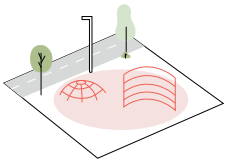


Stage and sitting area



Community market

⑦ The Children's Square

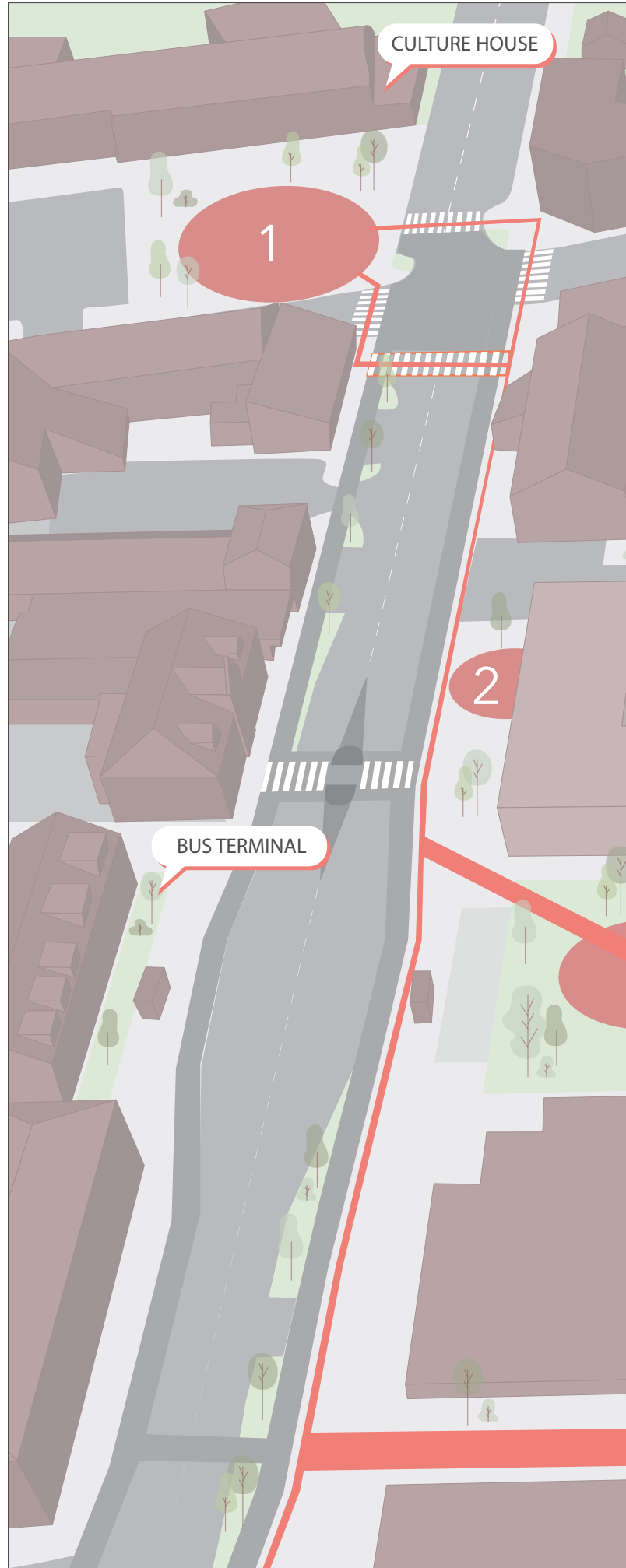


Climbing

⑧ The Community Area



Urban garden



III. 35. Perspective view with suggestions

This shows the board in 3D with our suggestions for which activities to implement.

INN

4

5

3

6

HEALTH CENTRE

7

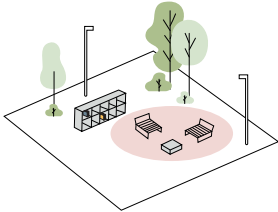
8



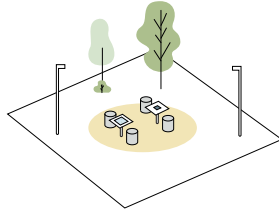
ACTIVITY CATALOGUE

① The Culture Square

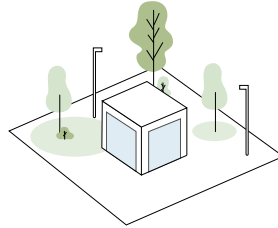
The culture square is the entrance to the culture house and a recreational area with activities connected to the building.



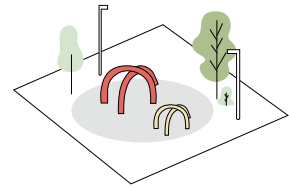
Outdoor library and reading area



Game tables



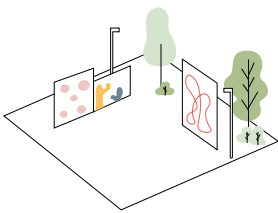
Exhibition pavilion



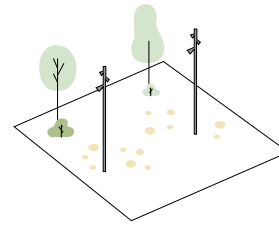
Sculpture garden

② The Café Area

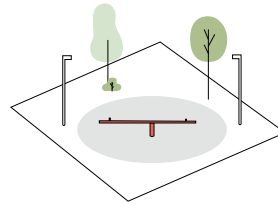
The café area connects to the existing bakery and the inn and makes space for new restaurants and cafés with outdoor serving.



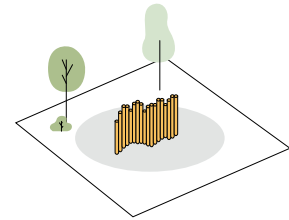
Murals



Light projectors



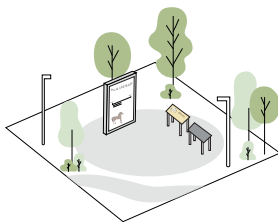
Seesaws



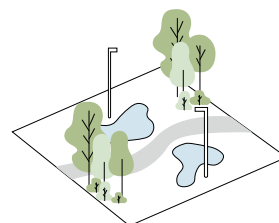
Music pipes

③ The Waiting Area

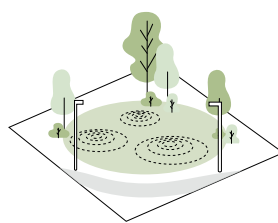
The waiting area is a transition area between the bus terminal at Søndergade and the park. It is the first place you see when arriving by bus and thus needs to be welcoming and afford easy mobility. This includes hard surfaces for e.g. wheelchairs and strollers.



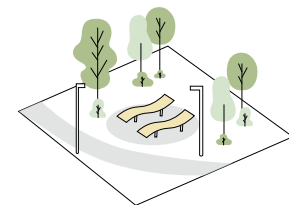
History signs



Water mirrors



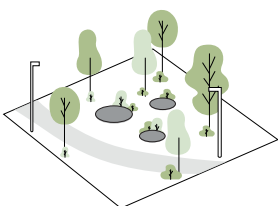
Grass hills to relax



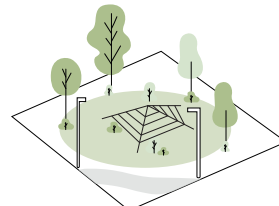
Loungers

④ The Active Urban Park

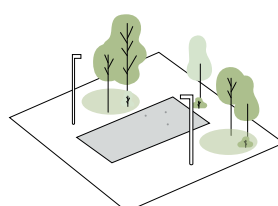
The active urban park has more green character than the waiting area and offers the opportunity for people to get together and be active.



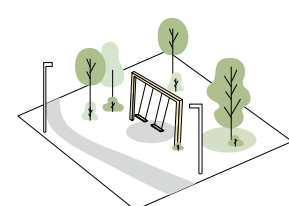
Trampolines



Spider climbing



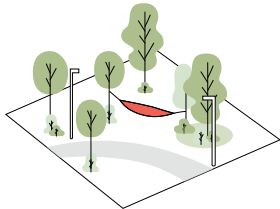
Petanque



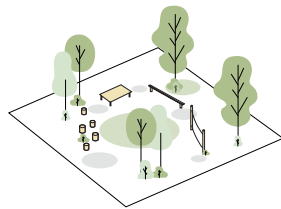
Swings

⑤ The 'Forest' Park

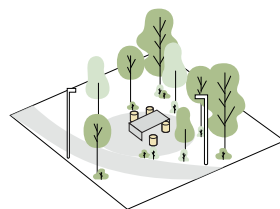
The forest park is a calm area where people can relax, have picnics, and enjoy nature. The vegetation is denser than in the active urban park.



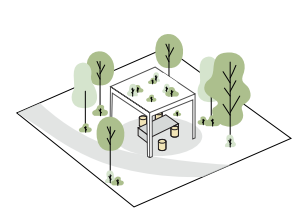
Hammocks between trees



Jungle path



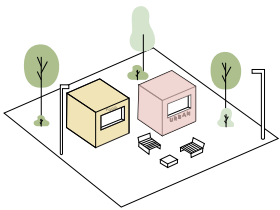
Picnic area



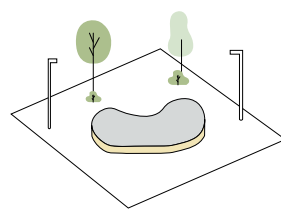
Barbecue area with shelter

⑥ The Central Square

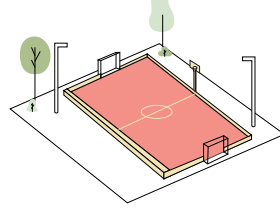
The central square is an open area in the middle of the city centre where there is space for temporary uses and bigger events.



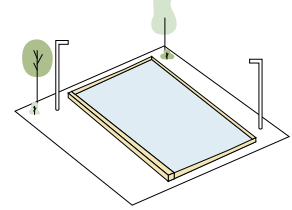
Community market



Stage and sitting area



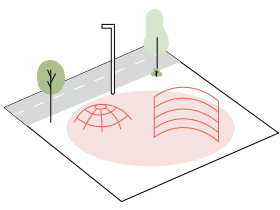
Urban multifield



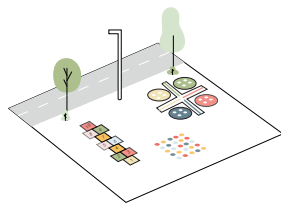
Ice skating

⑦ The Children's Square

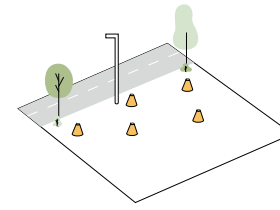
The children's square is an area connected to the Main Path going through the city centre, with fun activities for children.



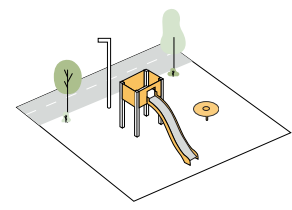
Climbing



Games on surface



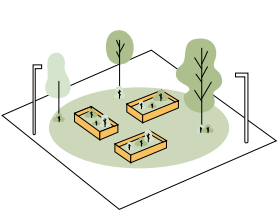
Traffic cones to cycling



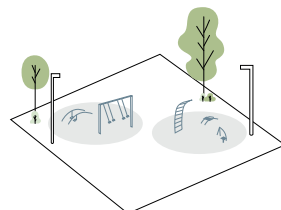
Playground with slide

⑧ The Community Area

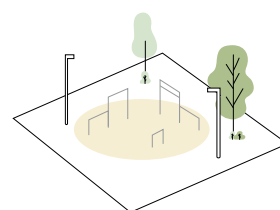
The community square is a cosy space between the health centre and a residential building where people can take part in different community activities.



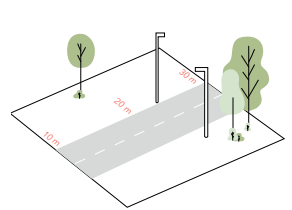
Urban garden



Outdoor fitness

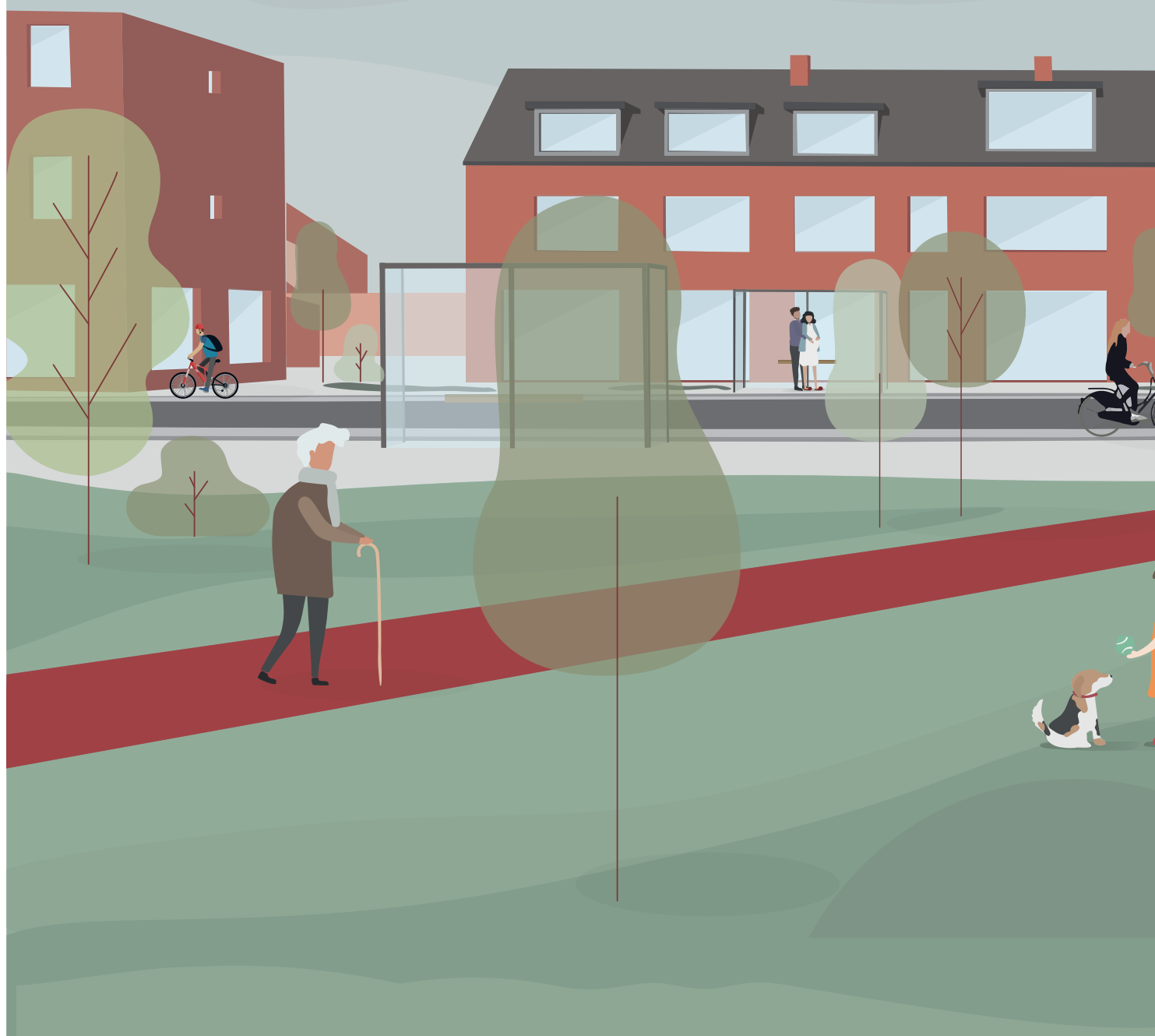


Parkour



Distance counting for fun

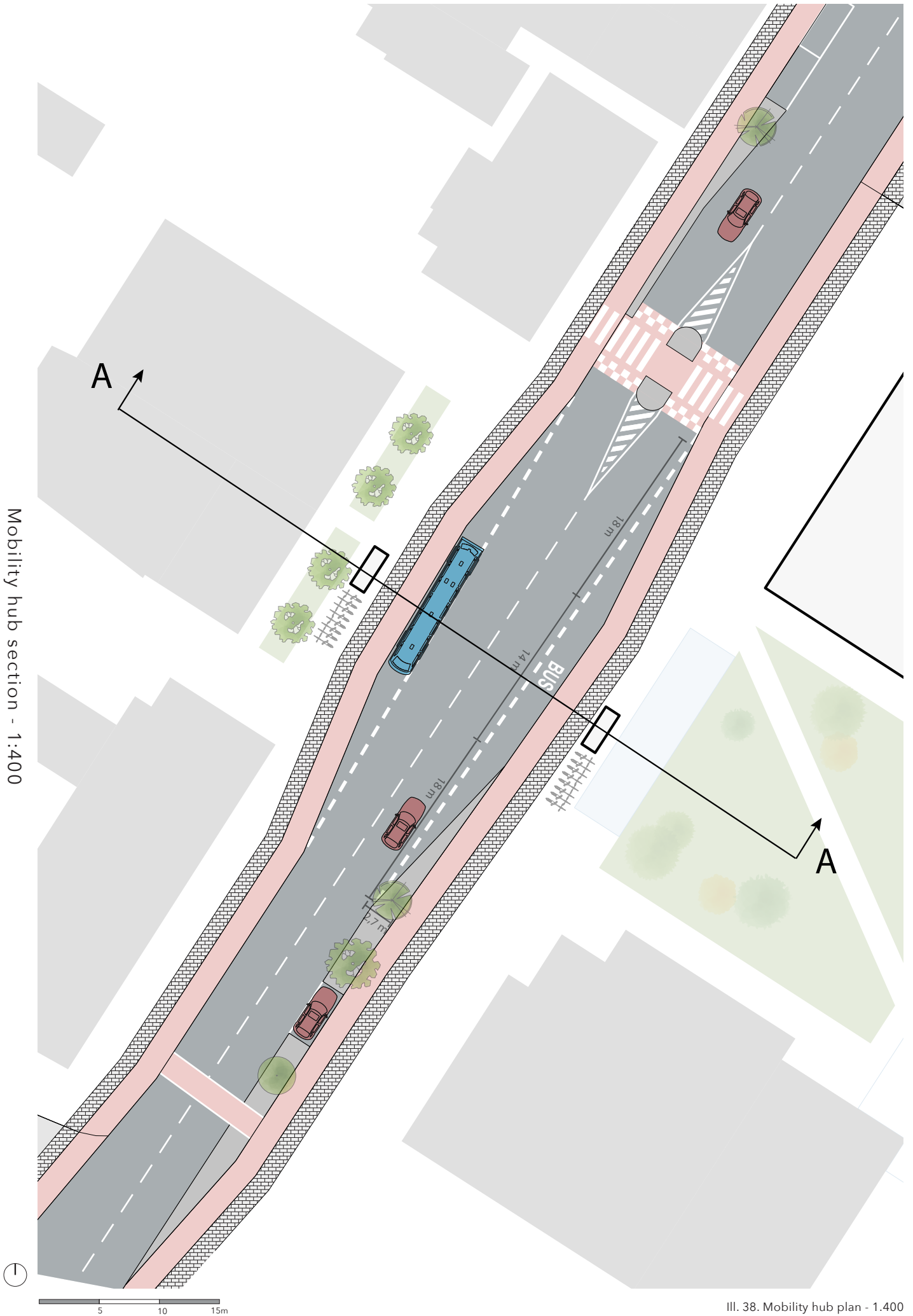
Waiting area and mobility hub seen from the active urban park.



III. 37. Mobility hub seen from the park



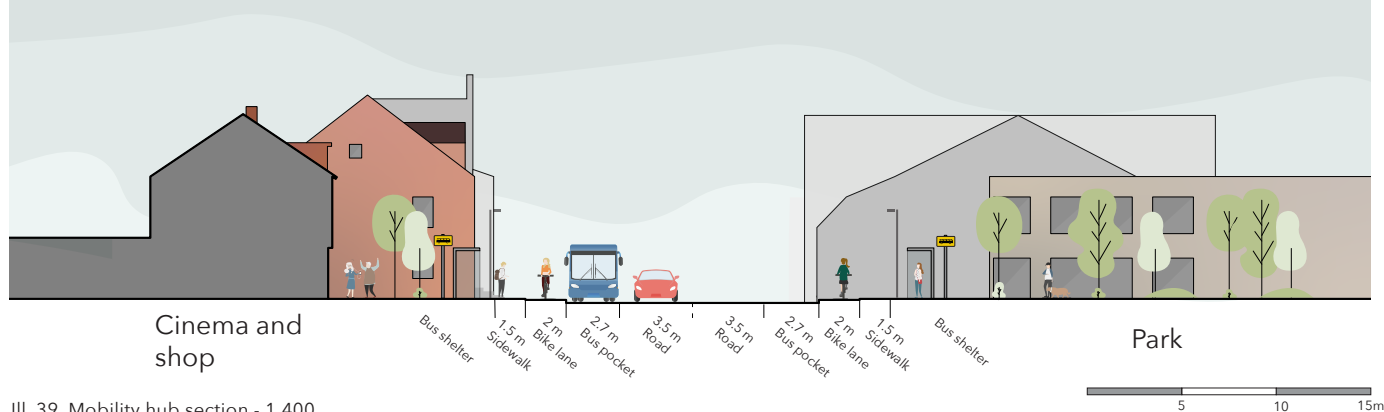
Mobility hub section - 1:400



Ill. 38. Mobility hub plan - 1.400

Mobility hub

The technical drawings of the Mobility hub show the transformation of the bus terminal. The new bus pockets are placed across from each other and in close connection with the waiting facilities to ensure better visibility between the different functions. The pockets also allow traffic to run smoothly. The different coloured pavement, slight elevation, and refuge in the middle of the pedestrian crossing affords safer passage across Søndergade.



Ill. 39. Mobility hub section - 1.400

View of new mobility hub along
Søndergade.



Ill. 40. Mobility hub seen from south on Søndergade





05

Follow Along

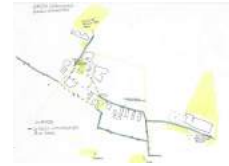
This chapter outlines the design process and is illustrated by sketches and figures.

Design process

The design process behind the project has been an iterative process between defining a problem, analysis, and concept development. Our analysis takes departure in methods of mapping (Corner, 1999) and legibility analysis (Lynch, 1960). Later in the process we gathered information about the citizens and the city through articles and communication with a person from the municipality. Sketching and a digital 3D model was used in the spatial design of the masterplan.

See appendix for more drawings

Strategies in the city to connect east and west



A green connection from city centre to school



Bus terminal as catalyst



Strategy with path

Strategy in paved roads and paths and activities



East-west connection

A city with different areas of development potentials



Shopping street

Materiality



Crackled asphalt



Cobblestones



Greenery

Wayfinding from the city centre to the school and sports area



Wayfinding elements



The city centre



School and sports area



Zoom in - school and sport

Presentation from Brønderslev municipality



- Bus terminal with good location on the main street
- Expanding population growth
- Location close to Aalborg means car dependency
- Strong community
- Closing shops street

Hjallerup is a city which has a lot of potential to be redeveloped and we found it really interesting.

Pictures of the city



The main path



At the school

Mapping and tracing

James Corner



Legibility

Kevin Lynch



Phases

1

Introduction from the municipality of Brønderslev and NT

Stakeholders came to introduce the city, their approaches and thoughts with its potentials and challenges.

2

Site visit to Hjallerup by bus

First site trip, was to get to know the city, take pictures and to start the the initial analysis.

3

Analysis and methods

After the site trip, we started working on mapping and tracing of functions, roads, paths etc. and found facts about the city and found the idea of the problem statement.

4

Initial design process Idea generation

To kickstart the project, we held an initial design process workshop where we worked with wayfinding and to narrow down the project themes. We settled on working with an east-west connection through the city and a more detailed design for the city centre.

Principals for mobility and buildings

Mobility hub



Islands:

- + Good change possibilities from bus to bus and opportunities to set up shared waiting facilities
- All bus travellers must cross the road

Sided terminal:

- + Direct switching from bus to car from the half of the buses with a continuous space with the park area
- Travellers have to cross the road if travelling in the other direction

Building footprints and zoning



Zones in the city centre



Building draft



Path divides



3D and building shapes

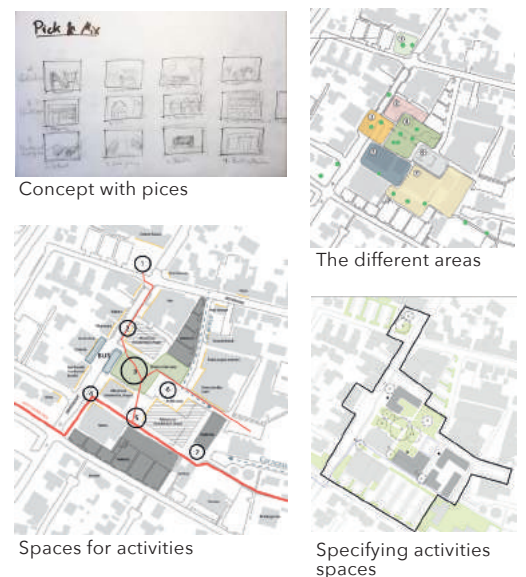
What should the title be?

- Urban play
- Play your city
- Urban playground
- A game changer
- Playfull planning
- Play your part / play a part
- Get involved!
- Get your game on

Examples of activities the citizens can choose between



Final concept and designing the flexible board



Pictures of the city centre



Petrol station



Bus terminal



Moods in the city centre and idea to wayfinding

Concepts



Different concepts



The paths and zones



Green exstention

5

6

7

8

Presentation

Site visit to Hjallerup by car

During the second site visit we focused on the functions, materials, and atmospheres in the city centre. We also considered the problems and potentials of the development area.

Concept development

We held a second workshop to develop the concept, a mobility hub design, and zoning with building footprints both in 2D and 3D.

Selected concept

After the concept development workshop, we reflected on the analysis and shifted the design approach, focusing on the strong community, citizens, and their involvement in the process. We settled on working in multiple scales and creating a strategic potential plan in the medium scale as well as a flexible masterplan for the small scale.

Developing the boardgame

After selecting the concept, we worked on developing the flexible master plan similarly to a boardgame as a method for co-operation between designers, municipality, and citizens. We also designed the 'pieces' for the game, which are the activities the citizens can choose between for their city.



06

Where do we go from here?

This chapter summarizes how the project solves the problems outlined in the first two chapters, Welcome to Hjallerup and Setting the Focus, and discusses the potentials and challenges of the design. Furthermore, we reflect on how the citizens of Hjallerup could be included even more, how the 'game' method can be adapted to other cases, and how a global pandemic can affect both our process and citizen participation in general.

CONCLUSION

In our problem statement we asked how the transformation of Hjøllerup, with a focus on mobility and functions, can sustain and develop the future of the city, and how a new design tool can create a method to involve the citizens and start a dialogue between the citizens and the municipality of Hjøllerup.

Through our analysis we found that though Hjøllerup is well connected to its strategic context, the city itself is split in two. The city centre, including the bus terminal and the shopping street, is derelict and outdated. Therefore, creating better connections between the east and west parts of the city, along with a redevelopment of the city centre, could bring more life to the heart of Hjøllerup. Additionally, improving the bus terminal and integrating the waiting fa-

cilities into the city centre will prepare Hjøllerup for a future with more inhabitants and where more people make sustainable transportation choices.

We have created 'the game' as a tool for us as the designers, the municipality, and the citizens to work together in redeveloping the city centre. This method includes the citizens in the analysis and idea generation phase, as well as the final design process. The idea behind this concept is that it can make the participation more attractive and easier to understand for the citizens, and the municipality can use it as a tool when planning citizen meetings and workshops to make both the process and the outcome more organised.



REFLECTION

This project has had a different design approach and goal than we have worked with before. Instead of putting the main focus on developing a masterplan, we have also created a method for closer co-operation between designers, municipalities, and citizens. Because of this, our masterplan has not been through as many iterations as it usually would.

Could we include people more? How?

In this project, the citizens of Hjøllerup are included in both the idea generation and in the final design choices regarding the activities in city centre. However, our direct contact and conversation with the citizens have been limited, in part because of the Covid-19 lock-down. Given the opportunity, we would consider the plans shown in this report as the latest prototype rather than the final design. From here, we would enter an iterative process where we have a test group 'play' the game to make sure both the instructions and the contents of the game make sense to the citizens and the municipality, and to hear their input on the design choices we have made.

Citizen Participation in Quarantine

As mentioned above, our options for working directly with the citizens of Hjøllerup were somewhat limited by the quarantine. To make sure we still hear the citizens perspective, we found articles about Hjøllerup, what people like and dislike about the city, and we contact-

ed the municipality to get notes from citizens meetings, etc. As the government is now slowly opening the country up again, it might soon be possible to bring a test group together in person. However, to reach as many of the citizens as possible, a digital version of the game the citizens can 'play' from home could be the better option. This might also reach a younger segment than the one typically showing up to citizen meetings.

Adaptive design

In line with the idea of our design as the latest prototype, the design of the board is also flexible in the sense that it can be adapted to meet the future mobility needs. This can for example be done by designating part of the parking area for car-pooling and by installing shared bikes in the waiting area for the bus terminal. The kiss-and-goodbye parking could also be transformed into an NT 'knudepunkt' where private on-demand services such as taxi and GoMore, as well as NT's Plustur, can pick up and drop off travellers using the bus terminal.

The game concept can also be adapted for use in other cities, by expanding the game piece catalogue to include more activities and functions, sorted after type rather than which space in Hjøllerup city centre they fit into. The board could be changed out with a map or masterplan for any area.

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