



Master's degree thesis

LOG950 Logistics

Sport logistic management as a contributor to sustainable smart city developments: a case of sports at your doorstep in Molde town.

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Number of pages including this page: 89

Molde, 22/05/2022



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Preface

This thesis was written as a part of our master program at Molde University College. The process of writing this these begun in January 2022 and finished in May 2022. During this time, it has been challenging, inspiring and a long educational journey to write this thesis. Including to this, it has been interesting to analyze sports logistics management and sports at your doorstep.

I can say that it has been challenging to gather detailed information, but I am satisfied with the final results and think that everything I have done so far was worth the effort. I want to especially thank my supervisors Steinar Kristoffersen and Antonina Tsvetkova, who has helped me through the entire creation process of this thesis. This all started the first conversation I had with my supervisors when discussing the topic and it has continued though the complete writing process. The conversations I had with my supervisors every other week have supported me and given me ideas and assistance for improving and excelling during my work on this thesis

These years at Molde University College has been an experience in itself, with the covid-19 breaking thought and putting all the classes on Zoom. It has been challenging but I would like to express my gratitude to my classmates, friends and family that has been going thought this period with me. It would have been a much less fun experience without you

Summary

In today's society, most people are active however, all their activities usually take place in an organized and structured way, for example in a gym, a sports studio, an indoor climbing center, a downhill ski center, swimming pool etc. This means that people tend to gather together in certain places and do not take advantage of the free and readily available outdoor spaces.

This thesis will look at how one can use sport logistic management to understand and investigate the concept of sports at your doorstep. The work provides definitions of sports at your doorstep and its impact on increasing general activity levels and motivation for sports and exercise. The logistics work builds on a framework of what sports logistics management consist of, including equipment, athlete, and event logistic management. In addition, the work investigates how this can contribute to the development of smart sustainable cities by connecting Smart Cities and urban training.

One of the focuses of the thesis is looking into sustainable issues based on the UN sustainability goals and indicators for sports at your doorstep. Molde kommune has been used for an example for this.

The work will be using 4 cases studies to and analyze and discuss the findings. These are Klatreparken, BUA, Sjøfronten (all in Molde) and UiA parken in Kristiansand. For each of the use cases an analysis of the transport logistics has been done considering 4 personas. Data has been gathered and discussed on the transport logistics and sustainability issues through descriptions and interviews with the key people for each of the 4 used cases.

The main objective of this thesis is looking into sports at your doorstep as a way of de-industrializing sports and its impact on the transport systems and the environment. In addition, discussing the concept of smart city and how it can use spaces for activity and exercise.

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1.0 Introduction

This chapter contains a brief overview of this study. First the background behind the chosen topic is given. Furthermore, the purpose and research questions are given and finally, there is a presentation of the structure of this thesis

1.1 Background

My research problem lies within sports logistics management bordering towards transport logistics. The aim is to discuss the benefits of the concept *sports at your doorstep* as compared to organized structured activities from a logistics perspective using personas. Sports at your doorstep also has a link to sustainability and this will be analysed according to the concepts of smart city thinking, where Smart Cities generally deal with how to make cities better places to live. The focus will be on outdoor sports facilities and infrastructures with an emphasis on logistics operations when using the doorsteps sports.

Sport at your doorstep will refer to sports activities outside that people can practice for free, either in nature or in purpose-built infrastructures. Such activities might rely on equipment which is not always easily accessible for all and sometimes complex infrastructures that are difficult and expensive to build. From the logistics perspective the aim will be looking at the transport and sports logistic management and its impact on the success of such activities.

Sport logistic management is in general all the logistics around sporting events, including, the users, the event, the venue, and the fans and as such is a part of supply chain management. The work will restrict sport logistic management for sports at your doorstep with a focus on the availability and movement of the users and their necessary equipment for the various sports and the infrastructures used for the activity (the venue). A great example of sports logistic management is where the sports equipment is being rented/borrowed out from an outlet or shop instead of everyone needing to buy this themselves. This can also be a solution for bulky equipment, where the service or place provides this and thus minimize transport cost as well as environmental impact.

The research will be looking into sports at your doorstep as a way of de-industrializing sports and its impact on the transport systems. In addition, discussing the concept of smart

city and how it can use places of living for certain sports (Tjønndal, 2019), such as climbing and street basketball, and transfer this knowledge to other sports where provided infrastructures are made available at the places where it is located.

For sustainability, the attention will be using Molde kommune as an example. Smart Molde is a program that will contribute to develop Molde into a more sustainable society. Smart Molde plans to improve the environmental impact on Molde through improving collaboration and participation. By collaboration with other business, university, volunteering, residents, and the public sector in the city, Molde will begin to set the framework for the work ahead. The proposed program is centred around the needs of the people, using sustainable methods and solutions to make Molde a better place to live and work in. (SmartMolde. 2021.)

For the spaces for sports at your doorstep, the focus will be on transport logistics and the building and use of the infrastructures. For these places there are some things that must be taken into consideration:

- Finding a place not so far away from the public, so it can be easy to get there
- Maintaining the infrastructure so that it can be open for the public
- The space being open all year long.

Through the spaces considered, the work will be analysing sports at your doorstep regarding transportation habits of the users, sustainability, and environmental impact. The question that will be answered are: What are the better trade-offs between our transport systems, places of living and the sports with which we engage?

1.2 Overall purpose and research questions

The aim of this work will be on finding the border between sports and activities in the spaces considered for sports at your doorstep, such as walking and climbing, rather than the sports that have to be indoors or require specialized places such as sports halls (Bracco, et al. 2018). In this way, sports at your doorstep, will be exploring the limits of de-industrializing sport (Tjønndal, 2019)

The problems of this work will be analysed from a sports logistic management perspective and the strain sports put on the transport system and the environment. Transportation is a significant source of air pollution, and it puts a strain on climate change as well as noise pollution. For transportation, climate change can mostly be seen from cars, vans, trucks and busses, because they make up for more than 70% of the total greenhouse gas pollutants from transportation.

The overall research is divided into 2 research questions (RQs):

RQ1: What are the better “trade-offs” between our transport systems, places of living and the sports with which we engage?

RQ2: how do sports logistics management and transport logistics impact the use of sports at your doorstep facilities

1.3 Structure of the thesis

The thesis consists of 5 chapters. Chapter 1.0 gives the reader and an insight of the background research which was taken place before writing this thesis. Furthermore, the chapter explains the overall purpose, what types of research questions that will be focused on and defining the structure of the thesis. Finally, the chapter describes the sports logistics management research framework that the thesis is based on and the work with Personas in transport logistics.

Chapter 2.0 explains the research methodology used in the thesis. This chapter will explain the research design used, what used cases was chosen with a short description of these. After this follows a description of the data from each of the cases and why they were chosen, and finally clarifying how the process of gathering data. Furthermore, in chapter 3.0 the selected framework will be described which includes, describing sustainable developments which are related to the thesis, describing what sports logistics management is and what definitions and framework it includes. Finally analysing sports from the doorstep (based on previous research) is and what it includes.

Chapter 4.0 analysing is about the sustainable development of Molde towards a smart city concept by connection the chosen UN sustainable development goals to each of the used cases. Ending with a brief discussion on the sustainable developments of sport facilities location in Molde.

In chapter 0, the reader will get an overview for the sports logistics management implications for sports at your doorstep considering transport logistics, defined as the movement of users and equipment for each of the chosen cases used in the thesis. Chapter 6.0 concludes the main finding and results in the thesis and chapter 7.0 is the references list.

1.4 Sports logistics management research framework

In this work there are a variety of theories that might be helpful relating to logistics, where sports logistic management and transport logistics are the most important. Our assumptions here is that it is possible to use parts of the framework independently for sports at your doors step and not consider for instance fan/supporter logistics.

The work also involves organizational theory. In organizational theory structure plays a vital role in the success of any enterprise. Thus, the organizational theories help in identifying the suitable structure for an organization, efficient enough to deal with the specific problems (Business, 2022). Organizational theories help in the study of an organization, its corporate designs, structures and behaviour of individuals or groups. They aim to provide an overview of how organizations function and the things they need to improve efficiency and profitability (Harappa, 2021). Organizational theory will help in understanding sports logistic management and transport logistics for users and their equipment in engaging in sports at your doorstep.

Our key concept is sports at your doorstep. This is an enabler for activity, but also requires transport and equipment which has an environmental impact. Some of the UN sustainability goals and indicators have direct relevance to the environmental and sustainability impact of sports at your doorstep.

1.5 Personas

Personas in social science are defined in many ways. (Schneidewind, 2012) defines personas as a classic and complete description of a customer which consists of goals, actions, attitude, and motivation.

Another definition is that a persona is a detailed description of the user's traits, f.eks. for what he/she wants to achieve. A Persona is usually created to help designers to identify, illustrate, and simplify the user's objectives and performance patterns. (Yen-ning, 2008).

There are 3 different ways that one can create personas. This depends on the research data which they are used for gathering. The first way is with Proto personas which is meant to support the group's current ideas about who their users are. The second way is Qualitative personas, this is based on small-sample of a qualitative research, these small-sample groups can be interviews or field studies. The third way is Statistical personas which is a mix of qualitative and quantities research (Laubheimer, 2020).

In this thesis, the focus will be on Proto personas. Proto personas are a lightweight form of ad-hoc personas created with no new research. They catalogue the researchers existing knowledge of who their users are and what they want. Proto personas can be based on existing user data the researcher might have, but in many cases are based solely on the researchers assumptions about who the users are, and what they need (Laubheimer, 2020).

The personas for sports at your doorstep are used for analyzing their transport patterns when using the spaces. These will be built on common knowledge of user groups and used to gather data and compare this to the interviews with the relevant persons for each of the use cases.

2.0 Research Methodology

This chapter provides an overview of the applied methodology in this thesis. Starting with the research design chosen and then continuing with a short description of the chosen use cases that has been chosen in this thesis. Furthermore, discussing how the data collection was done, continuing with a description of the primary data gathering through the interviewing process. This is followed by a description of the interviews, how they were conducted and who was interviewed and how the interviews were performed.

2.1 Research design (qualitative)

The research will be based on the qualitative methodology. When using the Qualitative methodology, the analysis will be aimed at the transportation systems to the outdoor sports facilities by using bus, car, sharing the car, bicycle and walking both for the user and the equipment needed. The start will be an analysis of the spaces by describing what the outdoor facilities offer and how people get there and use the facilities

As a Primary source, the aim will be using what is already known from our own experiences, news articles, debates etc. The data analysis will be through interviewing relevant people connection to our use cases. The interview guide can be found in 8.1, the interview question can be found in 0 and the transcript of the interview (original data in Norwegian) can be found in 8.2.

2.1.1 Case studies

The case studies in this thesis will be used for describing and gathering data about Sports logistics management, and its impact on the transportation system. In addition, the work will be looking at the concept of smart city and how people can use places of living for certain sports such as hiking and playing sports outdoor and transfer this knowledge to other sports that can be found in natural places. Furthermore, also looking more into smart cities. The four use cases considered are:

- Climbing park (Klatreparken) in Molde
 - .1 Klatreparken is filled with large climbing towers suitable for all ages to climb, train and play in. Klatreparken is located in such an area

where these activities are possible to do, with the nature of forest in the background.

- .2 Klatreparken was chosen because of its unique locations in the nature, its ability to enjoy sports activities outside with all different ages groups and the opportunities it has when coming to sports at your doorstep.

- BUA in Molde

- .1 BUA is a national non-profit organization that will make it easier for families and young adults to try more varieties of activities without increasing consumption. It is a place where people can borrow sports equipment and outdoor equipment, completely free of charge.
- .2 BUA was chosen for its great access to sports equipment and its opportunity for saving money for families. Instead of buying sports equipment for 10-30k NOK that one only might use 1-2 times, you can first try it out on BUA for free and see if it fits or not.

- The seafront (sjøfronten) in Molde

- .1 The seafront in Molde consists of 3 parts, part one is located in the centrum of Molde, the second part is located west of Molde centrum and the third part is located close to the Molde river. The seafronts are a great place to communicate and social with friends and family and has also the ability for all sorts of activities.
- .2 The seafront was chosen because of its location fits perfectly into Molde kommune as a tourist attraction and a place where one can do multiple types of various activities.

- UIA-Parken in Kristiansand

- .1 UIA-Parken is a huge all-activity park that located in Kristiansand. This park offer all sorts of activities such as, a jogging track, outdoor courts for basketball and volleyball, and a outdoor strength training facility and many other activities.
- .2 UIA-Parken was chosen because of its great location close to UIA-university and its great opportunities for people to use such activities outside for free.

2.2 Data Collection

The criteria for selecting the use cases are a mixture of descriptive and experimental. On the descriptive criteria the attention will be on analyze and discuss the process of designing and building outdoor sports at your doorstep's facilities. On the experimental criteria the attention will be on analyze and discuss how such facilities are used and the problem users face. In the Qualitative research methods, our data collection methods will consist of observations and interviews (Jotform. 2021). Interviewing will be face to face or Zoom interviews, where the interviews will be recorded and transcribed. The data from the interviews will be used to discuss the results from analysing and describing the use cases.

The first step in the Qualitative method was to make questions that was aimed to answer or compare what had been done in the research. Such as, transportation, usage, and suitability. After the questions had been made, a request to NSD was sent to ask permission to use sensitive information from the interview's answers in the thesis. After a couple of weeks, the process was accepted by the NSD and then the process could start by contacting key people for each use case to find potential participants to interview. The participant from each of the cases was ranging from manager, planning department and senior advisor from the chosen cases.

2.2.1 Primary data

For each use case there are interviews from a central person. All 4 interviews were using the same questions in order to be able to compare results. The following persons were interviewed.

- **Climbing park (klatreparken) in Molde**

- .1 Park and construction manager, Lars Tore Lien, working at klatreparken
- .2 Lars Tore was chosen because of his knowledge to klatreparken, and his knowledge as a construction manager for the park.

- **BUA in Molde**

- .1 Operations Manager, Bjørn Jarle Kleppen, working at BUA Molde

- .2 Bjørn Jarle Kleppen was because of his knowledge to BUA, and his knowledge as a manager
- **The seafront (sjøfronten) in Molde**
 - .1 Head of the planning department, Anni Kari Pedersen, working in Molde Kommune as an over viewer of the departments research and expertise
 - .2 Anni Kari Pedersen was chosen because of her knowledge to the seafront (sjøfronten) and her expertise on the planning of the seafront in Molde
- **UIA-parken in Kristiansand**
 - .1 Senior Advisor – Real Estate Section, Paal Kulien, working as a team leader campus development and building safety
 - .2 Paal Kulien was chosen because of his knowledge to UIA-Parken in Kristiansand and his expertise in the development and building safety which would contribute to the interview questions that was prepared

2.2.2 Secondary data

Steinar Kristoffersen, supervisor for the thesis, the contact information for the managers for BUA and The Climbing park here in Molde. He additionally provided some of the literature search in 3.3 to help getting started with the exercising, motivation, and low-cost sports. Most of the theoretical sources were found on google scholar and some of the Secondary data was found on google. All secondary data is contained in the references chapter.

2.3 Data analysis

The process started with sending emails to the chosen participants. Most answered pretty quickly, other used some time to answer, those that did not answer right away were sent a “gently reminder” email. For the people living in Molde, the interview was face to face and one on zoom, and for the person living in Kristiansand the interview was on zoom. The interviews were recorded and transcribed after the interview was completed. The interviews are used in discussing the findings from the use cases. For this some quotes are taken from the original Norwegian transcript and translated into English.

2.4 Research quality

For the validity and reliability of the work the main sources of error are in gathering the deceptions of the use cases and the interviews. The reliability of the descriptions is high since much of the information is gathered from up-to-date Internet sites and own experiences.

Specifically for the interviews there are some sources of error when asking the questions about the UN sustainable development goals. When asking the question *“Do you know about Molde’s and or Kristiansand work around the smart city and the sustainability goals Molde and or Kristiansand municipality is trying to achieve”* there were some confusions. One of the interviewers new about the goals and the other did not and did not have much to say on the topic. Another struggle was when asking the question for Sjøfronten, *“Do you have an overview of how people get to the facility”*. The question was possibly less relevant for this use case than other and basically the response was that they had no such data to support any claims.

2.5 Ethical considerations

There are no ethical issues, but since the interview is with people, identifying these there are some privacy issues. Therefore, a request for a permission was sent to NSD to ask for consent to have the interviews. February 8th the request was sent to NSD and on February 24th the request was accepted so that the interview could being.

3.0 Theoretical framework

In this chapter will be providing the theoretical framework for the thesis. The beginning will start by looking into sustainable development and the concept and definition of Smart City. Furthermore, this is linked to the concept of urban training, continuing by discussing sports logistics management. Finally, the framework linked to sports at your doorstep, its definitions and relevant literature on the topic are presented.

3.1 Sustainable development

3.1.1 Smart City

There are many definitions of Smart cities which exist today, with a wide variety of similar or different descriptions of the term. (Bracco, et al. 2018) A Smart City is a place where the use of technology makes it possible for people to participate at all levels, including use of common places for sports and other activities. The arguments are that smart sites must be developed in such a way that they make the city a better place for the citizens. A different definition of Smart City can be explained as a highly developed city which links citizens, data and other urban elements using the new technologies to make a more sustainable and greener city and an improved life value (Bakici, 2013). A third definition is by replacing or adding words to “smart city”, f.eks A smart sustainable city which is a city that uses different means of data and methods to enhance quality of life in an urban city. (U4SSC, 2017)

In (Casino, et al. 2015) the focus is on the system, such as Smart cities, which intends to use outdoor infrastructures to develop the quality of life of citizens and their health care systems. In this article they provide an in-depth recommendation process on how the smart city systems work in the 5 steps. The article shows how the system Smart cities can be used to provide healthcare services within the context of a smart city in which citizens work together with the city to improve their quality of life. This will help us to understand what has to be done to improve the citizens' quality of life in a day-to-day activity. The article also provides general information on how smart cities create a helpful service to promote healthier and better behaviours for citizens and patients. It also provides certain steps that can be taken to create a better and healthier life for citizens.

(Bracco, et al. 2018) bring up three important concepts for our thesis, first the Smart city itself with its common places for sports and other activities. The second concept is Living labs a concept where research innovation and demonstration is taken out of small rooms and into places where people actually are. In this paper the living lab is on the campus of University of Genoa at Savona. The third concept is the special attention given to the environment, personal wellbeing, and social equalities which might be important to our thesis.

3.1.2 Urban sports

Urban sport can be explained as “*youth sub-cultural sporting activity*”. Some examples of these urban sports are skateboarding, parkour, climbing and other street sports. These sports offer an opportunity to connect with younger people and the young generation. It can also be said that these activities have improved activity levels for young people who are not that interested in commercial sports. such as soccer, basketball, American football, baseball, or ice hockey. (Tulba, 2020)

Outdoor activities are defined as “*non-motor-powered physical activities*”. This means that outdoor sports are performed in a relationship with the surroundings, which means that the activity takes place close to a natural urban location. The locations consist of laneways, parks where there are green pathways, where time is spent on activities such as walking, jogging, or running or more powerful physical activity. The urban outdoors are green areas such as recreational areas, open areas or sporting fields which are free to use for everyone. (Duparc, M. [2021])

From a sports logistics management perspective urban sports requires the availability of a place, or an infrastructure as opposed to a sports hall in commercial sports. Some of the activities might also involve equipment that the user itself do not have access to or is too large and bulky to bring. In (Tjønndal, 2019), the article talks about BUA, which is rental services, run as a volunteer association that intends to make it easier for families to participate in sports and leisure activities by offering local communities with a selection of sports equipment that you can borrow at no cost. BUA represents the most classic example of social innovation in sport. BUA is an example of a service that can encourage outdoor

activities, by helping people to be more active by providing allowing them to borrow sports equipment for free at BUA, instead of buying the sports equipment and transporting this themselves.

3.1.3 Connection between urban smart training and smart cities

The work will adapt the definition of urban smart training by (Duparc, M. [2021]).

Urban smart training is nature related exercises which are performed outdoors in urban green environments. These exercises can be defined as non-motor-powered activity, which will include any sports involved in fuel driven sports. The sports that are included in Urban smart training are skateboarding, parkour, surfing, swimming, and other non-motor-powered activities. (Duparc, M. [2021])

Urban smart training can be linked to smart cities which focus on finding a better place for the citizens to live, reducing transport, and improving the environmental aspects. This could contribute activities that can improve quality of life.

3.1.4 Sustainable development goals

The most important contribution to sustainability work is the UN suitability goals and indicators. In the UN framework there are a total of 17 suitability development and 100 indicators (U4SSC, 2017). Figure 1 shows the UN goals and indicators.

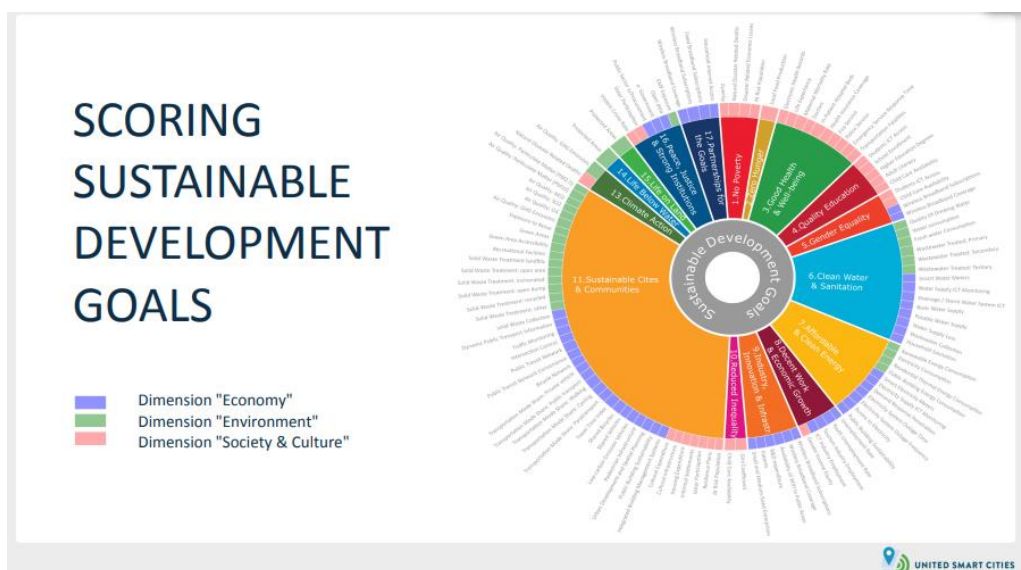


Figure 1 UN sustainability goals and indicators figure (U4SSC, 2017)

Not all the sustainable development goals are relevant for sports at your doorstep. The ones that are will be identified for urban training and smart cities in chapter 4.0 on sustainability in Molde commune.

3.2 Sport logistics management

In this work, sports logistics management refers to the logistics activities in sports activities, based on typical sporting events, such as local/regional sports events, major and mega sports events. The logistics activities in the sporting activities by (Herold, 2020) are: athletes logistics management, equipment logistics management, venue logistics management and fan and spectators logistic management shown in Figure 2.

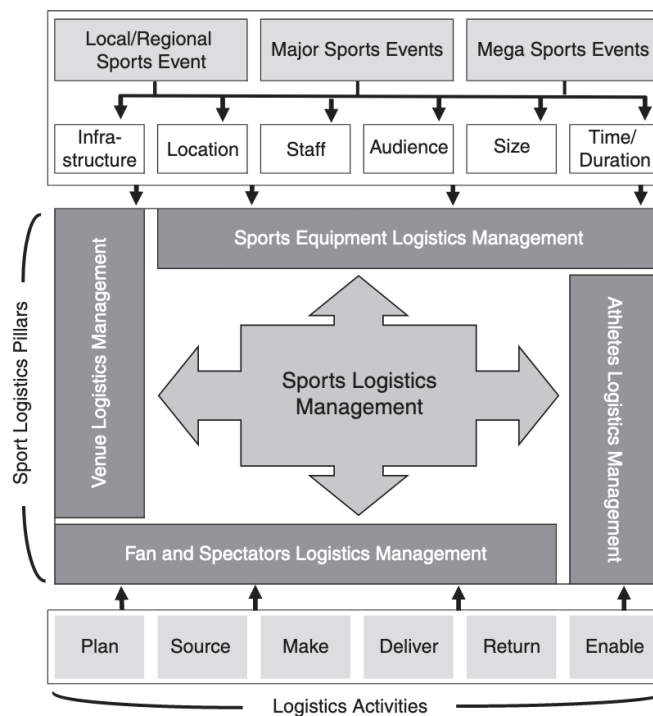


Figure 2 The sports logistics framework (Herold, 2020)

From Figure 2 the logistics activities relevant for sports at your doorstep are the Equipment logistic management, Athletes logistic management and Venue logistic management. Fan and spectators logistic management will not be considered in this work.

3.2.1 Equipment logistics management

In the paper by (Herold, 2020) they report that some difficulties to find any previous research of equipment logistics management. The term is anyway included in this work, due to the sports logistics management for equipment represented for the used case BUA

3.2.2 Athletes logistics management

Athletes' logistics management is defined in (Herold, 2020) as transportation and travel to and between venues. The paper provides examples for mega events where professional seasonal sports is being presented, such as National Basketball Association (NBA), National Hockey league (NHL) and National football league (NFL). (Herold, 2020) also gives examples where athletes logistics management is being taken into place, such as the conditions of the bus network for athlete transport during the Athens 2004 Olympic games. Other examples were when then the Beijing games was taken place, where 2000 busses were used for athlete transportation.

3.2.3 Venue logistics management

Venue logistics management is considered as a major part of a sports event, because the events require large amount of variety of services to help take care of the many different groups of customers and their particular demands. When it comes to venue operations from an operational perspective it includes, planning, warehousing, shipping, distribution, supply, and asset management (Herold, 2020). Furthermore, venue logistics management includes all logistics activities that happens inside the location where the major sport event is happening.

3.3 Sports at your doorstep

Sports at your doorstep is a simple concept of stepping outside your door and exercising for free outdoors in urban areas or in nature. The concept is derived at using the outdoors for exercising by, jogging, hiking and or using the different outdoor sports facilities that are being offered. The concept is illustrated in Figure 3.



Figure 3 Sports at your doorstep (drawing by Jonas Øverdahl Perkis)

3.3.1 How to get people to exercise?

Sport at your doorstep is an enabler to get people to be more active. This is a good motivation for starting to exercise and a positive impact. Starting exercising can be challenging in many ways, some might lack motivation or might think they are doing just okay without exercising all together (American Academy of Family Physician, 2006). There are benefits when improving your activity, which will help build strength, give more energy and help with burning calories. Activity also prevents heart illnesses, other health problems and helps with decreasing stress levels. Sports at your doorstep covers a huge area of health and gives you opportunities for a variety of activities and exercises. The positive effects are obvious, such as improvement of development of joints and muscles, reduces body fat and also develops oxygen delivery throughout the body. Other studies show that when starting exercising motivates people to select healthier eating habits. Exerting furthermore decreases the risk of health disorders, improving balance and improving flexibility. (TriHealth. 2020).

When most people think about exercising, the first thing that pops into our mind is getting that gym membership from that local gym in town. Going there 2 hours a day to get that perfect bodybuilding body that can be seen on Instagram the other day. Exercising should not be that hard, there are other ways of exercising that normally have not been taken into consideration. Walking is seriously underestimated when talking about exercising, walking is very popular and that is something people do every day, and it does not require any unique equipment. Another good exercise that does not require any special equipment is jogging, dancing, or biking. (American Academy of Family Physician, 2006).

Some recommendations for exercising are, warming up and cooling down are very important parts when exercising, this prevents soreness or injury. A cooling down method may be stretching or commonly known as flexibility training. This type of training helps to avoid cramps, stiffness and additionally prevents injuries. Another type of flexibility training would be yoga and tai chi. These two types of training include meditation and breathing techniques and are very beneficial for older people. (TriHealth. 2020)

The duration of exercising should also be taken into consideration when being active. Exercising in the beginning shouldn't take more than 20 min or more, 3 or more times a week, when getting comfortable and also being consistent, the length of the workout should increase. This short type of exercise can consist of some short sessions of activity in a day. Exercising like this can take place during the lunch break or when doing some errands which may help you add together some activity in the course of a hard-working day (American Academy of Family Physician, 2006).

All the above activities and exercising is possible to do outdoors and without any special dedicated equipment or environment. Sports at your doorstep as a concept could cover all the requirements and make it possible for people to be active.

The findings and relevance to sports at your doorstep is summarized in Table 1

Table 1 How to get people to exercise?

Reference	Summary	Relevance
Exercise: How to get Started (American Academy of Family Physician, 2006)	Questions that are answered are why people should exercise, what kind of exercise should people do, how long and how hard.	The article gives a general statement on how to get started with exercise, where sports at your doorstep might be an attractive and low threshold activity.
Exercise (TriHealth, 2020)	An in-depth report about the benefits and types of exercise.	The article explains that exercise is important for physical health and mood in depth.

3.3.2 Motivation for training outside

When starting to exercise/ stay active, there are two main places such as the indoors or the outdoors. Indoor includes indoor gyms, indoor climbing facilities etc. The outdoors includes forests, seaside, countryside, parks, local green areas and even as far as home gardens. All these places outside may help encourage and facilitate physical activity. Some suggestions indicate that being active may feel easier when done in the natural environment. When comparing outdoor and indoor training such as running/jogging/walking on a treadmill, the outdoor allows us to self-select walking speed which tends to make us walk faster outdoors, compared to indoors where the pace can be selected, to then increase the speed if necessary. (Gladwell, 2013). Outdoors can also be described as greenspace which is usually described as open environmental land but can also be described as urban parks and public open spaces such as trails along the river and walking paths in parks packed with trees and greenery (Twohig, 2018).

Green spaces benefit the health and well-being of humans. By being physical activity outside in the natural and green areas can help your health in many ways. Studies have shown that physical activity outside in a green environment may be more beneficial in comparison to being physically active in an indoor gym. Additionally public green spaces have a benefit to social interaction by exercising with other people or meeting a fellow jogger in the park, which can improve well-being (Twohig, 2018). For the people participating in green exercise, they may get a better concentration of the activity without being aware of the energy change. The studies examined here suggest that being in contact with the forest environments makes the body relax, reduces stress levels, and causes greater feelings of recovery and positive engagement (Gladwell, 2013).

Being physically active outdoors saves time and is environmentally friendly. When thinking about it, outdoor training locations/spaces are closer than expected. Using these spaces does not only save time but also environmentally resources, since there is no need to use transportation for going to the workout, only stepping outside your door. (Lappset, 2022).

Studies have shown that outdoor exercising helps to ease insomnia by breathing fresh air. Regular exercise outdoors in the natural environment with fresh air helps the body to fall asleep easier and additionally improves the quality of sleep. Outdoor workouts hardly ever

cost any money because an exercise park or sports field/tracks/stairs are normally accessible and free of charge (Lappset, 2022).

Physical activity in a natural outdoor environment has been linked with decreasing depression and fatigue and has additionally helped improve energy, attention, satisfaction and most importantly having a goal to repeat the activity (Twohig, 2018). All the different types of green exercise activities can also develop self-esteem and negative mood, which includes tension, anger and also depression. Oddly enough, the first five minutes when exercising in the green environment appear to have the biggest impacts when talking about mood and self-esteem, which indicate an important mental health benefit. To sum up everything that has been stated so far, is to say that natural environments may offer several health benefits such as restoring mental fatigue, improving mood and self-esteem, and reducing stress levels. (Gladwell, 2013)

The findings and relevance to the work is summarized in Table 2

Table 2

Table 2 Sports at your doorstep as motivation for training outside

Article name and link	Summary	Relevant for assignment
The great outdoors: How a green exercise environment can benefit all (Gladwell, 2013)	How humans are not interacting with nature. How to make exercise in the outdoor accessible and beneficial for all	The article to talks about how different environments influence and shape health and how the environment may help motivate and facilitate physical activity outdoor relevant for sports at your doorstep.
The health benefits of the great outdoor: A systematic review and meta-analysis of greenspace exposure and health outcomes	The impact of green spaces on a wide range of health outcomes.	The article to show what Green spaces such as the sue case in this work can have a great amount of health benefits.

(Twohig, 2018)		
The great Outdoors (Gladwell, 2013)	A workout that gets people out in the fresh air and gives them the same total body benefits as a cardio/weight's session at the gym	This article can be used to see what activities you would be able to do outside, such as tennis, horse riding, cycling, beach volleyball. Also exercises that you would be able to do outdoors and indoors?
10 reasons why outdoor training is better than a gym workout (Lappset, 2022)	10 reasons why outdoor training is better than a gym workout	This website shows 10 benefits of training outside rather than training indoors and what you get by training outside?

3.3.3 Low cost sports

Sports might be an essential way for children and young adults to meet new people in the community and to become physically active. At a young age parents choose the sports for their child, but before choosing the sport, they look into some potential benefits of organized activity. The benefits are that the sport would be physically active and additionally improve their strength and stamina. Developing communications skills between teammates which improves productivity and is a great way to improve general motivation. The chosen sports have to keep their child out of trouble, additionally the children have to learn to be a good winner and a good loser. The sports have to be capable of making friends and most important of them all is to have fun (Kroshus, 2021).

There are also a few important possible expenses when thinking about starting a sport such as cost of the sports membership, playing license etc. Another important factor is time for other activities and how to get back and forth from games and practice. The risk of injury would additionally be a concern when choosing the sport activity. One of the major factors would be the impact on schoolwork/homework. In areas considered by low-income residents, there is a tendency to have less options when coming to sports participation

when compared to higher resource communities. Low-income residents may also struggle when providing transportation to and from games and practice (Kroshus, 2021).

The first sport that comes to mind when thinking about low-cost sports is skateboarding. This sport mainly requires a skateboard and helmet, elbow, and knee pads for safety. To be able to skateboard, one requires a street, such as a driveway, sidewalk or perhaps a schoolyard to begin training and become better. Once that is achieved and have learned how to keep balance on the board and actually roll forward on the board, one can move forward into a skating park, furthering its skills there. (Scandiffio, 2021)

Frisbee golf is a sport that is growing for students and requires only a frisbee. This type of sport can be played with two or more people, or only itself if practicing. Frisbee golf works the same way as golf. Instead of using a ball and a club, one uses frisbee and power to throw on targets. Many parks these days have a frisbee golf course which is free of charge for all people to use (Scandiffio, 2021).

Hiking is also a low-cost sport which requires good shoes and warm clothes. The thing that makes hiking great is using nature as an obstacle course. Activities in the course of hiking are vast, and immense. This sport can be relaxing by strolling up the hill/trail and intense by running and climbing hills. (Scandiffio, 2021). Overall, parents across the income scale were very comparable in terms of what they thought was the most important advantage of sports and that was having fun and getting physically active. (Kroshus, 2021)

The findings and relevance to the work is summarized in

Table 3

Table 3 Sports at your doorstep encouraging low-cost sports

Article name and link	Summary	Relevant for assignment
Socioeconomic status and parent perceptions about the costs and benefits of youth sports (Kroshus, 2021)	Here it describes what costs and benefits parents across the socioeconomic spectrum weight most heavily when making decisions about sports participation for their children	This article can give the reader a better understanding of how parents think when choosing a sport for their children based on equipment needs and cost. This is

		relevant for sport logistic management.
9 low-cost sports: Keep your kids moving without breaking the bank. (Scandiffio, 2021)	This website shows 9 low-cost sports. Sports that do not require a lot.	this website helps the reader to find out what sports are cheaper and what makes them cheaper to play.

3.3.4 Discussions

Clearly sports at your doorstep play a key role in getting started and can have other major benefits compared to other commercial alternatives. These topics explained in sub chapter 3.3 describes how starting exercising helps people to build strength and give them more energy throughout the day. In addition, it has another key benefit of health conditions such as improving balance and flexibility and, decreasing the risk of health condition (TriHealth. 2020). Exercising outside has health benefits and gets a person in better mood, studies has shown that contract with green environments make the body relax and causes greater feelings of recovery. There are many sports and activity one can play outside which are in the low-cost budget. Low costs sports like hiking, frisbee golf, skateboarding and many more that does not require huge amount of money to play. The findings will be further used in the case studies in chapter 0

4.0 Sustainable development of Molde towards a smart city-concept

This chapter will provide the reader with a clear overview of the sustainable development of Molde towards a Smart City concept. By first describing the urban development projects currently in progress in Molde and discussing these and the impact each of them on sustainability. Furthermore, discussing how smart cities and urban smart training are crucial for supporting sports at your doorstep and how the UN sustainable development goals for Molde fit in.

4.1 Sustainable global development

Smart cities and Urban smart training are crucial for explaining the Sport at your doorstep concept. By connecting the UN sustainable development goals for Molde to sports at your doorstep it will be easier to see which goals and indicators are more relevant to sports at your doorstep. This will help us to understand what types of goals fit in the different urban development projects in Molde and the chosen use cases for the master thesis.

The complete set of the 17 UN goals relate to all areas of life. However, for sports logistics management and sports at your doorstep, only 3 of them were chosen as directly relevant and analysed further:

1. UN sustainability goal nr 3: Good health and well being
2. UN sustainability goal nr 9: Industry, Innovation and infrastructure
3. UN sustainability goal nr 11: Sustainable cities and communities

For these 3 UN goals, the following indicators will be considered:

1. UN goal 3
 - a. Life expectancy
 - b. Emergency service Response time
2. UN goal 9
 - a. Availability of Wi-Fi in Public spaces
 - b. Small and medium sized enterprises
3. UN goal 11
 - a. Green area accessibility
 - b. Recreational facilities
 - c. Solid Waste collection
 - d. Pedestrian Infrastructure
 - e. Transportation mode shared para transport with cycling and walking
 - f. Pedestrian Infrastructure

From the sustainable development goals and indicators from section 3.1, the 3 sustainability goals and 8 indicators that has been chosen and are shown in Figure 4 for smart cities and Urban Smart training.

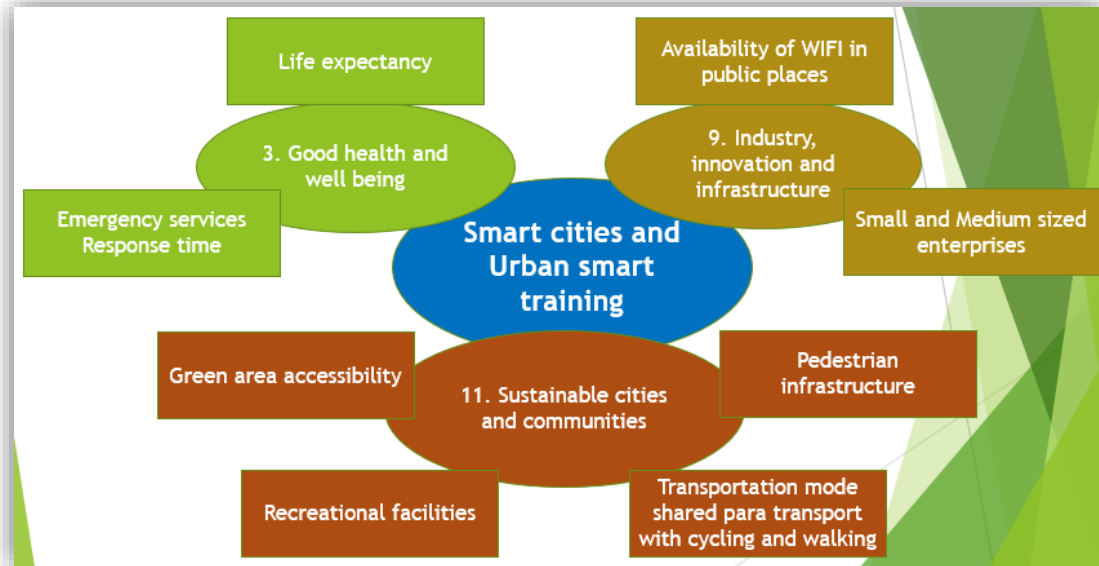


Figure 4 Sustainability goals and indicators for smart training and Urban Smart training

Table 4 provides an analysis of the connection to the UN goals and indicators for Smart cities and Urban Smart training.

Table 4 Connection between UN goals and smart cities and Urban smart training

UN goal	Connections	Indicators
3: good health and well being	This goal has a connection to smart cities and urban smart training because by being able to do activities outside can increase mental stability, physical health and ensure healthier lives for all ages	Life expectancy helps people work longer, get a healthier lifestyle Emergency services response time If someone gets injured, there will be someone there to help pronto.
9. Industry, Innovation, and infrastructure	This goal has a connection to smart cities and urban smart training because infrastructure	Availability of Wi-Fi in public spaces

	is crucial for urban smart training. Building and maintaining public spaces for sport at your doorsteps and outdoor activities	will attract more people to the selected area and build communities doing activities Small and medium sized enterprises coffee shops, tourist shops to increase good living in the area and entertainment in the area
11. Sustainable cities & communities	This goal has a connection to smart cities and urban smart training because it makes cities and living places safer, increasing wellbeing to all citizens by increasing activity and creating spaces for communities to meet. The species are required low maintenance and thus high sustainability	Green area accessibility are outdoor spaces for activity for sports at your doorstep Recreational facilities can aid to create an active and health community in the area Transportation mode shared para transport with cycling and walking this will make more people travel by cycling and walking instead of driving Pedestrian infrastructure this will lower injury rates of pedestrians and cyclists and also improve the amount of active transportation

4.2 Urban Development Projects in Molde.

Molde has over the years been establishing urban development projects to develop a more sustainable city according to the definition:

“A sustainable city is an urban center engineered to improve its environmental impact through urban planning and management”.

This is an appealing development for sports at your doorstep, because this will include focusing more on outdoor facilities. Outdoor facilities like street basketball courts, outdoor training facilities, walkable and bikeable neighbourhoods, water conservation or parks near the seafront. Molde municipality has 4 development projects that could be beneficially for sports at your doorstep. The most relevant for sports at your doorstep is Sjøfronten, which will be treated in depth. The three others are less relevant and will only be briefly described.

In total Molde commune are currently working on the following projects:

- Sjøfronten 1,2, 3

- Vinterbyen Molde

The winter town of Molde is a collaboration between Model municipality and Molde sentrum AS to make the city of Molde an attraction even during the winter times.

- Sykkelveier Molde

The aim from 2014-2023 from the national transport plan in Molde was that 8 percent of traffic should be cyclists.

- Sykkelparkering

To get more people to cycle, Molde municipality is working to place bicycle parking in place at access roads, schools, public transport hubs, shopping streets, shopping centers, sports, and cultural arenas and more.

4.2.1 Sjøfronten 1,2 and 3

Molde seafront (Sjøfronten) is the largest urban development project in the city's modern times. The city centre of Molde opens up towards the fjord and the mountains lying behind which includes Varden and Tusenårsvarden, and Sjøfronten gives Molde its continuous harbour seafront (Molde kommune. 2021a).

Molde seafront is split into 3 parts, the first part is in the Molde city square where the Port is situated. The square got a new paving stone and art which is located in the middle of the

street down to the seafront. Seafront 1 was completed in June 2020 (Molde kommune. 2021a)



Figure 5 Sjøfronten - Molde kommune (Molde kommune 2021a)

The second part is to the east of “StorKaia” and to the west of Molde center. Here there will be opportunities for bathing facilities, fish markets and summer port. This project has a connection with the upgrade of the traffic terminal and will start construction June 2021 and estimated completed June 2023 (Molde kommune. 2021a, 2021b)



Figure 6 Sjøfronten fra kaia (Molde kommune. 2021a)

The third and final part of the seafront got a new eco/friendly area with a playground south of “Brunvollkvarialet” close to the Molde river. A new bridge for pedestrians and cyclists which was built over the Molde River. The pier was straightened out to make it possible to fish and swim from and also for a better view of the river (Molde kommune. 2021a)



Figure 7 Sjøfronten - play area (Molde kommune. 2021a)

To understand the benefits Sjøfronten provides towards the sports at your doorstep concept, the pros and cons are discussed in Table 5.

Table 5 Sjøfronten pros and cons

Pros	Cons
<p>Easier access to kayaking, with the possibility of renting it from BUA or other places</p> <p>Would make people appreciate Molde seafront in other ways than just walking or driving past it.</p>	<p>Making Molde more attractive for citizens and tourists but not focusing on sports at your doorstep might overcrowd the space and create conflicts between tourist and activity users such as swimming, fishing, and cycling.</p>
<p>According to (Papatheochari. 2019) the development of a seafront relates to the tourist flows. This is said across the number of visitors, which includes their residence, seasonality etc. This would be a great benefit to the contribution to the city financial development</p>	<p>According to (Hoyle. 1999) Waterfront redevelopment projects cover a huge area of land and water, so the local economy can only maintain a specific level of new development at any time. So, the masterplan for the development of the waterfront project has to be able to be carried through over a period of often 10-20 years from start to finish. The project additionally has to be capable of adapting to changing demands over that period of time.</p>

<p>Activities which people can do at the Seafront</p> <ul style="list-style-type: none"> - Skating - Fishing - Picnique - Enjoy the view - Go for a walk 	<p>According to (Papatheochari 2019) the waterfront could improve the social environment around the community. For the groups that either live or are activated on the waterfront could form a community. This community could bring in more people to then form new acquaintances with new people</p>
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From the sustainable development goals and indicators from section 3.1 and Table 4, there are identified 3 sustainability goals and 8 indicators that has been chosen and are shown in Figure 8 for sjøfronten .



Figure 8 sustainability goals and indicators for sjøfronten

Table 6 provides an analysis of the connection to the UN goals and indicators for sjøfronten

Table 6, Connection between UN goals and Sjøfronten

UN goal	Connections	Indicators
3.Good health and well being	This goal has a connection with sjøfronten because of it being a great place to be	-Life expectancy More attractive walks along the seaside

	active and enjoy the ocean view which has many benefits for mental health	Emergency services response time if someone gets injured, someone will be there to take care of you
9. Industry, Innovation and infrastructure	This goal has a connection with sjøfronten because it open new possibilities for activities that will make the seafront more attractive to citizens and tourists	Availability of Wi-Fi in public spaces This will promote the seafront to then have customers stay longer at the port. Small and medium sized enterprises Restaurants along the seaside will attract more people/tourists.
11. Sustainable cities & communities	This goal has a connection with sjøfronten because by making the seafront more appealing and environmentally friendly to visitors, it can make the seafront attract new communities. Easier access for all people such as wheelchairs, baby strollers etc.	Green area accessibility could be a good place to have a picnic with family or friends and for communities to meet and share activities Recreational facilities a place where the kids can play if the adults want to relax near the seafront Solid waste collection less waste increase will attractive more people to come to the area Pedestrian infrastructure with larger sidewalks more people could walk along the seafront

4.3 Sustainable development of Klatreparken towards a smart city-concept

From the sustainable development goals and indicators from section 3.1, there are identified 3 sustainability goals and 8 indicators that has been chosen and are shown in Figure 9 for Klatreparken



Figure 9 Sustainability goals and indicators for Klatreparken

Table 7 provides an analysis of the connection to the UN goals and indicators for sjøfronten

Table 7 connection between UN goals and Klatreparken

UN goal	Connections	Indicators
3. Good health and well being	This goal has a connection with Klatreparken because it's a place where you can do activity outside in different ways, such as climbing walls, freefall simulators and large net boxes with many	Life expectancy People at all age come and do activity here which will benefit them in many different ways Emergency services response time

	<p>climbing opportunities.</p> <p>Exercising outdoors will also benefit health in many ways</p>	<p>if someone gets injured, there will be help there from before</p>
<p>9. Industry, Innovation, and infrastructure</p>	<p>This goal has a connection with Klatreparken because this is a new infrastructure which people might also use for other purposes that might not be obvious for what Klatreparken was intended to do.</p>	<p>Availability of Wi-Fi in public spaces</p> <p>This will promote Klatreparken and then have the visitors stay longer</p> <p>Small and medium sized enterprises</p> <p>This will make the place more energetic and bring more people to the place</p>
<p>11. Sustainable cities & communities</p>	<p>This goal has a connection with Klatreparken because it is placed outside which saves cost for heating, electricity etc, and doesn't require maintenance at all times.</p>	<p>Green area accessibility</p> <p>could be a good place to have a enjoy outdoor activity with family and friends for communities to meet and share activities</p> <p>Recreational facilities</p> <p>can aid to create an active and health community in the area</p> <p>Solid waste collection</p> <p>would make the place cleaner for people using the attraction</p>

4.4 Sustainable development of BUA towards a smart city-concept

From the sustainable development goals and indicators from section 3.1, there are identified 3 sustainability goals and 8 indicators that has been chosen and are shown in Figure 10 for BUA

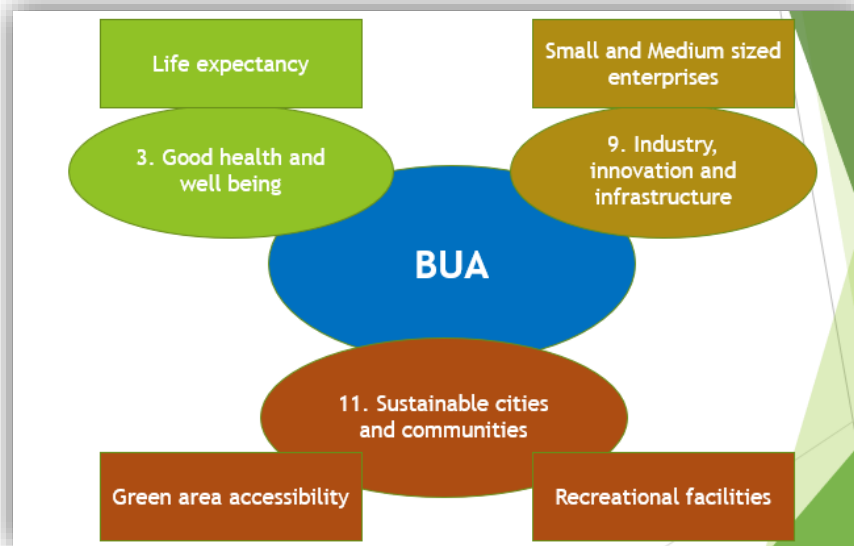


Figure 10 Sustainability goals and indicators for BUA

Table 8 provides an analysis of the connection to the UN goals and indicators for UIA-Parken

Table 8 connection between UN goals and BUA

UN goal	Connections	Indicators
3. Good health and well being	This goal has a connection with BUA because it is a service which will rent/borrow out sports equipment, which can help you exercise and be active	Life expectancy People at all age come and get sports equipment and that will help them get activity which will benefit them in many different ways
9. Industry, Innovation, and infrastructure	This goal has a connection with BUA because the industry offers a wide range	Small and medium sized enterprises

	<p>of sports equipment that are ready to use. Instead of buying the equipment at the store and using in 2-3 times, BUA are letting people borrow the equipment for free, which will help people save money and try new activities</p>	<p>this will make the community more engaged in sports and energetic which will make people use BUA more often.</p>
<p>11. Sustainable cities & communities</p>	<p>This goal has a connection with BUA because let people try out the sports equipment by borrowing it first, before buying it in store, which makes BUA a very sustainable option. Instead of buying the sports equipment and only using it 3-4 times BUA will let you try the equipment first, so people can get a try of it first and see if it's worthy of buying or not</p>	<p>Green area accessibility could be a good place to have a enjoy outdoor activity with family and friends for communities to meet and share activities</p> <p>Recreational facilities can aid to create an active and health community in the area by trying out new sports and activities</p>

4.5 Sustainable development of UIA Parken

Kristiansand towards a smart city-concept

From the sustainable development goals and indicators from section 3.1, there are identified 3 sustainability goals and 8 indicators that has been chosen and are shown in Figure 11 for UIA-Parken



Figure 11 Sustainability goals and indicators for UIA-Parken

Table 9 provides an analysis of the connection to the UN goals and indicators for UIA-Parken

Table 9 connection between UN goals and UIA-Parken

UN goal	Connections	Indicators
3. Good health and well being	This goal has a connection with UIA-Parken because it's an easily accessible outdoor training facility which is free to use for everybody at all ages. There are a lot of activities offered at this park such as jogging track, strength training facilities, volleyball, and street basketball court. These are a great benefit for easily accessible activity	Life expectancy People at all age come and do activity here which will benefit them in many different ways Emergency services response time if someone gets injured, there will be help there from before
9. Industry, Innovation, and infrastructure	This goal has a connection with UIA-Parken because the	Availability of Wi-Fi in public spaces

	<p>park offers a gathering place for outdoor teaching and recreation areas, which includes a water station and grilling place.</p>	<p>This will promote the park and then have the visitors stay longer</p> <p>Small and medium sized enterprises</p> <p>This will make the place more energetic and bring more people to the place</p>
<p>11. Sustainable cities & communities</p>	<p>This goal has a connection with UIA-Parken because it's a area that doesn't require any maintenance, which safes cost on electricity, heating, repairing, plumbing, preserving etc</p>	<p>Green area accessibility</p> <p>would be a place to be active for free, to have a enjoy outdoor activity with family and friends for communities to meet and share activities</p> <p>Recreational facilities</p> <p>can aid to create an active and health community in the area</p> <p>Solid waste collection</p> <p>would make the place look cleaner which would attract more people</p>

4.6 Sustainable development of sports facilities in Molde

In this chapter will get an overview of the commercial sports facilities and Sports at your doorstep public facilities located in Molde. By finding out what sports facilities Molde has and describe what is it and what it is used for and doing the same for the public sports facilities. Ending this chapter by doing a pros and cons list on some of the commercial's sports facilies and some of the public sports facilities.

Table 10 provides an overview over the commercial sports facilities located in Molde commune (from google maps).

Table 10 Commercial sports facilities in Molde

Commercial sports facilities Molde	What is it?	What is it used for
Easyfit	Training facility	Lifting weights, running on treadmill, etc
Fuglesethallen	Gymnasium for Romsdal upper secondary school	Inside sports such as, handball, volleyball and basketball
Træffhuset mole	Multi-purpose hall	Climbing hall, a dance hall, meeting rooms and indoor sports
Progym Molde AS	Training facility	Lifting weights, running on treadmill etc
Idrettens hus (idrettshall)	Huge multi-purpose hall	Indoor sports, Martial arts hall, strength room and endurance room
Aker stadium	Football stadium	Football for molde football team
Molde golfklubb	Outdoor golf course	Play golf
Molde badet	Swimming pool	Go swimming

Table 11 provides an overview over the public sports facilities located in Molde commune (from google maps)

Table 11 In Molde Public space facilities

Sports at your doorstep public facilities Molde	What is it?	What is it used for?

Basketball street (bekkevold)	Outdoors basketball court	Playing basketball among other sports
Klatreparken	Large climbing towers	climbing walls, freefall simulators and a large net box with many climbing opportunities
Tyres playground (kvam)	Outdoor playground	Outdoor training facility, outdoor sports such as, basketball, football etc
Molde idrettspark	Outdoor multi-purpose stadium	Athletics court for running and a football court
Molde skatepark	Outdoor skating court	Playground for skating
Trønderparken Molde	Outdoor place with a beach	Playground close the sea, where one can jump in the sea

Table 12 provides a pros and cons list on two of the commercial sports facilities and two of the public sports facilities located in Molde ref (google maps

Table 12 Pros and cons for different sport facilities.

	Pros	Cons
Moldes Idrettsparken (Public sports facility)	<ul style="list-style-type: none"> - Have a skating park - have a running track and football court - easily accessible - bicycle parking 	<ul style="list-style-type: none"> - Traffic jams with few parking spaces? - parking future away from the park with less parking - can be traffic dangerous when many people get there?
Klatreparken (Public sports facility)	<ul style="list-style-type: none"> - close to nature - usable for all ages - good parking for cars and cycles 	<ul style="list-style-type: none"> - far from the town - bad public transportation to the facility - expensive

Idrettens Huset (commercial sports facility)	<ul style="list-style-type: none"> - big indoor sports area - Huge multi-purpose hall 	<ul style="list-style-type: none"> - Can be traffic jams with few parking spaces - public transport sometimes a day
Molde Badet (commercial sports facility)	<ul style="list-style-type: none"> - indoor swimming pool - for all ages 	

5.0 Sports logistic management – case studies

This chapter presents the sports logistics management implications for the concept of *sports at your doorstep* through 4 defined use cases. The use cases will be discussed through four different personas considering transport logistics, where transport logistics is defined as the logistics for moving of the users and their equipment. The transport includes travelling, speed of delivery, what the quality of service is, operation costs, usage of facilities and energy saving (Tseng, 2005). The use cases, the climbing park (Klatreparken), the sea front (Sjøfronten), BUA and UIA-parken in Kristiansand are briefly described in chapter 2.1.1., while the detailed description is provided for each case in in the sub chapters below.

The analysis will be using four personas all assumed to travel from a given place in Molde to the activity. The personas are defined as: High income working family, low-income working family, student, and retired couple. Below is a description of each of the personas. For analysis and discussion, the starting location for all transport has been set to Kvam in Molde.

The “**high-income family**” lives in Kvam, east of Molde and consists of a mother, father and 2 children ages 12 and 14. Both of the children go to the local school. The family lives in a big house right above Kvam where the view covers the whole of Molde. They have two cars, one electric and one diesel driven car. The family wants some exercise and to give the children some experience by being active outdoors. Because they do not see each other so often, they want to go somewhere where they can be a family and spend time doing something fun all together.

The “**lower income family**” lives at Kvam and consists of a mother, father and 2 children by the ages of 10 and 11. The family lives in an apartment on the 6th floor which has two rooms and a kitchen. They have one car so both of the children have to take the bus to the local school located in Kvam. The family wants to be together after a long hard day and to also be active with the children. They only have time to spend with each other on the weekend because the parents work early shift and late shift jobs, the family wants to do something fun all together.

The “**student**” lives in Kvam and consists of a guy at 27 years old. He lives in a shared apartment on the 6th floor in the student section in Kvam and does not have his own car. In his free time he likes to be active and spend time with his friends. The only time he is free is on the weekends and then he wants to do something existing which he normally does not do and to try and get his friends involved.

The “**retired couple**” lives in Kvam and consists of a man and a woman by aged 67 and 68. They have 4 grandchildren from ages 4-11. The couple lives in a retirement home on Kvam on the 3rd floor and do not have a car and are reliant on public transport to get to places. The couple has a lot of free time on their hands and want to use the time to do something fun, existing.

For the sports management logistics and transport logistic, the data considered are:

- Mode of transport (text)
 - Buss
 - Driving alone
 - Sharing car (4 people)
 - Cycling
 - Walking
- Travel time (minutes)
 - The distance from “there home to the outdoor activity”
 - The distance is taken from Google maps.
- Travel cost (kroner)
 - The cost of travel for the bus is taken from FRAM, the local public transport web pages. The cost for adult 39kr and children 20kr (FRAM, 2022)
 - The cost of travel by car is taken from (EnerWe Partner, 2019). Here they have calculated the total cost of driving a car including appreciation cost, fuel, road tariffs and maintenance
- Environmental impacts (text)
 - The data is described according to transport logistics knowledge
- Relations to the UN goal (text)

- The relations to UN goals are described according to the choice and analysis made in section

5.1 Klatreparken

Klatreparken is a large climbing tower that offers many exciting challenges such as climbing walls, freefall simulators and a large net box with many climbing opportunities. You can climb the net up through the towers, which is a combination of four floors. Quick jump and freefall simulator is a jump from ten meters in the climbing towers. As far as safety goes, you will find a climbing wall with auto-belay, which is a safety device, replacing a live person on the other end of the rope. It tightens the rope while you move upwards to the top and when the top has been reached the auto-belay lowers you to the ground. (Visitnorway. 2021.)



Figure 12 Klatreparken (Visitnorway. 2021.)

The trails are located in trees and poles with zip-liners and exciting obstacles and start in the tower or selected trees/poles in the forest. The different course is graded with collars which is also done in a ski resort. They are graded from simple oranges and on to green and blue which are the most difficult ones. (Visitnorway. 2021.)

Høyt & Lavt who built the climbing park in Molde, on behalf of Tusen Skiheiser AS. The construction manager was Ole Tangen. The idea behind the climbing park in Molde is Tusens. Tusens is an alpine center that operates 3-4 months a year, and the idea is to use the area to create activity and income 12 months a year, which means it will go from being

a seasonal offer to a year-around activity offer (from Email, Lars Tore Lien). Høyt og Lavt Molde, romsdals first climbing park, opened on 20 June 2020 (Visitnorway. 2021.) Where the climbing park is today, there was nothing before, it is located in the forest between the children’s hill and the stable (from email Lars Tore Lien). Høyt og lavt Molde is a park which is suitable for the whole family. From the youngest from 2-3 years, teenagers, young adults to parents and grandparents.

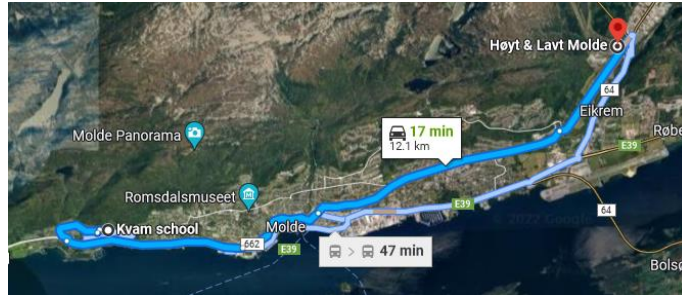


Figure 13 Directions to Klatreparken

5.2 Logistics considerations for Klatreparken

Klatreparken is located in “Eikrem ” quite far from Molde city center. Table 13 provides the data for the transport logistics from the chosen location in Kvam to Klatreparken.

Table 13 Logistic data for transportation to Klatreparken

Public transport	Travel time (min)	Cost of travel (kr.)	Environmental impacts	Relations to the UN goals
Buss:	47	118	Reduction of CO2 emissions Less carbon footprint No need for parking uses less energy	UN 3: <i>good health and well being</i> walking after PT UN 11. <i>Sustainable cities and communities</i> taking PT

By car alone:	17	12,48	Pollution (CO), Congestion (Kø) Parking challenges with use of land area and more driving to find parking spaces	
By car sharing:	17	3,12	Pollution (CO), Congestion (Kø) Parking challenges with use of land area and more driving to find parking spaces	FN 11. Sustainable cities and communities lower pollution sharing vehicle with more people instead of taking 2 cars
Walking	129	0	no pollution no need for parking no emissions	FN 3: good health and well being Increase activity strengthen bones and muscles
Cycling	36	0	no pollution no emissions cuts greenhouse gasses	FN 3: good health and well being increase activity decreases body fat levels

The table shows that for the environmental impacts, traveling with bus is the best option, but when it comes to transportation time, car is the best option but with greater pollution impacts. Although the option for public transport is a good alternative for all personas compared to a car, the costs are higher compared to the car. Even so, the public transport has less environmental impacts than a car, with less carbon footprint and no need for parking. There is an opportunity for cycling to the destination, but walking would be way too far. Walking for 2 hours to an outdoor activity park would drain all the energy and make the activity less attractive.

For the retired couple, Klatreparken is not relevant as the activities are not suitable for this persona.

The choice of car is supported by the interview with Lars Tore Lien. On the question if he has an overview of how people get to Klatreparken, he responds:

Yes, it is mainly by car, the public transportation to the climbing park is very bad
(translated from Norwegian)

From the Table 13 this is obvious, because it takes by far the shortest time. However, the environmental impact is somewhat lowered as he also adds:

It seems that they are driving together instead of alone
(translated from Norwegian)

From Table 13 we see that this significantly reduces the environmental impact.

From a sports at your doorstep consideration, when asked about the use patterns of the park he brings up the fact that this is not for free and can be quite costly for the family personas.

Yes, I can see some of that, a relatively expensive activity. 2 adults and 2 children under 10 years old, it would cost 1300 NOK approximately, to visit the climbing park.
(translated from Norwegian)

The manager also says he sees some differences in the type of people using of the climbing park. When visiting the park, the entry ticket for a kids under 10 years old is 190NOK and for people older than 10 years is 330NOK. Taking this into consideration a day pass to the climbing park would cost an average family approximately 1300NOK. However, he sees this as a family activity when asked who he sees using the park.

Activity that you can do with the whole family together, you get out into the fresh air and nature, and do an activity together

(translated from Norwegian)

This would be a place to come to get some fresh air and enjoy the nature while doing some activity. However, when he was asked the question about Moldes work around the smart suitability goals and how Molde is trying to achieve this, he adds.

Yes, absolutely, when it comes to good health and well-being, it is absolutely that the climbing park contributes to it, by getting people out, kids off their phones and computers and gets them out to the park for maybe 3 hours and climbs and uses their body to move.

(translated from Norwegian)

From sports at your doorstep consideration, when being out in nature and moving around is a good fit to the concept.

5.3 Logistics considerations for BUA in Molde

BUA was founded in 2014, it was created to strengthen and make equipment rental services visible. BUA is a national non-profit organization that will make it easier for children and also young adults to try a more variety of activities, without increasing consumption. It is a place where people can borrow sports equipment and outdoor equipment, completely free of charge. (BUA. 2021a). BUA Molde is located in the basement of Idrettens hus, next door to the skatepark.

BUA also helps with cleaning out unnecessary storage in people's basements. Instead of having equipment you don't use or haven't used for 7+ years, or your kids have stopped using. BUA is offering to help reduce consumption and increase recycling, by delivering the equipment to BUAs storage units. Then you help more people join the activities without increasing consumption. (BUA. 2021b)

Table 14, explains the transport logistics for each of the groups from their home to BUA.

Table 14 logistic data for transportation to BUA

Public transport	Travel time	Cost of travel	Environmental impacts	Relations to the UN goals
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Buss:	24	118	Reduction of CO2 emissions Less carbon footprint No need for parking uses less energy	FN 3: <i>good health and well being</i> walking after PT FN 11. <i>Sustainable cities and communities</i> taking PT
By car alone:	9	5,5	Pollution (Co2), Congestion Parking challenges with use of land area and more emission to find parking spaces	
By car sharing:	9	1,4	Pollution (CO), Congestion Parking challenges with use of land area and more driving to find parking spaces	FN 11. Sustainable cities and communities lower pollution sharing vehicle with more people instead of taking 2x2 cars
Walking	38	0	no pollution no need for parking no emissions	FN 3: good health and well being Increase activity strengthen bones and muscles
Cycling	12	0	no pollution no emissions cuts greenhouse gasses	FN 3: good health and well being increase activity decreases body fat levels

The table shows that when it comes to environmental impacts, car is the worst option here, because of its parking challenges with use of land area and more emission to find parking spaces. The table shows additionally that public transportation is almost equal to walking, but the thing to remember here is that BUA is a shop where people have the choice to rent and borrow sports equipment. When walking to pick up the item, the motivation for walking with the item for a long period of time is low. Additional, with cycling it would be difficult to transport the items on your back while cycling. So, in conclusion when carrying a lot of sports equipment by car would be the best option here, for quick and easy pick up and could carry a lot of equipment at the time. For the retired couple, BUA could be relevant for instance if they want to be outside with their grandchildren.

The choice of car is supported by the interview with “Bjørn Jarle Kleppen”. On the question if he has an overview of how people get to BUA, he responds (question 7)

Most of them probably come here by car or on foot, some also come by bicycle and most by car and students by bus
(translated from Norwegian)

His response also shows that all transport is possible when renting from BUA. He also shows that people using BUA uses all modes of transportation which includes, walking, cycling, taking the bus and also comes there by car. From Table 14, that this statement is clear, because it takes by far the shortest time with car and also people who don't have a car would be able to walk or cycle.

However, when asked about if he new if people ride together or alone the environmental impacts are somewhat reduced when he said, (question 9)

So, they often come together to pick up when there is a larger volume, but usually one comes and picks up on behalf of family.
(translated from Norwegian)

His response shows that most people come together when borrowing a lot of sports equipment, which lowers the pollution effects, by driving together rather than driving 4 cars.

From a sport at your doorstep consideration, when asked about the use patters of BUA, he brings up the fact that everybody uses BUA when he said, (question 3)

I still feel that it is the middle class that uses it
(translated from Norwegian)

His answer shows that most people that uses BUA is from the middle class. However, it sees this as an economical opportunity when he says (question 5)

Mainly because they can borrow some sports equipment, they want to try without spending 10-30 thousand NOK on something and find out that it wasn't fun after all and have the items left in the garage, until it's thrown away even if it is used once.
(translated from Norwegian)

His answer show that renting from BUA would be a beneficially economic opportunity for personas who wants to save money, instead of buying expensive sports equipment one can borrow and try it out first. When However, when he was asked the question about Molde's work around the smart suitability goals and how Molde is trying to achieve this, he adds.

Have not studied them very carefully but our goals are to get more activity to get people of the couch and limit poverty issues.
(translated from Norwegian)

His response shows that BUA has been focusing on getting people to “get out of their couch” and into nature. He additionally shows that BUA is trying to limit poverty issues to make BUA available for all personas who wants to try something new and might not afford buying it right away

5.4 Logistics considerations for Sjøfronten in Molde

Table 15 explains the transport logistics for each of the groups from their home to Klatreparken. The focusing here is on Sjøfronten which is located near the city center of Molde and a good attraction for walking along the seaside, would be a great place to be active and enjoy the ocean view which has many benefits for mental health

Table 15 scenarios for transportation to sjøfronten

Public transport	Travel time	Cost of travel	Environmental impacts	Relations to the UN goals
Buss:	15	38	Reduction of CO2 emissions Less carbon footprint No need for parking uses less energy	FN 3: <i>good health and well being</i> walking after PT FN 11. <i>Sustainable cities and communities</i> taking PT
By car alone:	9	3,8 parking 27kr per hour	Pollution (Co2), Congestion Parking challenges with use of land area and more emission to find parking spaces	
By car sharing:	9	1	Pollution (CO), Congestion Parking challenges with use of land area and more driving to find parking spaces	FN 11. Sustainable cities and communities lower pollution sharing vehicle with more people instead of taking 4 cars

Walking	42	0	no pollution no need for parking no emissions	FN 3: good health and well being Increase activity strengthen bones and muscles
Cycling	12	0	no pollution no emissions cuts greenhouse gasses	FN 3: good health and well being increase activity decreases body fat levels

The table shows that the environmental impacts, traveling with public transportation is the best option, but when it comes to transportation time, car is the worst option because of its parking challenges with use of land area and more emission to find parking spaces. Public transport and cycling would be the best option above when living at Molde KVAM. PT would make the ride more enjoyable with no parking needed and could travel in a bigger pack. Cycling would also be a good option here for the personas because cycling brings the people together and would make the ride less comfortable and more enjoyable. For the student this would be a great time to get some activity instead of sitting down all the time. When looking at the retired couple, The walking distance is not so huge, which means that the possibility for walking or taking the bus is an option.

The choice of car is supported by the interview with “Anni Kari Pedersen”. On the question if she has an overview of how people get to Sjøfronten she said,

No, we do not have that, but once I was in town on a Saturday, with reasonably good weather that all the bike racks outside Molde square were all taken.

(translated from Norwegian)

Her answer shows that she does not have any data collection or observation on people driving to sjøfronten. She includes a story that on a hot day that personas make use of bikes to get to sjøfronten, which is ideally for sports at your doorstep because it links with being out in nature

However, the data for those who drive a car, if they come alone or with more people was uncertain when she said

Have no overview, we do not have such data, it is such data we have no knowledge of
(translated from Norwegian)

Her answer tells us that they do not have such data to support the hypothesis to answer the question asked and that they don't have any way of knowing this information.

From a sport at your doorstep consideration, when asked about the use patterns of Sjøfronten, she is uncertain of who uses the Seafront, when she said.

I am not sure; I see that you have people who work close the seafront who are all types of people. But people who has high education will occasionally sit by Sjøfronten to have lunch or a part of the population that is a little addicted to drugs sits with their gangs and is social.
(translated from Norwegian)

Her answers tell us that, they might not have such data collection on such a question, but in her observation on Sjøfronten, she shows that all types of personas use the seafront. The use sjøfronten for different types of matters such as enjoy lunch alone or with fellow employees or to hang out and be social.

However, when asked about why people uses Sjøfronten she said.

I think it invites you to do different things, it's very nice down there, that it invites people to use it and that you have the opportunity to sit down, walk and jump from the ferry edge if you want to swim
(translated from Norwegian)

Her answer shows that all types of personas use Sjøfronten in many ways of activity such as sit down and relax, take a walk down the pier or perhaps use the ferry edge as place

where one might go for a swim. This links up to sports at your doorstep by inviting people to use the outside facility for many opportunities to be activity and do other activity.

Future more when she was asked the question about Molde's work around the smart suitability goals and how Molde is trying to achieve this, she adds.

Yes, they are involved and contribute to that, I think because there is no benefit to that which means that we may walk more and that we move more and that we may be social
(translated from Norwegian)

Her answer shows that the Molde kommune is contributing with this in connection the good health and well-being by walk by the sea pier and being, to move more and being social in public.

5.5 Logistics considerations for UIA-Park at Campus Kristiansand

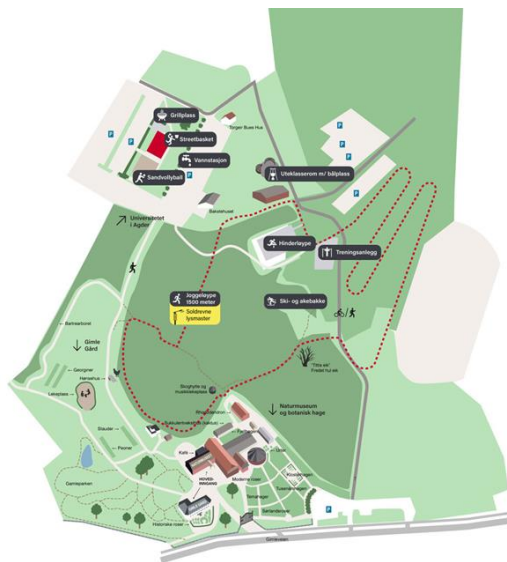


Figure 14 UIA Parken. (UIA. 2021)

In the forest and park area near the nature museum and near the university of Kristiansand, there is an all-activity park, which was built the 10 of October 2019 (UIA. 2021a) called UiA Park. This park has a lot of activities to offer such as, a jogging track, courts for street basketball and volleyball, an obstacle course, strength training facilities, skiing and

“akebakke”. The park also offers a gathering place for outdoor teaching and recreation areas, which includes a water station and grilling place. The area was not used so much before UiA parken was there, because it was poorly accessible due to the scrub forest and fences. But now that the shrubs have been cleared and trees felled, it has now opened up and a great footpath has been made which leads directly to Gimle farm and the nature museum which is shown on the map (UIA. 2021b). The UIA park will now help to increase the activity in the area and it has also decreased the supposed distance between the university and the city of Kristiansand. The park is not only aimed for students but also for the city's populations being activated and taken closer to the university to get out of the house and use the public infrastructure parks more often.

For the personas in this use case, it is assumed that the all live in Søm/Kristiansand.

Table 16 explains the transport logistics for each of the groups from their home to UIA Parken.

Table 16 scenarios for transportation to UIA-Parken

Public transport	Travel time	Cost of travel	Environmental impacts	Relations to the UN goals
Buss:	32	102	Reduction of CO2 emissions Less carbon footprint No need for parking uses less energy	FN 3: <i>good health and well being</i> walking after PT FN 11. <i>Sustainable cities and communities</i> taking PT
By car alone:	8	5,6 Parking 20kr per hour	Pollution (Co2), Congestion Parking challenges with use of land area and more emission	

			to find parking spaces	
By car sharing:	8	1,5	Pollution (CO), Congestion (KØ) Parking challenges with use of land area and more driving to find parking spaces	FN 11. Sustainable cities and communities lower pollution sharing vehicle with more people instead of taking 2x2 cars
Walking	69	0	no pollution no need for parking no emissions	FN 3: good health and well being Increase activity strengthen bones and muscles
Cycling	23	0	no pollution no emissions cuts greenhouse gasses	FN 3: good health and well being increase activity decreases body fat levels

The table shows that the environmental impacts, traveling with public transportation and cycling is the good option for personas going to the UIA-Park. The public transport would cost somewhat more compared to the car but have less environmental impacts than a car, with less carbon footprint and no need for parking. There is an opportunity for cycling to the Park, which takes shorter time than bus, but walking would be way too far. Walking for 69 min to an outdoor activity park would drain all the energy and make the activity less attractive. For the retired couple, car or public transport would be the main option

The choice of car is supported by the interview with “Paal Kulien” from the UIA-park in Kristiansand. On the question if he has an overview of how people get to BUA, he responded by saying:

I think there are many who walk to be completely honest, it is a local area with a lot of housing around here and there are a lot of students who live here

(translated from Norwegian)

His response shows that more people walk to the park because of its location near local areas with housing around and also because of the student living in the near area, perhaps close to the university. This answer links to sports at your doorstep by getting persons to walk instead of using their cars

Furthermore, when asked about if he knew if people ride together or alone, the environmental impacts are somewhat increased when he said

To be completely honest, I think they come alone. I think those who come together probably have more youth gangs or students who do not have a car that either walks or bikes.

(translated from Norwegian)

His answer reveals that persons often drive alone when getting to the park. Often people ride together with other people is when they don't have any other options.

From sports at your doorstep consideration, when asked about the use patterns of UIA-Parken, he is uncertain of the income when he says.

Exact income is a bit difficult, but there are a lot of students just there, kindergarten and schools are very active because there are schools quite close.

(translated from Norwegian)

Here his response shows that the income is a bit difficult when looking at who uses the park. He shows that most people using the park are in the young generation which includes, young adults/students, high school student because it's close to the park and at last kindergartens.

When asked about why people uses the park he says.

I think it is because it's a low threshold offer, easy to get to, it does not cost you anything to use it, there are nice, adapted areas we have and have a focus on facilitation for as many as possible really. It's adapted for all ages, close to the city, close to the bus station and its close to where people live.

(translated from Norwegian)

His answer links perfectly with sports at your doorstep by showing that the park is easy to get to, free to use, adapted for all ages and of its location which means more people would not have any problem traveling to the park.

However, when he was asked the question about Kristiansand work around work around the smart city and the sustainability goals Kristiansand municipality is trying to achieve, he had this to say

Yes, I think so, it contributes to better public health. So, I believe that it can contribute to good health and well being and especially with the fact that UIA-park does not cost anything, it's easy for you, it's close, it's bike ride or a walk away. This is a forest area here, so I definitely think it could contribute to somethings.

(translated from Norwegian)

His response shows that UIA-parken contributes to good health and well-being by making it easy for all types of personas to travel to the place with its location set where people live.

6.0 Conclusions

This thesis aims at developing and analysing a concept for sports at your doorstep, by focusing the attention on sports logistics management. The logistics management is based on a framework for sports logistics management which includes four different pillars, where the relevant for sports at your doorstep are venue logistics management, equipment logistics management and athlete's logistics management. By using these and an extensive literature search on sports, urban training and outdoor activities, the main problems addressed in the thesis were defined. Based on the problems the work is done by using qualitative research methodologies based on interviews and case studies so solve the issues.

Furthermore, the environmental impact of sports at your doorstep and sports logistics management are discussed looking into sustainable development, urban sports, smart cities and connecting this to the UN sustainability development goals to find the most relevant goals and indicators for sports at your doorstep. Molde kommunes, Smart Molde project is used as an example illustrating sustainability. In the project, there are 4 urban development projects that are relevant to sports at your doorstep of which one is used extensively as a case and the three others only for illustrating the problem. The ones that were not focused on are; "Vinterbyen" which is to make Molde more attractive place in the winter, "Sykkelveier Molde" which aims at 8 percent of traffic should be cyclists and "Sykkelparkering" which is to make more bicycle parking in Molde. The most relevant one is "Sjøfronten". Sjøfronten is an urban area located near the city center of Molde close to the seaside, which has been completely rebuilt and open to the public for outdoor activities, and especially a good attraction for walking along the seaside and a great place to active and enjoy the ocean view. For an analysis of the environmental impact the UN sustainable development goals and indicators are used to find the connection to each of the cases. In conclusion there was 3 goals and 10 indicators that had a connection to the sports at your doorstep and urban training.

Personas are used to gather data for transportation logistics for sports at your doorstep. The data gathering has been done for 4 use cases for four different personas: high and low-income family, students, and a retired couple. The results are compared by using interviews for the relevant cases studies to discuss and verify the results.

The 4 use cases are; Klatreparken which is park packed with large climbing towers suitable for all ages to climb, BUA, which is a non-profit organization that makes it easier for people to try out different activities by borrowing and renting equipment for free of charge, sjøfronten, which is explained future up in the conclusion, and UIA-parken (Kristiansand) which is a park filled with all sorts of activities, such as jogging track, outdoor training facility, outdoor basketball court and many more. The results from the personas and the interviews show that although Public transport would be a better environmental choice it is still most convenient to use a car, either alone or shared with others.

The work on sports logistic management and transport logistics responds to the first research question that asks, “What are the better “trade-offs” between our transport systems, places of living and the sports with which we engage?”. Through the use cases the results shows that sports at your doorstep is a good and relevant concept, and the trade-offs were shown to be between transport and environment.

The second research question was to find out how sports logistics management and transport logistics impacts the use of sports at your doorstep facilities. The answer is in how the use cases are connected to the UN sustainability goals and indicators. 3 of the 17 UN sustainable development goals has a connection and are relevant. These have been analysed for each of the use cases. The results show that it is still hard to get everyone to use public transport because they prefer driving car. This is confirmed by the transport logistics data and also confirmed by the interview with the different cases. For BUA this has a potentially high impact by looking at the equipment logistics and reducing consumption and waste of equipment. This is highlighted in one response from the interviews: *Mainly because they can borrow some sports equipment, they want to try without spending 10-30 thousand NOK on something and find out that it wasn't fun after all and have the items left in the garage, until it's thrown away even if it is used once*”.

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8.0 Appendix/vedlegg

8.1 Appendix 1: Interview guide

Below is the interview guide provided for NSD approval.

Fra NSD

Legg inn Logo og navn på avdeling slik som i informasjonsskrivet

Vil du delta i forskningsprosjektet

Sport at your doorstep

Dette er et spørsmål til deg om å delta i et forskningsprosjekt hvor formålet er å *svare på spørsmål innenfor sport og byutvikling. Spesifikke byer som skal studeres er Molde og muligens Kristiansand.* I dette skrivet gir vi deg informasjon om målene for prosjektet og hva deltakelse vil innebære for deg.

Formål

Formålet med oppgaven er å studere om «sports at your doorstep» kan bidra til byutvikling (i betydningen planlegge bærekraftige byer). Som eksempler har vi byer som Rauma som karakterisere byen sin ved deres motto; «Verdens beste kommune for naturglade mennesker» eller Molde som karakterisere byen sin ved «Stikker seg ut».

Oppgaven er en masteroppgave ved Høgskolen I Molde på Logistikkstudiet.

Hvem er ansvarlig for forskningsprosjektet?

Høgskolen i Molde, avdeling for Logistikk ved Steinar Kristoffersen.

Hvorfor får du spørsmål om å delta?

Du får spørsmål om å delta fordi du har en stilling som er relevant til hovedproblemstillingen .

Hva innebærer det for deg å delta?

Denne undersøkelsen innebærer å stille til et eller flere intervju rundt hovedproblemstillingen. Jeg vil stille spørsmål underveis i intervjuet rundt byutvikling og relevansen av sport og andre aktiviteter. Hvis du samtykker vil det bli tatt lydopptak fra intervjuet i tillegg til at jeg ta notater underveis

Det er frivillig å delt

Det er frivillig å delta i prosjektet. Hvis du velger å delta, kan du når som helst trekke samtykket tilbake uten å oppgi noen grunn. Alle dine personopplysninger vil da bli slettet. Det vil ikke ha noen negative konsekvenser for deg hvis du ikke vil delta eller senere velger å trekke deg.

Ditt personvern – hvordan vi oppbevarer og bruker dine opplysninger

Vi vil bare bruke opplysningene om deg til formålene vi har fortalt om i dette skrivet. Vi behandler opplysningene konfidensielt og i samsvar med personvernregelverket.

- Veileder og student vil ha tilgang til det du svarer i dette prosjektet
 - Første veileder: Steinar Kristoffersen
 - Andre veileder: Antonina Tsvetkova
 - Student: Jonas Øverdahl Perkis

Hva skjer med opplysningene dine når vi avslutter forskningsprosjektet?

Opplysningene anonymiseres når prosjektet avsluttes/oppgaven er godkjent, noe som etter planen er

01.07.22. Lydopptak fra intervju vil bli transkribert før prosjektets slutt og lydopptaket vil bli slettet.

Dine rettigheter

Så lenge du kan identifiseres i datamaterialet, har du rett til:

- innsyn i hvilke personopplysninger som er registrert om deg, og å få utlevert en kopi av opplysningene,
- å få rettet personopplysninger om deg,
- å få slettet personopplysninger om deg, og
- å sende klage til Datatilsynet om behandlingen av dine personopplysninger.

Hva gir oss rett til å behandle personopplysninger om deg?

Vi behandler opplysninger om deg basert på ditt samtykke.

Data vil samles inn oppdrag fra Høgskolen i Molde, avdeling for Logistikk. På oppdrag fra Høgskolen i Molde avdeling for logistikk har NSD – Norsk senter for forskningsdata AS vurdert at behandlingen av personopplysninger i dette prosjektet er i samsvar med personvernregelverket.

Hvor kan jeg finne ut mer?

Hvis du har spørsmål til studien, eller ønsker å benytte deg av dine rettigheter, ta kontakt med:

- Molde University College – Specialized University in logistics/ Første veileder Steinar Kristoffersen, Steinar.Kristoffersen@himolde.no, andre veileder Antonina Tsvetkova, antonina.tsvetkova@himolde.no eller student Jonas Øverdahl Perkis, Jonasop@hotmail.com

Hvis du har spørsmål knyttet til NSD sin vurdering av prosjektet, kan du ta kontakt med:

- NSD – Norsk senter for forskningsdata AS på epost (personverntjenester@nsd.no) eller på telefon: 55 58 21 17.

Med vennlig hilsen

Steinar Kristoffersen

Antonina Tsvetkova

Veileder

Jonas Øverdahl Perkis

Student

Appendix 2 Interview Question

Hva slags aktiviteter støtter sports anlegget? (Norwegian)

What kind of activities does the sports facility support? (English)

Hvem bruker sports anlegget? (Norwegian)

Who uses the sports facility? (English)

Ser du forskjeller i bruken av sports anlegget for ulike typer folk? (Norwegian)

Do you see differences in the use of the sports facility for different types of people?
(English)

Er det noen likheter mellom ulike grupper? (Norwegian)

Are there any similarities between different groups? (English)

Hvorfor bruker folk sports anlegget? (Norwegian)

Why do people use the sports facility? (English)

Hvorfor tror du de ikke bruker sports anlegget? (Norwegian)

Why do you think they do not use the sports facility? (English)

Har du oversikt over hvordan folk kommer seg til sports anlegget? (Norwegian)

Do you have an overview of how people get to the sports facility? (English)

Av de som kjører bil kommer de alene eller virker det som de har samkjøring med flere?
(Norwegian)

Of those who drive a car, do they come alone or does it seem like they have a ride with
several others? (English)

Virker det som de som tar bil bruker sports anlegget mer enn de som tar buss, sykler eller
går? (Norwegian)

Does it seem that those who take a car use sports facilities more than those who take a bus,
bicycle or walk? (English)

Kjenner du til kommunens arbeid rundt smartbyen og de bærekraftsmålene kommunen forsøker å oppnå? (Norwegian)

----- hvis ja hvordan?

Do you know the municipality's work around the smart city and the sustainability goals the municipality is trying to achieve? (English)

----- if yes how?

Tror du kommunen har nok sportsfasiliteter? (Norwegian)

Do you think the municipality has enough sports facilities? (English)

Burde kommunen bygge flere ute idrettsanlegg? (Norwegian)

Should the municipality build more outdoor sports facilities? (English)

Hva er fremtidsplanene for sports anlegget? (Norwegian)

What are the future plans for the sports facility? (English)

Har det kommet noen spin offs fra sports anlegget? (Norwegian)

Have there been any spin offs from the sports facility? (English)

8.2 Appendix 3 Transcript of interviews (original data in Norwegian)

BUA

Hva slags aktiviteter støtter BUA?

BUA har utstyr og låne ut til mange mange aktiviteter sommer og vinter, alt som kan rulle, gli, kastes også så har vi litt sjøsport men det utvikles senere. Hovedsakelig er det mest ski og skøyter og ski av alle slag, mest langrenn men deretter alpint, snowboard og anoneski. Januar til og med mars, er det høysesong pluss påske. Så om sommeren er det sykler, telt, rulleskøyter, badminton utstyr, tennis rekkert, SUB brett og et par kayakker. Det er det jeg kommer på, men som sagt, er det veldig mye.

Hvem bruker BUA?

Storsett e det familier, enten på vegne av hele familien eller at det er noen voksne som henter ting til sine barn, som skal være med på en skole aktiviteter, eller bare på at dem skal på en privat utflukt, f.eks noe som skal kanskje på sjøen eller på en hyttetur. Eller på fjellet. Så det e klasseturer på vår og høst som handle om å sykle et sted men telt og sovepose. Om vinteren er det skole skidag, der vi låner ut masse ski sånn at folk kan spille å kjøpe utstyr for den ene dagen. Det e mange barn som skal på en aktivitet og har ikke den aktivitet som hobby og da har dem kanskje ikke utstyret hjemme og det er derfor BUA finnes, fordi at vi skal slippe, fordi det blir utenforskap og trassigheter, at de ikke kan være med eller ikke har utstyr eller har ikke raa å kjøpe utstyr, så det e like viktig for den økonomiske biten for å redde familier unna dyre innkjøp som at ungene skal komme ut i aktivitet.

Ser du forskjeller i bruken av BUA for ulike typer folk? Høy og lav inntekt, studenter og eldre

Vi har nok en god fordeling faktisk, det er likevel så føler jeg at det er middelklassen som bruker, det e kanskje flaut å komme med en sånn plass hvis du ikke har raa, da er det dessverre sånn at det er den som har god raa, kommer dem og. Så det var vel dem andre som skulle ha lånt og de som ikke hadde raa men det e kanskje en terskell å finne også komme hit til oss videre, "vet ikke". Vi har ikke no særlig forskning resultat på disse tingene her. Nå skal vi ha regions møte her i morgen, så da skal jeg få litt fakta fra BUA Norge og fra kollega er fra rundt om kring også for vi se hva de har. Fra plass til Plass er det helt sikkert veldig forskjellig. Tror jeg hørte om en i BUA som også hadde fått litt fattigdoms stempel, og da var det nesten ingen som turte å burke det. Vi har vært kjempe heldige for vi har faktisk hele spekteret her. Her kommer det studenter, kommer det småbarns familier, her kommer det familier med store ungdommer som skal på et eller annet. Her kommer det en familie som skal låne, til hele gjengen for den skal på en familieutflukt og det ser ut som vi også har alle inntekt nivåer der altså

Er det noen likheter mellom ulike grupper? (studenter bruker det som trening, foreldre som bruker det som lek)

Studenter låne ting for å leke seg, f.eks akebrett, så det e sånn lekeaktivitet, så jeg tror jeg har lånt ut flere ganger til studenter enn til barnefamilier. Og det er litt baklengs på en måte, men et akebrett e kanskje en ting som mange har så det er ikke noe vi treng og kjøpe inn i store mengder av. Men studenter har ikke med seg sånne ting, sant, så dem

har jo ofte sånne utflukter i grupper men, det er nok mer sånn at vi skal være med på en sånn sak i et slags fellesskap, så jeg ser ikke for meg at vi låner ting for å få konkrete trene ferdigheter, det ikke sånne lek basert heller, det å låne skateboard e kanskje en lek da. Det er derfor mange som vil se på som det men det kan jo være at vi låne bort skateboard til en som fikse det litteganne ganske fort, så blir det han/hun kjempeinteressert, så for vi en ny bruker på skateboard arealet som da sannsynligvis går å kjøper seg brett etter tid, fordi det var gøy og det er også det viser at familier som kommer og prøver en ting og finne ut at, dette her er så bra at vi går å kjøper oss og det er også litt av vitsen med BUA, for at vi skal få folk ut av sofaen og oppdage aktivitet og deretter gå å kjøpe utstyret. For du kan ikke låne samme utstyr uke etter uke etter uke. Her må du max ei uke og du kan låne nye ting neste uke, ikke sammen tingene fordi da legge det beslag på det for andre. Max en uke låning og hvis du kjem igjen neste uke og ha noe nytt så vil vi at det skal være noe annet ikke det samme

Hvorfor bruker folk BUA?

Hovedsakelig for at de skal være men på noe ting som dem ikke gjøre ofte og dem har fått et tilbud ved skole eller ved bekjent folk og de har lyst og prøve noe nytt og da er det dumt å gå å kjøpe noe nytt for 10, 20, 30 tusen kroner også e det kanskje ikke gøy, sant, fordi det fins jo folk som gjør det, de som har god råa gjør jo ofte det, kjøpe masse ting som blir liggende i garasjen, til det blir kastet selv om det er brukt en gang, så det e littegang av det. Hovedsakelige er det for å være med på en aktivitet som er planlagt på en måte eller noe som dem e nyserrige på også ser vi at det er noen som vil gjøre dette noen få ganger i året, så for dem også tilbake 3-4 ganger i året å låner ting fordi at den tingen er kanskje litt dyr og da handler det også om økonomi.

Hvorfor tror du de ikke bruker BUA?

Det må vi nå sannsynligvis, sette på kontoen for manglende kjennskap. Vi kan ikke bruke 10 tusenvis av kroner om markedsføring. Vi er synlige gjennom kommunen sine hjemmesider og gjennom BUA sine aktiviteter, sosiale medier og forskjellige. Men det blir jo mer og mer synlig og flere blir kjent med det. Så dem som eventuelt som ikke vil bruke BUA, det er for det meste at de ikke kjenne til oss og forløbig så har vi heller ikke fått noe sånn feil stempler som vi snakket om, tror ikke det er noen sier at, "Net ikke dra ditt", fordi da tror dem at du e et eller annet, det har vi ikke noe om som jeg vet om

Har du oversikt over hvordan folk kommer seg til BUA?

Studenter kommer jo faktisk mye til fots men hvis dem skal låne mye skiutstyr så har dem jo seg avtaler med en bekjent som har bil. Dem fleste kommer nok hit med bil eller til fots, fordi vi er jo ganske sentral plassert, så det kommer noen ruslende fra nabolaget her selvfølgelig også kommer det noen på sykkel og de fleste med bil og studenter med buss

Av de som kjører bil kommer de alene eller virker det som de har samkjøring med flere?

Joa joa, hvis du skal ha f.eks mange på ski, så er det jo kjedelig for den ene personen og bære alt dette. Så dem kommer ofte sammens for å hente når det er større volum, men vanligvis så kommer det en og henter på vegne av familie.

Virker det som de som tar bil bruker BUA mer enn de som tar buss, sykler eller går?

Tippe det er mer anledning for få med seg ting kommer seg raskere til og fra. Men det ser likevel folk med sykkel eller kommer til fots, men is større grad dem med bil, bruker oss kanskje mer for dem bor jo et stykke unna, de som har med seg skipare osv, de kommer seg ikke av gårde.

Kjenner du til Moldes arbeid rundt smartbyen og de bærekraftsmålene molde kommune forsøker å oppnå?

Hvis ja, hvordan?

Har ikke pugget dem veldig nøye men målet vårt er jo å få økt aktivitet for å få folk ut av soafen og begrense fattigdoms problematikken og at vi er for disse her ungdommene til å delta unngå utenforskap og disse tingene der

Jo vi er ganske sikker på at BUA er en viktig brikke med å få et aktivitet spesielt spare miljøet på grunn av at folk slipper og kjøpe og kaste og mange låne sykkel og å dra på en tur istedenfor for å dra på en biltur. Så jeg håper og tror at BUA er et sted som disse tingene kan starte litt da. Utgangspunkt for miljø på mange måter og helse.

Tror du Molde har nok sportsfasiliteter?

Molde er faktisk den byen i forholdet til folketallet som har flest mennesker innmeldt i idrettslag i hele landet. I tillegg har Molde mange tilbud for uorganisert idrett også det er jo i nærheten av marka og sjøen, så det er jo masse aktiviteter som ikke har med idrettslaget å gjøre, de som har seilbåt, har jo selv forening og da er det sikkert mange med seilbåt som seile utenfor seilforenings tilknytning og det å gå i marka her, sykklemarka mer, eller å gå på ski, er jo uorganisert mesteparten så det er mer organisert og uorganisert i alpinanlegget også skaret, men der også idrettslag. Men idrettslagene er jo små i forhold til de uorganisert biter der da. Så har vi fått den nye skateparken her ute ved BUA molde som også er et, det fins jo en liten klubb her, men må ikke være i klubben for å være mer her, så det er også uorganisert. Men det er sånn at økt tilbud og økt etterspørsel, de som vet ka business handle om, "handel og vandel". Hvis vi f.eks, bygge et ishockeyhall så blir det icehockey miljø på et halvt år og om 3 år så har vi et eliteserielag for uten de som har penger kommer til å hoppe på, men de må først lage hallen også kunne vi sikkert hatt store hall for icehockey og lengdeløpskøyta, vi kunne også fått enda mer, men vi har egentlig fantasiske gode tilbud, selv om mange idrettslag føle at, "nei for nå aldri plass på banen" fordi det er liksom kø da. Så guttene som jobber på løftet på Idrettsbygget i Molde, sitt jo å fordele trening tida på massevis av anlegg og det er, de må begynne å bruke søndager også, seint på kvelden, alt dette her for å det til å gå opp da. Så vi er høy oppe i kurs der og kan bli større og helt sikkert på nye ting til å skje. Nå blir det ny klatrehall ved fjorden som er i sånn verdensklasse, en **sil** som er sånn 100 meter, det er ihvertfall høyere enn vanlig klatrehall.

Burde Molde bygge flere ute idrettsanlegg

Kan sikkert si Ja til alt jeg selv om det er lite så er det helt klart såpass mange idrettslag som ønsker og bruke sånn ting, så det blir ikke for mange, men alltid er det økonomien som bestemmer det, så det vil ikke bli 10 nye fotballbaner, men likevel så vil dem blitt full, hvis det kom ned fra himmelen. Idrettsparken her ute ved BUA Molde, som er stadioen med løpebane og friidretts område, den brukes mens med uorganisert, men nå 26. April så ser du en skoleaktivitet her. Men Bjørn Jarle har sett folk jogge rundt en bane i bekemørket på sin høst og vinterstid selv om det er snø, gåing og jogging på den banane her foregår året rundt egentlig, så i perioder har dem til og med brøytet den løpebanen. I vinter så ble den brøytet som så lagt vann til is, men så ble det fin være. Så det ble ikke nå skøting der. Men det gjør jo kommunen. Men nå skal vi prøve det kanskje vær vinter i kuleperiode, så vi kan ha en økt tilbud for skøyter. Men vi ser jo hvordan klimaet henger sammens men skjøtene vi låner ut. For i fjord så lånte vi ut 100 vis av par hele tia i ukesvis mens i år har vi leid ut 2 par skøyter i vinter, pga isen varte ikke lenge nok til at dem ble utdelt. Millværet kommer og går.

Hva er fremtidsplanene for BUA?

Først og fremst å oppretthold det vi har startet og følge opp det så det blir mer allment-kjent så at alle kan bruke det kanskje utvide det med nye aktiviteter og hvis det kommer en ny farsått aktivitet så kaste vi oss på. Hvis vi har midler til å kjøpe inn en ny aktivitet som det blir mye av så er vi med på løpet for å si det sånn.

Har det kommet noen spin offs fra BUA? Som f.eks, De så BUA og kom på noe annet?

Klatreparken

Hva slags aktiviteter støtter/tilbyr Klatreparken?

Vi i klatreparken er høydepark eller klatrepark som har klatreløypa og ziplines. Vi har 7 klatreløypa med zipline i klatreløypa så har vi et klatretårn med en sånn frittfall simulator og en klatrevegg. Det en type høydepark som typisk barn og ungdom og familier besøke

Hvem bruker Klatreparken?

Nei, du kan si når vi gjør en del aktiviteter, det var høyt og lavt som bygge klatreparken for oss. Når vi bygge klatreparken så hadde vi en bestilling som det skulle i hovedsak være for barnefamilier og vi skulle ikke lage løypa som var for vanskelig til en sånn 11 åring til å ta. Det var liksom bestillingen vår og det har lyktes ganske bra, fordi det er hovedmålgruppa er barnefamilier med barn fra 5-6 år og opp til 14-15 år som bruke klatreparken

Ser du forskjeller i bruken av Klatreparken For ulike typer folk? Lav og høy, student og eldre

Ja, ser litt av det, utgangspunktet er at det er hvis grad en ganske dyr aktivitet en relativt dyr aktivitet, det koster for over en inngang billett koster for over 10 år så koster en inngang billett 330 kr så koster det 190 kr for under 10 år gammel. Hvis du er en familie på 4 så er det, 2 voksne og 2 barn over 10 år gammel, så er det 1300kr ca for å besøke klatreparken pluss mat og drikke hvis du ønsker og kjøpe det. SÅ det er en forholdsvis dyr aktivitet, det er kanskje det å skille litt på besøket at det ikke er alle som kan besøke klatreparken og det ser du også på bruken av klatreparken at det er ikke noe man drar til jevnlig hver helg, men det er kanskje noe man drar til 2-3 ganger i løpet av en sesong.

Er det noen likheter mellom ulike grupper? (studenter bruker det som trening, foreldre for å leke)

Kan si det at, klatreparken er jo, den er jo 2 deler, at det er bra trening i klatreløypa og særlig i de her som er litt mer krevende som er grønne og blå løypa som er litt mer krevende, så det er jo, kan jo si det er både studenter og skolegruppa og høgskole studenter som kommer å sikre for litt av treningen skyld og for litt utfordringa og sånn. Også har vi da barnefamilier som da har da mer type lek for ungenen.

Hvorfor bruker folk Klatreparken?

Jeg tror det er, det er flere grunnlag for det, for aktivitet som man kan gjøre med hele familien sammen, man kommer seg ut i frisk luft og naturen, og utdøve en aktivitet sammen. Også er det det er morsom og spennende også er det en form for trening og litt, du for fordeler med det at du bruke kroppen og den form for trening

Hvorfor tror du de ikke bruker Klatreparken?

Det kan være at noen syns det er for dyrt, jeg sa 1300kr for en familie også er det helt sikker en del som ikke kjenner til at det finnes en klatrepark i tusen at vi har en jobb og gjøre å markedsføre klatreparken

Har du oversikt over hvordan folk kommer seg til Klatreparken?

Ja, det er hovedsakelig via bil, det er veldig dårlig sånn kollektivtilbud, så det er hovedsakelig vi bil i Molde, nær 100% av de som besøke klatreparken de kommer med bil

Vet du om det er mange som tar bussen til Klatreparken?

Er veldig dårlig kollektiv tilbud (sakt onvenfor)

Av de som kjører bil, kommer de alene eller virker det som de har samkjøring med flere?

Det virker som at de samkjører med flere at det er flere i bil

Virker det som de som tar bil bruker Klatreparken mer enn de som tar buss, sykler eller går?

ja , absåltutt, de fleste som kommer de kjøre bil

Kjenner du til Moldes arbeid rundt smartbyen og de bærekraftsmålene molde kommune forsøker å oppnå?

Hvis ja, hvordan?

ja , jeg har lest inn i prosjektet, så jeg kan litt om prosjektet, det gjør jeg. Ja absåltutt, når det gjelder good health and well being så er det absåltutt det at klatreparken bidrar til det, det bidrar til og folk kommer seg ut, det bidrar til at unger gjør noe annet enn å spille på PCen eller sitte på mobil og de kommer seg ut og er her kanskje i 3 timer og klatre og bruker kroppen og beveger seg og at foreldre og besteforeldre er med, så det er helt klart at en klatrepark vil være med å bidra med til bedre helse og well being. Og når det gjelder det her med det sista du nevnte, "Sustainable cities and communities", Molde har ikke hatt en Klatrepark før og dette er et nytt tilbud som er med på å øke aktiviteten i Molde og rundt Molde

Tror du Molde har nok sportsfasiliteter?

Jeg tror molde har veldig mye sports fasilitere og jeg har også inntrykk av innbyggere i Molde er en veldig sporty og veldig mange er medlem av en idrettsforbund person og er ganske aktive. Så om vi har nok, er det vanskelig å svare på men til ihvertfall Molde har det bedre enn alle andre byer i Norge er jeg veldig sikker på, jeg vil at Molde ligger langt fremme på det

Burde Molde bygge flere ute idrettsanlegg?

Ja absåltutt, jeg mener jo at Molde har jo mange bra utendørsanlegg, vi har fått tennisanlegg, vi har fått område rundt idrettens-hus som er veldig bra, men det er sikker behov for enda flere fotballbaner og den type ting i Molde, fordi det er den type ting som er veldig stort trykk på de banene som er

Hva er fremtidsplanene for Klatreparken?

Framtidsplaner at, i første omgang er jo at utvide klatreparken littegrann i form av 2 ekstra løypa også en sånn større zipline så det er liksom kortsiktig, så det ser vi for oss om en par år, å kunne utvide også blir det da jo å, det er litt viktig at vi. Vi har jo ekistert i 2 år, så det er viktig at vi fornye klatreparken litt innimellom at vi bygge på flere løypa at vi for litt

mer attraksjonene så er jeg redd for at en sånn, at vi kan falle litt men vi må kanskje med vær sånn 3-5 år komme med nyhet som gjør at ikke resten er fortsatt til stede å at vi kan bygge på litt videre

Har det kommet noen spin offs fra Klatreparken? Som f.eks, De så Klatreparken og kom på noe helt annet?

Nei, det har ikke per i dag, det har, det nærmeste vi har kommet er at, Når vi bygde klatreparken så hadde vi primært sett på det her som et sånn tilbud til en privat markedet og at barn kunne komme å klatre men det vi har jobb litt mer mot er, at vi kommer til å få tak i bedrifter som kan komme å kickoff og seminarer osv i skikroa og kombinere det med klatreparken. Der hadde vi en 4-5 bedrifter i fjord som var på det skal vi prøve å få taki enda flere i år. Men det er det nærmeste vi har kommet til en sånn spin off, men det er jo fortsatt og bare utvide markedet litt i forhold til hvem vi jobber imot med klatreparken

Sjøfronten

Hva slags aktiviteter støtter Sjøfronten?

Aktivitetene der nede nå er jo et område der de fleste kan spasere og gå, sitte og den kunsten som er på rådhusplasser er jo er også som et leke anlegg. Det er mye aktiviteter som både på skateboard og sykkel og forskjellige, for både alle aldersgrupper. I fjor sommer å satt jeg og tok en øl nede på kaya, da var det bading ifra piren. Så det e mange typer aktiviteter som kan fåregå der

Hvem bruker Sjøfronten?

Jeg tror det er all aldersgrupper, ihvertfall det jeg har sett så er det både eldre og også som jeg sa ista, jeg har sett ungdommer som har badet langs hele sjøfronten. Jeg har også sett barnehager som skal til en byen en tur som er myltrett(de leker og spring) på rådhusplassen på de fasadene på den kunsten

Ser du forskjeller i bruken av Sjøfronten for ulike typer folk? Høy og lav inntekt osv

Det er jeg usikker på, jeg ser jo at du har jo folk som jobber nært sjøfronten som er jo alle typer mennesker. Men de som sitter på kontor som har en høy utdanning, de sitter ute ved sjøfronten og tar en lunsj i finværet også har du. Du har noen som, som du kanskje kan si, ikke har en jobb, den delen av befolkningen som litt rusavhengig også er på deler av sjøfronten og sitter med sine gjenger og er sosial. Så jeg tror det blir brukt av alle lag men kanskje på forskjellig vis og at det noen som spasere fordi der og sjøl bruker det som sykkelvei hjem, sykle via sjøfronten, det hadde jeg aldri gjort hvis det ikke hadde vært som det hadde vært idag

Er det noen likheter mellom ulike grupper? (studenter bruker det som trening, foreldre bruker ta det med ro)

Ja, jeg har sett folk som kommer joggende forbi og også ungdommer som sitter og tar seg en cola eller bare henge rundt. Jeg satt og observerte en som tok film av hverandre og lekte seg. Så det var sånn en sammenligning av sånt.

Hvorfor bruker folk Sjøfronten?

Jeg tror at den innbyr til å gjøre forskjellige ting, det er veldig fint der nede, at det inviterer folk til å bruke det og at du har muligheten til å sette deg ned, du har muligheten til å gå,

du har muligheten til å hoppe fra ferje kanten hvis du ønsker å bade. Jeg tror at det har åpnet sentrum mot havet og mot fjorden på en veldig fin måte, du føler at det er både laget rom er du kan sette deg med ryggen inntil noe og du har åpne plasser der du kan springe rundt og inviterer forskjellige aktiviteter også er det bygd veldig fint og det tror jeg folk syns er veldig kjekt, at de trekkes til en plass at du føler er en god plass å være

Hvorfor tror du de ikke bruker Sjøfronten?

Det hadde jeg en diskusjon med en annen kollega, sjøfronten er jo en kai, men det jo også foreldre som har med ungene sine og da er det uttrykt. Så jeg tror kanskje det er som føler seg utrygge med at du som har unger, at de leker og spring rundt og for at det er uttrykt for at du er nær en kaikant fordi det blir litt fare kanskje. Det kan være en grunn til at du ikke bruker sjøfronten. Det kan også være en grunn at, når det er dårlig vær så kan det være litt glatt, da ville du ikke bruke den, du vil bruke den når det kanskje er finere vær og du kanskje og det ikke er så være utsatt med vind og regn og sånt. Det kan være noen av grunnene

Har du oversikt over hvordan folk kommer seg til Sjøfronten?

Nei det har vi ikke, men en gang jeg var i byen på en lørdag men passelig bra vær at alle sykkelstativene utenfor molde torget var opptatt, alle var opptatt. Her er endring i måten vi beveger oss. Men register også at det står elektriske sparkesykkel der, det brukes veldig mye, sykkel brukes, folk går også er det noen som kjører bil. Så jeg tror det er en varierenese grad til hvordan folk kommer seg dit men jeg ser jo at sjøl i helger så, da er det folk som er ute og går

Vet du om det er mange som tar bussen til Sjøfronten?,

Jeg har ingen anning,

Fordi bussterminalen ligger i nærheten?

De kan ta buss i kombinasjon at folk skal på at de ikke bare kommer til sjøfronten men men de kommer kanskje til sentrum også blir sjøfronten en del av turen din. Jeg tror ikke det er så veldig mange som bruker buss til sentrum, jeg tror det er mer skole studenter som bruker mer buss som til og fra skole. Men er usikker, har ingen data på det.

Av de som kjører bil, kommer de alene eller virker det som de har samkjøring med flere?

Har ingen oversikt over, vi har ikke sånn data, det er sånn data vi ikke har kunnskap over

Kjenner du til Moldes arbeid rundt smartbyen og de bærekraftsmålene molde kommune forsøker å oppnå?

Hvis ja, hvordan?

Ja, de er med og birar til det tror jeg, fordi der jo no nytte å som gjør at vi kanskje vi går mer og at vi beveger oss mer og at vi er kanskje mer social. At vi underbygger, selv om vi ikke er bevist at det blir bygd, så viser det at det slår til de målene der. Tenkte jeg

Tror du Molde har nok sportsfasiliteter?

Molde er jo en by en kommune der folk driver med masse typer forskjellige typer sport, ekstremt mange. Ungdom i Molde idag kan shoppe på type sport. Også kjæm jeg sjøl ifra treffer* (porkrunn treffer?*) jeg ser da at, når vi skulle fordele tid til football trening, så var det aldri nok og da vet vi at vi er for få anlegg. I forhold til Molde som by, og sammenligne da med eidsvåg eller midsund så, så har de sikker mer tid til trening enn ka du har i Molde by. Fordi av vi har for få anlegg i forhold til hva som er i behov eller hva som er ønsket for klubbene, jeg tror fordi de dagene jeg hadde hatt mye mer hvis vi hadde hatt muligheten til flere treningen tider. Jeg tror det er enkelte som har behov for mer. På de idrettene som

har så anlegg som håndball, fotball, volleyball, også som sårne som treng en fotballbane for å trene (kanskje høre på nytt) slutter 10:47

Burde Molde bygge flere ute idrettsanlegg?

Ja, det tenkte jeg vi brude gjort. Jeg tenker fotball anlegg kanskje også friidrett har jo bare en bane på. På ski så har du jo etterhvert fått fine anlegg oppe på skaret, både rullerløype og skiskytterstadion, har jo fått etterblert. Så det begynner å bli bra på ski ihvertfall, det er kanskje mer på de idretter som der du trenger større anlegg på, som å spille ute da

Hva er fremtidsplanene for Sjøfronten?

Det er jo å få etablert sjøfront 2 som da ligger øst for sjøfront 1, som jeg kaller det for, sentrum siste bakgård , som plutselig blir en fin promenade en fin del av byen og at man for etablert inn bade område så da er et anlegg for de eldre ungene altså de som ikke trenger å bli passet på, så ungdom. Det har vi ikke, så det trenger vi

Tenker også å bygget et badeanlegg, der du kan komme ned med trapp ned, der du kan komme deg lett opp og ned fra vannet, det skal etableres helt inn mot moloen som ligger langt øst inn mot elven. Dette var egentlig ikke en del av sjøfronten 2 pga av kostnader. Men nå tror jeg at de har fått til å et spleiselag, jeg tror de har invitert inn næringslivet så de for til en og etablert inn en, fordi det har ikke en del av sjøfronten 2. Men nå ser det ut som det blir etablert. Så blir det også noen som har tatt initiativ til badstue og badehus og det er et privat insjativ.

Har det kommet noen spin offs fra Sjøfronten? Som f.eks, De så Sjøfronten og kom på noe annet?

Det vet jeg ikke, men kan hente det med badeanlegget og badstue var egentlige en del ut av det, at de ser at "Her blir det fint, her må vi gjøre noe i forhold til noe aktivitet". Det kan være en spin off i forhold til sjøfronten 2

UIA-Parken

Hva slags aktiviteter støtter UIA-Parken?

UIA-parken har sånn egenvekt treningsanlegg, det er ikke en tuft park, med det er ikke en tuft park, fordi da blir leverandøren sur, vi har også en hinderløype, vi har en lyset joggeløype, vi har en akebakke. Vi har basketball, 2 volleyball baner, det er det vi har per nå

Hvem bruker UIA-Parken?

Det er egentlig hele byen befolkning, men det er ikke alle fra byen, men det folk fra nærområde, mye barnehager, my skoler, vi har også litt undervisning fordi vi har en egen idretts line som bruker det, vi har noe erværing, litt bålgrø som kan brukes til litt matlagning, så egentlig mye forskjellige grupper. Vi har jo hatt et ønske med UIA-parken med å åpne opp et av sårne lavterskel tilbud for spesielt nærområder for byens befolkning, vi ønsker at folk skal bruke campus mer og se hva vi har å by på her oppe, så det var kort fortalt om hvem som bruker det og hva vi ønsker å oppnå med det

Ser du forskjeller i bruken av UIA-Parken for ulike typer folk? Høy og lav inntekt osv

Akkurat inntekt er litt vanskelig, men det er jo mye studenter bare der, barnehager og skoler er jo veldig aktive fordi det ligger skoler ganske nært her barneskoler. Vi har jo en videregående skole med en toppidrettslinje og friluftsliv som også bruker parken. Det er nok ikke så mye eldre de går nok mer tur i område men akkurat selve bruken av apparater så vil jeg nok si at det er mellom 10-40år

Er det noen likheter mellom ulike grupper? (studenter bruker det som trening, foreldre bruker ta det med ro)

Det er jo mye studenter som bruker det til trening, spesielt den egenvekt treningsanlegget og det merker jeg spesielt i pandemien, når alt stengte, så var jo denne parken gul vært og da merket vi en ekstrem økning i spesielt den egenvekstreningen, den hinderløypa bruker jo kanskje mer av voksne med barn som er ute å leker for å si det sånn. Det er vell egentlig det jeg har sett mest bruk av.

Hvorfor bruker folk UIA-Parken?

Jeg tror det er et lavterskeltilbud, enkelt og komme seg ditt, det koster deg ikke noe å bruke det, det er fine tilrettelagt områder vi har, fokus på tilrettelegge for flest mulig egentlig. Så jeg tror nok det er uteveks trening og ute trening og alt det der har jo kommet mye mere. Og det er jo et tilrettelagt for alle aldre, så jeg tror bare at det er tilgjengelig og det er ganske nært byen, nær buss, det er nært der ganske mange oppholder seg, så det kan være grunnene til hvorfor folk bruker det. Vi har prøvd og markedsføre det der vi kan egentlig for å vise at dette er tilbud som er åpent for alle så værsegod å bruke det

Hvorfor tror du de ikke bruker UIA-Parken?, Hva er det som hindrer folk til å bruke UIA-Parken?

Litt vanskelig, men det er sikkert noen som vet om det, for å si det sånn, så er det jo klart at, hvis man skal se på som å ta det som trener da eller glad i treningsenter og ikke bruker det, det er for mange folk to type trening man kan si det sånn også. Men det er litt vanskelig å svare på hvorfor de ikke bruker det, det er nok klart at det er mest i nærområde som bruker det, så det har kanskje noe med avsand å ta bilen for å komme seg ned her. Det er jo mange andre områder i Kristiansand som er sånn likestillt tilsvarende, som jeg kunne tenke meg så det er kanskje en grunn for at folk ikke bruker det. Men det er mye bruk, det må jeg bare si. Jeg går mye forbi der med andre prosjekter jeg har så det er veldig mye bruk av store deler av det, det er det.

Har du oversikt over hvordan folk kommer seg til UIA-Parken? Vet du om det er mange som tar bussen til UIA-Parken?

Jeg tror det er mange som går for å være helt ærlig, det er jo jenvt, nærområde men mye boligere rundt her, det er mye studenter som bor her, mye studenter som er på UIA universitetet også kan det jo forsåvet være at det er noen som kommer med bil også. En og alene at de kommer med bil er kanskje. Vi har jo også et treningssenter som er rett borti gaten så det kan jo forsåvet være at noen er der også finner de ut at de tar utredningen så går de bort der og at de da kommer med bil til treningssenteret, det kan godt være. Men majoriteten tror jeg nok kommer gående eller syklende.

Av de som kjører bil, kommer de alene eller virker det som de har samkjøring med flere?

Skal jeg være helt ærlig, så tror jeg de kommer alene, jeg tror majoriteten kommer alene, litt av de kommer til treningssenteret, jeg tror nok de som kommer sammen har nok mer ungdomsgjenger eller studenter som ikke har bil som heller går eller sykler. Så hvis de kommer med bil, så kommer de fleste parten alene

Virker det som de som tar bil bruker UIA-Parken mer enn de som tar buss, sykler eller går?

Nei! Det tror jeg ikke. Det er en aldersgrense som tar bil er litt mer oppi årene og det er ikke de vi ser mest av for å se det sånn i parken. Det er liksom, det er studenter og VGS elever og den type ting som er der mest

Kjenner du til Kristiansand arbeid rundt smartbyen og de bærekraftsmålene molde kommune forsøker å oppnå?

Hvis ja, hvordan?

Ikke akkurat konkret, men vi har mye samarbeid med kommunen altså, UIA-parken er jo et samarbeidsprosjekt med kommunen for å si det sånn. Vi satt jo her, to prosjektlederen fra parkvesenet og meg. Så hele UIA-parken er jo et samarbeidsprosjekt. Bærekraftsmålene konkret..nei, er ikke så inni. Men det er andres som jobber med det hos oss.

På good health and well being, et bedre sted å være

“ ja det tror jeg, det bidrar jo til bedre folkehelse vil jeg tro. Det er jo forskjell på uti skauen at man har sånn lavterskel i skogsområder som man kombinere med en trening og en tur. Det tror jeg absolutt at det kan bidra med og spesielt med at UIA-parken, koster ikke noe, det er enkelt for deg, det er nært, det er en sykkel tur eller en gå tur unna. Det er jo et skogområde dette her så det tror jeg absolutt, som kunne bidra med noe

Tror du Kristiansand har nok sportsfasiliteter?

Både ja og nei, det er ufattelig padel-haller som har kommet opp i det siste, mye padel-haller, mye footballbaner men, en variasjon, det er nok kanskje lite variasjon i type aktivitet altså. Nå har vi fått en klatrehall som kan være med å bidra, det er jo rett i nærheten av UIA-parken som jobber de med, det som kalles mulighetsstudie i Jimle eller Gimle som er kjempesak milliard prosjekt, der de har tenkt ny fotballbane og også skatehall, sand volleyball. Så de har nok en del, men at de kunne hatt en større variasjon, det kunne vært et lite behov for ja.

Burde Kristiansand bygge flere ute idrettsanlegg?

Ja, jeg tror det, jeg er jo en far med 2 små unger, det å kunne ha en sånn, vi har noe som heter løvås, som er et slags bolig felt med 5km lang løype som har aktiviteter langs løypa, noe treningsapparater eller noe. Det tror jeg vil få folk mer ut og det er ikke så langt men det er noe som skjer langt veien. Det er jo tanken med UIA-Parken, opplevde avstanden fra byen til campusen her, den skulle kortes ned ved at det skjer ting, så at det skjer tings langs veien. Så jeg tror at hvis de legger til rette for mer sån og ikke bare at de setter sånne treningsapparater her, noe som du kan kombinere med hinder eller noe sånt, at det skjer noe, eller at de har mulighet for aktiviteter langs veien, kan få flere folk ut, det tror jeg kunne ha vært positive. Så ja, absolutt, men jeg ser jo nå at det er flere of flere plasser så utvikler de flere treningsparker eller noe som gjør til at folk for noe å gjøre når de kommer ut, at de ikke bare går seg en tur men har faktisk mulighet for å ha noe form for aktivitet for regel alle aldre

Hva er fremtidsplanene for UIA-Parken?

I utgangspunktet så er jo UIA-parken ganske ny, og vi har brukt mye penger til å få dette i stand også så er det jo dette mulighetsstudie i Jimle eller Gimle som ligger litt på trappene, vi er jo er et statsbygg som leier denne tomta her og deler av denne her idrettsanlegget som de har tenkt, ligger jo på statsbygg a sin tomt og det kunne jo være en utvikling på tilbudene som er her oppe. Men vi har også i UIA-parken så må vi å ha tatt hensyn til skogen her som må taes hensyn til så om vi kommer til å utvide noe mer nå, rundt den skogen, tror jeg ikke, fordi vi har litt for mange andre hensyn, vi har jo biologisk mangfold som må tar hensyn til fordi de krever noe mindre til å skulle grave til. SÅ nå er det mer fokus på å den grønne og at det er aktiviteter her og at du har muligheten til å ta en tur inni skogen her og litt sånn forskjellig. Sånn som her nå, er det ikke noen andre tanker om at det skal være sånn som det er i dag

Har det kommet noen spin offs fra UIA-Parken? Som f.eks, De så UIA-Parken og kom på noe annet?

Nei, ikke som jeg vet om, vi har jo 2 campus, et her i kristiansand og et i grimstad og vi ser jo på. Det er jo klart at campus mye større campus og grønnere campus i kristiansand og kunne fått til noe litt tilsvarende og noen tilsvarende tilbud i Grimstad må vi jo prøve å få til. Men der jobber vi med en sånn stor kommune park der de skal gjøre litt de sammen

tingene, så at noen ønsker å se og vi ikke skal få til noe tilsvarende det kan godt være,
det tør jeg ikke helt å si