

## Ordered situational maps

**Günay, M (2025), Research data to PhD project: Negotiating Change: A comparative examination of German traffic experiments.**

**Note:** The ordered situational maps form part of the situational analysis (following Clarke 2005; Clarke, Friese, and Washburn 2018) as employed in the PhD research project at hand (see methods chapter of the thesis). The situational maps below depict the elements of the situation that the author/researcher of the thesis has identified. These maps are not final products, but rather explorative, analytical tools (Clarke et al. 2018:106). They can function as open-ended repositories and form the basis of relational maps, which highlight the different types of relations between the depicted elements. While the ‘messy map’ simply collects the identified elements, ordered situational maps categorise them (ibid.: 127–131).

Two important points should be noted regarding the categories used: Firstly, the categories are not strictly separate. Some elements could occur in more than one category. For example, election campaigns are categorised as political elements in both case studies. However, election campaigns also function as temporal elements. Secondly, even though it may appear as such from the list, the collective actors listed are not homogeneous groups.

In addition, it should be noted that for readability and data protection purposes, the two maps are adopted summarised and, in part, reduced versions of the original maps. For instance, they do not include an elaborate list of major issues/debates, nor do they include the discursive constructions of the various elements or a list of actions identified in the situation. Instead, the thesis contains individual chapters that focus specifically on the actions taken in developing the two traffic experiments, and on the themes identified in the debate around the two traffic experiments. The analytical methods are outlined in the relevant chapters and in the methods chapter of the thesis.

**Additional social worlds/arenas (project) maps** are already included in the relevant chapters of the thesis.

## Case 1: The Giessen traffic experiment

<p><b>Individual human elements/actors</b></p> <p>Individual activist  Individual commercial actor(s)  Two inner-city residents (plaintiffs)  Head(s) of transport department  Judge of Hessian administrative court  Other individual advocational and oppositional actors, e.g. individual residents, commercial actors, politicians  Researcher</p>	<p><b>Nonhuman elements/actants</b></p> <p>Ring road  Traffic lights  Cycle lanes (existing and planned)  Public transport, busses  Parking garages  Road markers to indicate parking garages  Street signage  Junctions  Width of (former one-way) street  Maps (plans) (e.g. <i>Verkehrswende</i> plan, different planning scenarios)</p>
<p><b>Collective human elements/actors</b></p> <p><i>Verkehrswende</i> activists  Pro-cycling NGOs  Political parties in support of the project, (Greens, also SPD, Left, Pirate Party, and later Gigg+Volt)  Responsible departments and offices of the administration (incl. Civil Engineering Office and Road Traffic Department, also Urban Planning Office)  Commissioned planners for feasibility study  Contractors  Commissioned lawyers (in response to litigation)  Consulted actors from other departments and public facilities, including public transport operators, fire department, and ambulant services  Police department  Regional authority  Local commercial and medical actors, represented mainly by the BIDs, the local chamber of commerce and industry, the local association of skilled crafts, and the local medical association  Group of senior residents</p>	<p><b>Implicated/silent actors/actants</b></p> <p>Residents from surrounding areas ('das Umland')  Different (generalised) user groups</p>

<p>Political parties in opposition of the project (CDU, FDP, Free Voters, and AFD)</p> <p>Giessen administrative court</p> <p>Hessian administrative court</p> <p>Different user groups (esp. car drivers, cyclists, pedestrians)</p> <p>Local reporters</p>	
<p><b>Political/economic elements</b></p> <p>Costs for reconversion</p> <p>City council</p> <p>Citizens' petitions/online petitions</p> <p>Election campaigns</p> <p>City council resolutions, amendments</p> <p>Agenda 21 group Sustainable Mobility,</p> <p>Agenda 21 Council and resolutions</p>	<p><b>Sociocultural/symbolic elements</b></p> <p>Size of experiment as symbolic for other cities</p> <p>Identity-related ascriptions to certain project actors</p> <p>Ages of user groups</p>
<p><b>Temporal elements</b></p> <p>Election campaigns</p> <p>Delays of the planning/implementation of the traffic experiment</p> <p>City's climate targets (climate neutrality by 2035)</p> <p>One-year (planned) duration of experiment, four months conversion</p>	<p><b>Spatial elements</b></p> <p>Street space (existing built environment and use)</p> <p>Giessen as regional centre (Oberzentrum)</p> <p>Ring road as access route to inner-city, esp. for surrounding areas</p> <p>Size of experiment</p>
<p><b>Major issues/debates (usually contested)</b></p> <p>Evaluation/cancellation criteria for traffic experiment</p> <p>Basic risk situation/legality of experiment</p> <p>Accessibility of car parks</p> <p>Cancellation of traffic experiment</p>	<p><b>Legal elements</b></p> <p>Road traffic regulations (StVO, esp. §45), basic risk situation</p> <p>Urgent appeals (Eilanträge)/lawsuit, concerning the traffic experiment</p>
<p><b>Related discourse</b></p> <p>Climate change</p>	<p><b>Seemingly unrelated discourse</b></p> <p>Habeck Heating Act (national level)</p>

## Case 2: The Leipzig traffic experiment

<p><b>Individual human elements/actors</b></p> <p>Two activists from neighbourhood  Individual employees of the administration  Head of the Office for Housing and Urban Renewal  Individual commercial actor  Other individual advocational and oppositional actors, e.g. individual residents, commercial actors, politicians  Researcher</p>	<p><b>Nonhuman elements/actants</b></p> <p>Street space (existing built environment and use)  Diagonal filter  Street furniture, incl. raised flower beds  Parking spaces  Parked cars  Maps (plans) (e.g. neighbourhood concept, plan used for petition in opposition of the project)  Billboards for election campaign (spec. CDU posters advertising against the project)</p>
<p><b>Collective human elements/actors</b></p> <p>Project council (including members from different collective actors listed)  Project-leading civil society initiative  Project-supporting civil society initiatives (e.g. who helped in implementation), project-related civil society initiatives (e.g. Superblock initiatives from other German cities)  Political parties in favour of the project (Greens, Left, SPD)  Responsible departments of the administration (Mobility and Civil Engineering Office, Office for Housing and Urban Renewal, district management)  Other consulted administrative departments (including the Department of Economic Affairs, Labor and Digital Affairs, Office for Environmental Protection, School Office, and the city's cleaning, fire, and police departments)  Contractors  Scientific accompaniment  Funding agency  Planners commissioned for the neighbourhood-wide plan  Local business owners (some of who identify as immigrants)  Other local commercial actors (e.g. local chamber of commerce and industry, local chamber of skilled crafts)</p>	<p><b>Implicated actors</b></p> <p>(Migrant) residents (as generalised group)  Different (generalised) user groups, incl. children</p>

<p>Local and regional CDU party and other political parties opposing the project (AFD, one member of the Freebooters)</p> <p>Different user groups (esp. car drivers, cyclists, pedestrians, children)</p> <p>Other locally relevant institution (e.g. a refugee accommodation)</p> <p>Local reporters</p>	
<p><b>Political/economic elements</b></p> <p>Project costs/funding</p> <p>City council</p> <p>District Advisory Council</p> <p>Migrant Advisory Council</p> <p>Local election campaign 2024</p> <p>Petitions</p> <p>City council resolutions, amendments</p>	<p><b>Sociocultural/symbolic elements</b></p> <p>Gender, ethnicity, and socioeconomic positions of project advocates, opponents, users</p> <p>Ethnic composition of neighbourhood</p> <p>Numbers of car ownership and actual car usage in the district</p> <p>Superblocks, coproduction (as concepts)</p>
<p><b>Temporal elements</b></p> <p>VeloCity cycling conference</p> <p>Parkbogen Ost (Park Arch East)</p> <p>Approval of experiment (delay)</p> <p>Historical development of Leipzig East</p> <p>One-year duration of experiment</p> <p>Speedy implementation of experiment</p>	<p><b>Spatial elements</b></p> <p>Street space (existing built environment and use)</p> <p>Location of experiment (location of diagonal filter, traffic-calming zone, street signage)</p> <p>Leipziger Osten (Leipzig East)</p> <p>Neustadt-Neuschönefeld/ Volkmarsdorf</p> <p>Eisenbahnstrasse and its (commercial) infrastructure</p> <p>Superblocks in Barcelona</p> <p>Density</p>
<p><b>Major issues/debates (usually contested)</b></p> <p>Participation and communication</p> <p>Gentrification (Displacement)</p> <p>Noise</p> <p>Safety</p> <p>Usage of street space</p> <p>Accessibility</p> <p>Perpetuation of traffic experiment</p>	<p><b>Legal elements</b></p> <p>Road traffic regulations (StVO, esp. §45)</p>
<p><b>Related discourse</b></p> <p>Crisis resilience, climate change</p>	<p><b>Seemingly unrelated discourse</b></p> <p>War in Gaza (Israel-Palestine conflict)</p>