ATLAS OF SUSTAINABLE MOBILITY FUTURES:

Youth Perspectives from Tampere

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ATLAS OF SUSTAINABLE MOBILITY FUTURES:

Youth Perspectives from Tampere

Mobility Mindshift – Co-designing a Mindshift for Sustainable Mobility, 2024–2026

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Link to online version.

Contents

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Introduction:

THE MOBILITY MINDSHIFT PROJECT

What is Mobility Mindshift?

This booklet is a product of the ***Mobility Mindshift*** project, run by the City of Tampere and Tampere University in collaboration with Tampere high schools and vocational college Tredu between 2024 and 2026.

Mobility Mindshift – Co-designing a Mindshift for Sustainable Mobility **(NetZeroCities Pilot Cities Programme) aims to address the challenge of reducing mobility-based emissions in Tampere to achieve climate neutrality by 2030.** Private car use has been identified as one of the biggest causes of carbon emissions in Tampere, which means that big changes need to take place to redirect the course of our city. However, we believe that in addition to systemic changes, we need a mindshift so that new generations can imagine alternative future lifestyles that are more sustainable. **Therefore, the project seeks to influence the behaviour and mindset of students and young adults towards sustainable mobility through transformative, experimental, and people-driven approaches.**

To achieve this, the university team (part of the InterReality Research Group) introduced some principles of speculative design and urban gamification to engage students from vocational colleges, upper secondary schools and the university in co-design workshops. In these workshops, students speculated about the future of Tampere and created playful mobility scenarios that represented their ideas, wishes or dreads about the future. Both these scenarios and the workshop method itself will act as possible sources of inspiration for city policy making, urban planning and citizen engagement in the future.

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The problem

Private car use is one of the biggest causes of carbon emissions in Tampere. In addition to systemic changes, we need a MINDSHIFT for new generations to imagine alternative future lifestyles that are more sustainable.

Our goals

- Understand how young people (aged 15–29) perceive cars and imagine the future of transportation in Tampere.
- Make students reflect on the relationships between lifestyle, urban mobility, cityscape and technology.
- Engage young people in creating alternative scenarios and narratives of future mobility in Tampere.
- Inspire young people in Tampere to increase their use of sustainable transport now and in the future.

Our activities

- **Two Mobility Surveys** for high school, vocational college and university students
  - Survey 2024: 753 respondents
  - Survey 2026: 389 respondents.
- **Mobility Mindshift High School Workshops,** April 2025
  - Two upper secondary schools and two vocational schools
  - Approximately 100+ students
  - 24 student-made Speculative Future Tampere Scenarios
- **University course** *Workshop on Speculative Urbanism for Sustainable Mobility,* November 2025
  - 7 students
  - 2 student-made Speculative Future Tampere Scenarios
- **Co-design workshop** for 40 high school and vocational college students in collaboration with the **Hakametsä Sport Campus** development project, February 2026.
- **Urban exploration game** utilizing modes of sustainable mobility in Tampere for Sustainability Day for 40 high school and vocational college students, in April 2026.
- **The Quiet City map-making game** with Community Board of City Council, Tampere Youth Council, city planners, MM ambassadors and high school students, in May 2026.

These activities helped us understand how the young people of Tampere currently use and think about mobility as well as provide them with grassroots opportunities to engage with the topic of sustainable mobility in the context of their everyday lives. The outcomes of these activities will be disseminated to policymakers at local, regional, national and EU levels.

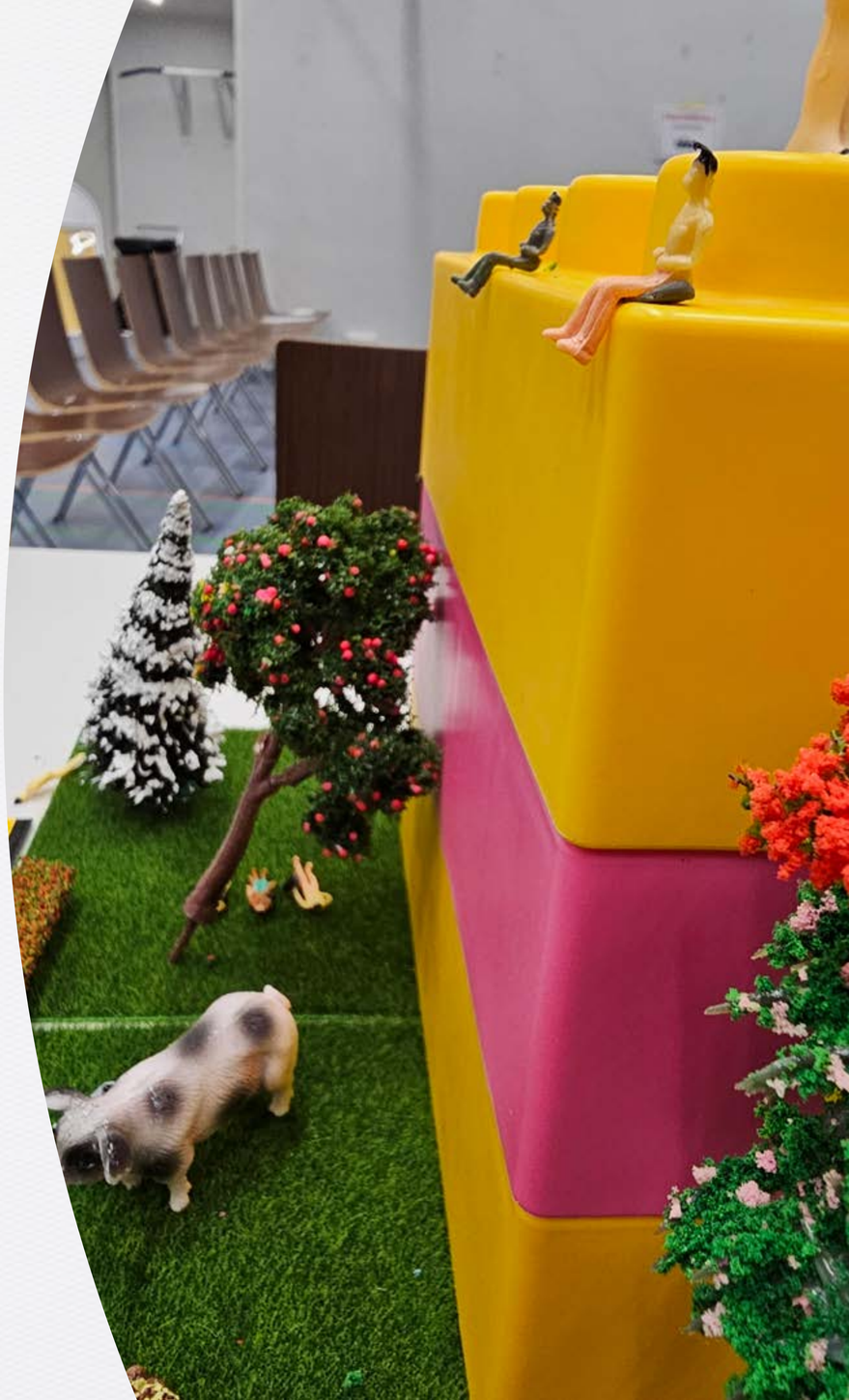
The Atlas

This ***Atlas of Sustainable Mobility Futures*** collects and showcases some of the key insights and findings of the project. Although we organized several different events as part of the Mobility Mindshift project, the Atlas focuses on providing a picture of the current status of mobility in Tampere as well as the youth imagination of what their city might be in the future. The Atlas is a compilation of the results of:

- the **Mobility Survey** conducted in December 2024,
- the **Mobility Mindshift High School and Vocational College Workshops** held in spring 2025, and
- the **University Course** *Workshop on Speculative Urbanism for Sustainable Mobility* held at Tampere University in autumn 2025.

The Atlas presents and discusses key findings from the Mobility Survey and engages with the student future scenarios – included at the end of this book as an Appendix composed by **26 student-made Speculative Future Tampere Scenarios** from the high school, vocational college and university workshops.

This Atlas works as a tool for reflecting on how the young people of Tampere currently use and think about mobility, and supporting the city with policy making, urban planning and future citizen engagement on the topic of sustainable mobility.



Part 1:

THE MOBILITY SURVEY

VISIT TAMPERE / JUKKA SALMINEN

Summary

The purpose of the Mobility Survey, conducted during December 2024 and January 2025, was to learn how young people of Tampere move around the city, what kinds of transport they prefer and what they value when making travel decisions.

Here, you will find an overview of the main results of the survey, with selected graphs and a few interesting findings from cross-data analyses. The full, in-depth Survey report can be accessed on Zenodo.

Link to the full report on Zenodo.

The survey in numbers

- Organised in 6 sections
  - About you
  - Commuting habit
  - Free time habit
  - Opinions on transportation
  - Transportation and the city
  - The future of transport
- A total of 33 questions, (including single and multiple choice, open answer and likert scales).
- The survey was distributed via Tampere schools, the University and the city of Tampere.
- A total of 753 young people responded to it. Mostly young school students (16–19 y.o.) from Tampere.

Key insights

- Young people commute often in the 5–10km range, and **widely use public transport** (bus, tram), or walk.
- Free-time mobility habits are quite similar to commuting habits, but cars are used a bit more.
- People often choose their mode of transport based on **practical values:** time, simplicity, reliability, convenience.
- Public transport is viewed positively overall, but nothing comes close to cars in terms of appeal. The latter are seen as practical, versatile and enjoyable (but expensive)
- Residents believe they would walk, cycle or use more public transport if there was a **better infrastructure, less mobility barriers and lower costs.** However weather, busy life, and distance to destination are a problem.
- Despite the high praise for cars, public transport and walking are believed to be the **best way to move in the city and commute.**
- **People like to pass through green places,** with pedestrians, cyclists and public transport users being more aware and interested in their surroundings.

MAIN FINDINGS.

1. The Respondents

They are young (avg. 21 y.o.), students (mostly from schools), either long-term residents or moved to the city as adults, many residing in Center-west Tampere.

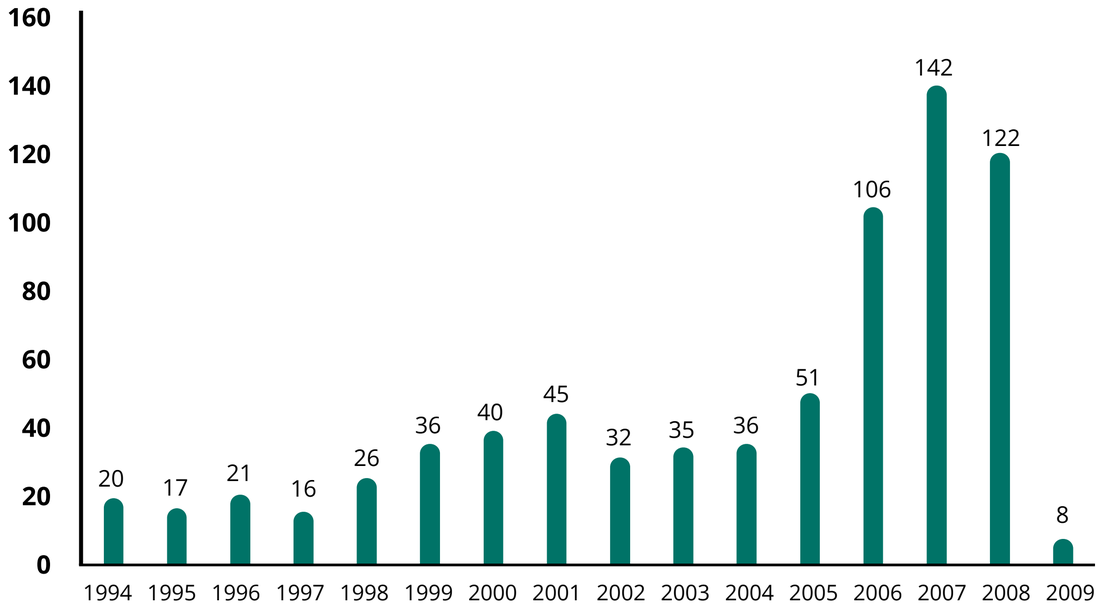
AGE:

Average age is 21 years old, with 69.8% of the respondents being between 16 and 19 years old at the time of the survey.

RESIDENCE:

Relatively uniform spread, with a significant concentration in the centre-west parts of the city. The most represented district are Hervanta (92 people), city centre (59), Kaleva (49) Kaukajärvi (48) and Härmälä-Rantaperkiö (46).

What year were you born?



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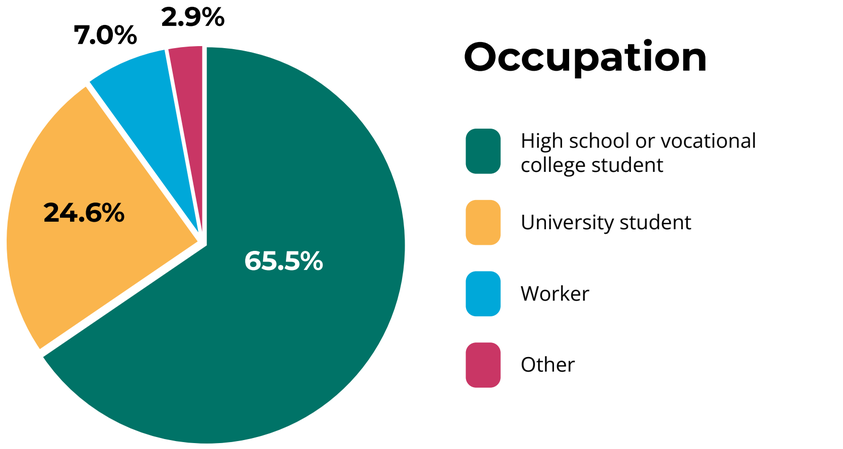
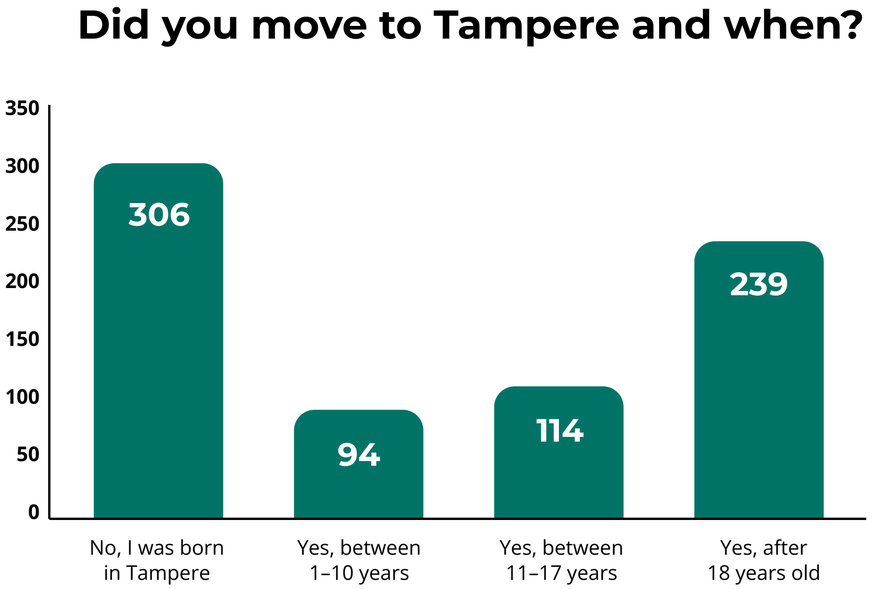
OCCUPATION:

High-schoolers and vocational school students are almost two-thirds of the whole pool (65.5%), with university students accounting for 24.6%. The remaining 9.9% include workers, part timers, and other work-related categories.

LIFE IN TAMPERE:

4 out of 10 respondents (40.6%) were born and raised in Tampere, with the second most representative category being people who moved to Tampere as adults (31.7%).

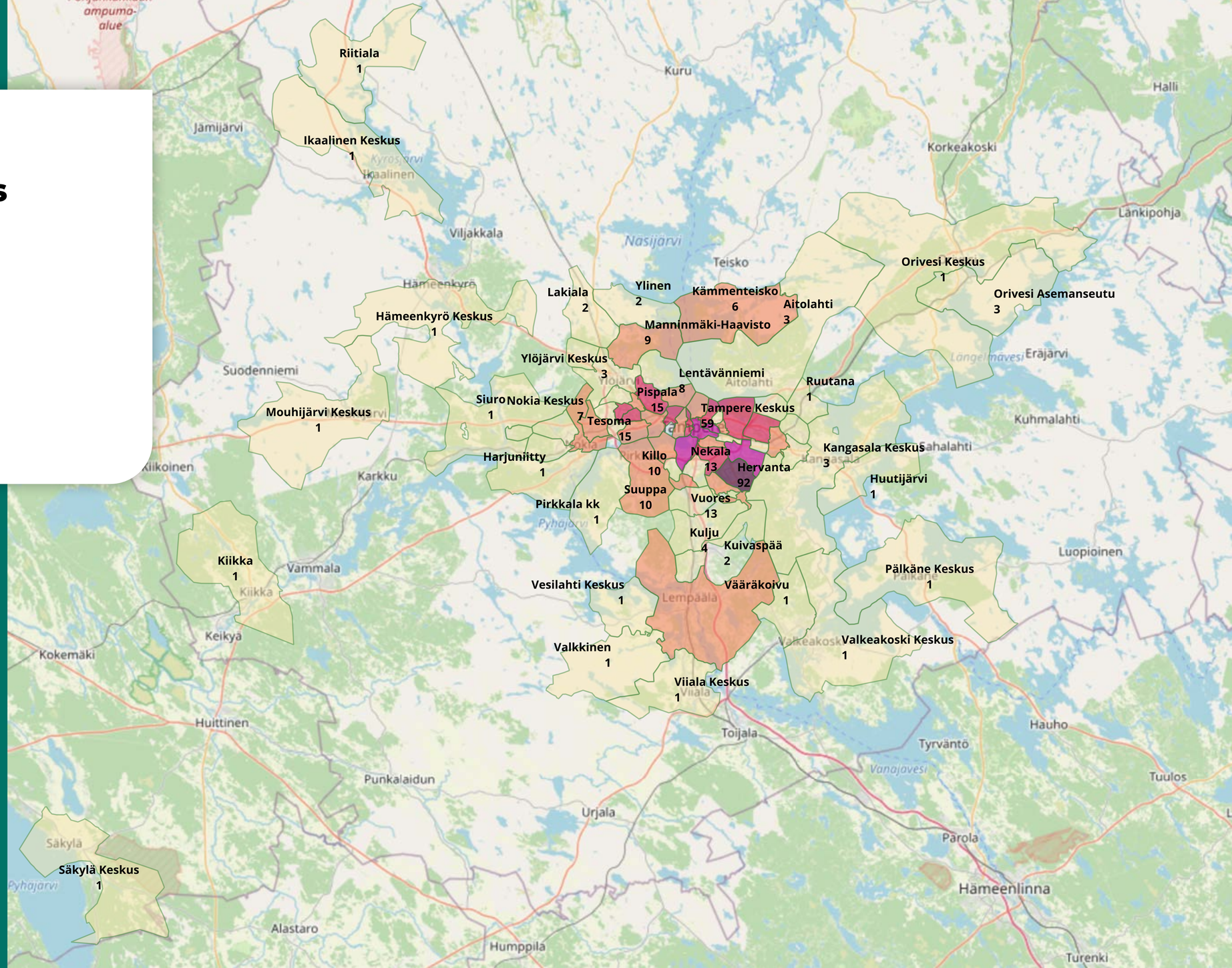




Distribution of survey respondents by residential area.

Number of residents

- 1–5
- 6–13
- 14–25
- 26–59
- 60–92



MAIN FINDINGS.

2. Commuting

Most commute happens in the 5–10km range, public transport represents about 60% of the transportation methods. Reasons to use transport are overly practical (time, convenience, simplicity, reliability).

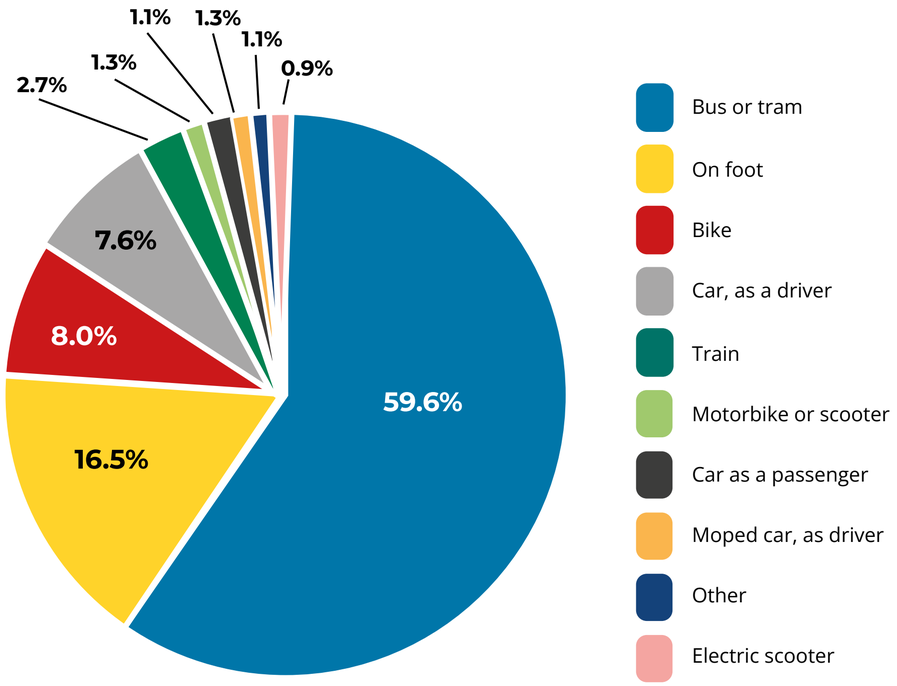
DAILY COMMUTE DISTANCE:

The median commuting interval and the most common both fall in the 5–10 km interval (25.6%), with the second most representative category being 1–3 km (23.2%).

COMMUTE MEANS OF TRANSPORT:

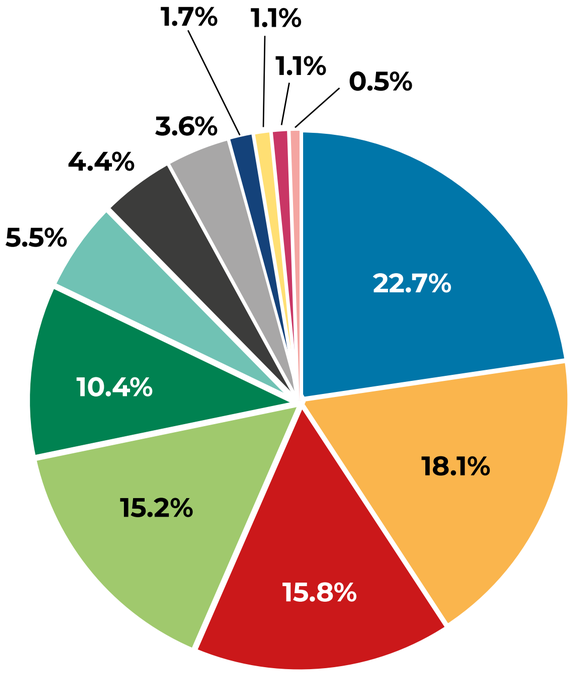
Bus and tram are by far the most used means of transportation, accounting for 59.6% of the sample, followed by walking (16.5%) and bike (8.0%). The use of cars, including both by drivers and passengers, accounts for 8.9%.

In which way do you generally commute to school / university / work throughout the year?



REASONS TO CHOOSE THE MEANS OF TRANSPORT (UP TO 3 CHOICES):

The sample clearly prioritised practical reasons, with speed/travel time selected by 51.4%, ease of use by 41%, and economy by 35.7% of all respondents. Notably, ecological reasons were mentioned by 23.5% of respondents, while hedonic reasons (fun, coolness, novelty) were rarely mentioned.



Why do you use this means of transportation?

- Quick
- Straightforward (easy and simple)
- Cheap, convenient
- Reliable
- Ecological
- Enjoyable
- Other
- Versatile
- Fun
- Social
- Surprising (discover new places)
- Cool

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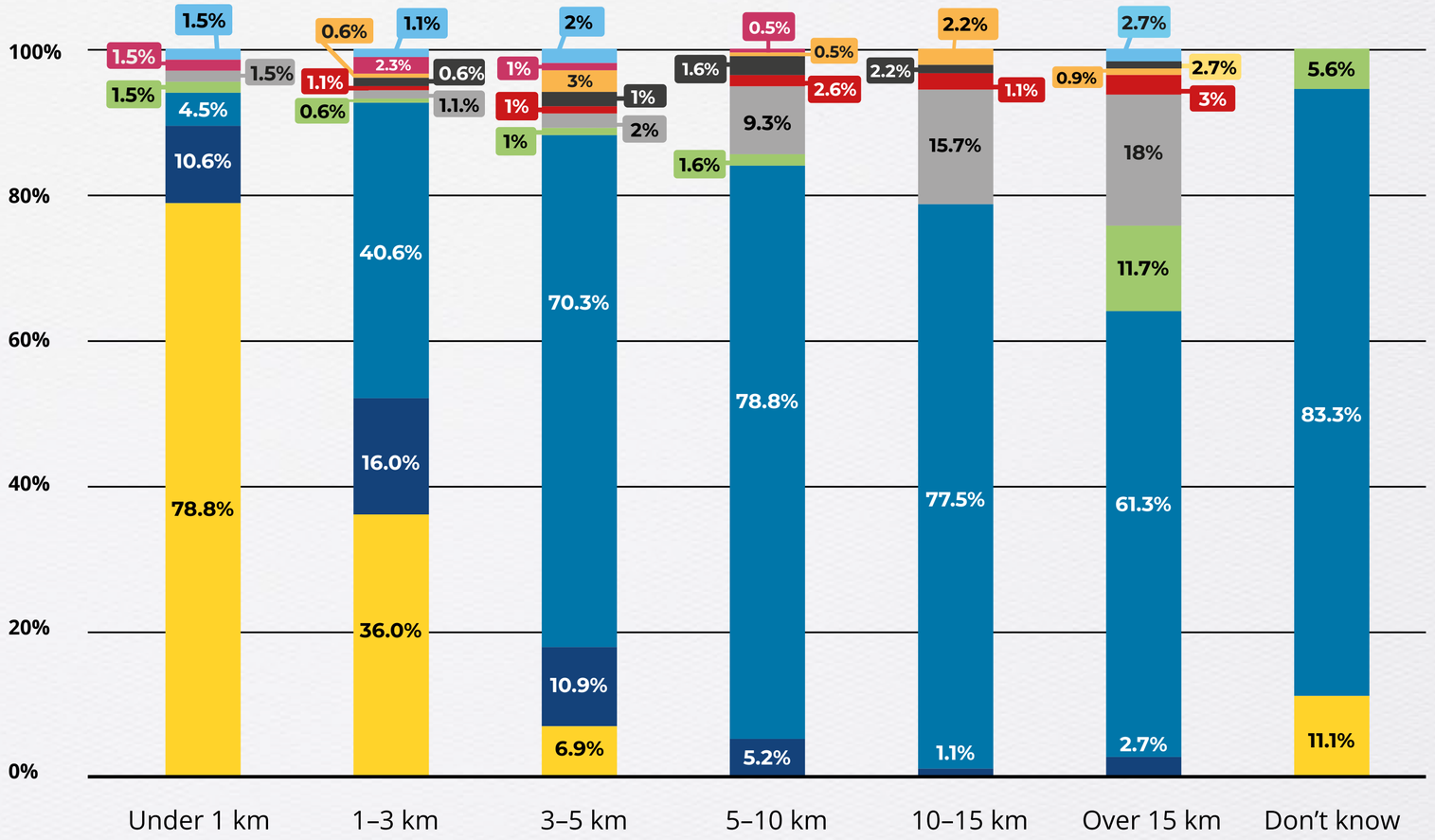
COMPARISON BETWEEN DISTANCE AND MODE OF TRANSPORT:

Walking is the most common choice under 1 km (79%), still largely relevant between 1–3 km (36 %, slightly under bus or tram with 41%). Public transport is largely used across all categories except 1 km (in the range 60–80%). Bikes show limited use (5–16%), up to 10 km. Cars show a significant increase in usage (both for drivers and passengers) once the travel distance exceeds 10km (increasing from 12% for 5–10 km, to 18% for 10–15 km, and 21% over 15 km).

Comparsion between mode of commuting and commuting distance



- Bus or tram
- On foot
- Bike
- Car, as a driver
- Train
- Motorbike or scooter
- Car as a passenger
- Moped car, as driver
- Other
- Electric scooter

MAIN FINDINGS.

3. Free Time

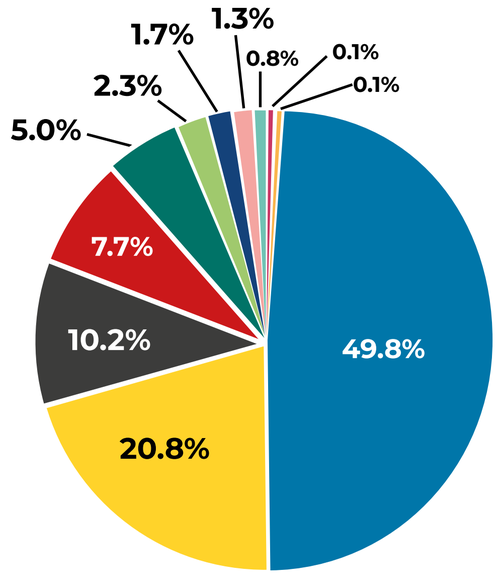
Mobility choices are similar to commuting, with the most significant change being reduced use of bus/ tram, and small increase of car and walking.

The reasons for transportation also match the commuting ones, being overly practical.

TRANSPORTATION CHOICE DURING FREE TIME:

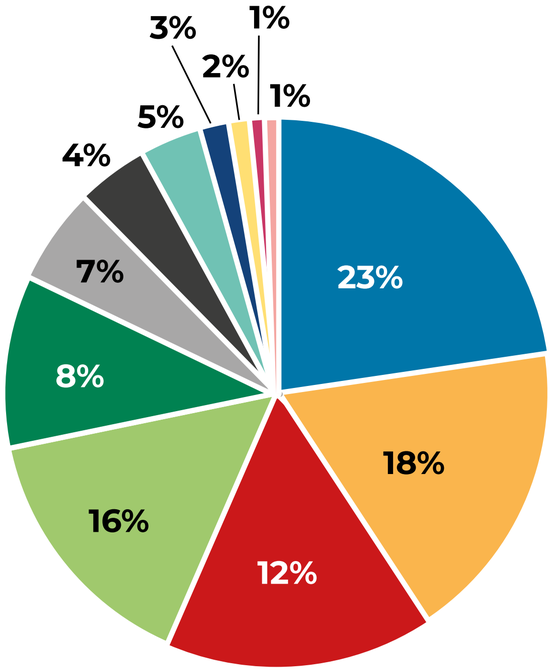
Bus and tram amount for half of the sample, followed at length by walking (20.8%) and, subsequently car driving (10.2%) and bicycle (7.7%). Compared to the means of transportation during commute, the most significant differences concern the reduced use of Bus or Tram (-9,8 percentage points and -16.4%), a significant increase in the use of car (as driver or passenger, +6.3 percentage points and +70.7%), a slight increase in walking (+4,3 percentage points and +26%).

By comparing the choice of mode of transport for commuting and free time, it was observed that 72 % of car respondents use cars for both. The modal consistency of car user is higher than public transport users, or bike users.



What do you use on your free time?

- Bus or tram
- Walking
- Car, as a driver
- Bike
- Car, as a passenger
- Motorbike or scooter
- Other
- Electric scooter
- Moped car, driver
- Moped car, passenger
- Taxi



Why do you use this means of transportation?

- Quick
- Straightforward (easy and simple)
- Cheap, convenient
- Reliable
- Ecological
- Enjoyable
- Other
- Versatile
- Fun
- Social
- Surprising (discover new places)
- Cool

REASONS TO CHOOSE THE MEANS OF TRANSPORTATION (UP TO 2 CHOICES):

Practical values are still the most important for the respondents, with speed/travel time representing 23.5% of total choices and being selected by 52.6% of respondents. Similarly, ease of use, reliability and economy stands as the top results. Compared to the reasons for choosing the commuting transportation, here economy (cheap, convenient) as well as ecology become slightly less important (-2.7% and -3.8% respectively).

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4. Opinions on different means of transportation

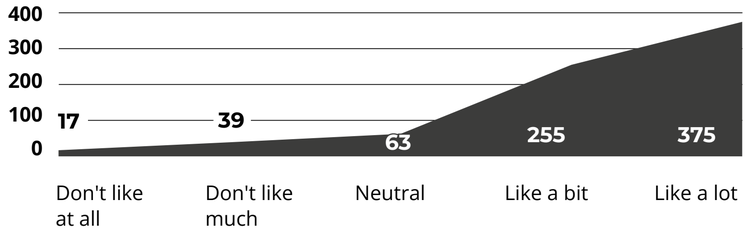
Public transport and bikes score well, but traditional cars have the highest ranking among all, including electric cars.

EVALUATION:

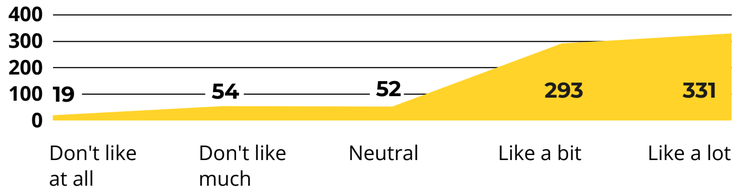
Among the different surveyed means of transportation, traditional cars are the one with the most positive evaluations of the sample, with 84.1% of respondents having a positive attitude (Like, or Like a lot). Walking follows, being liked or very liked by most respondents (83.3%).

Tram shows a slightly different curve, with positive opinions surpassing very positive ones, and a total positive of 75.4% of respondents. A similar profile for trains (71.9% total positive choices).

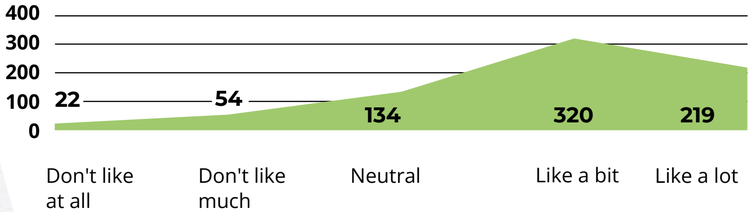
Traditional car



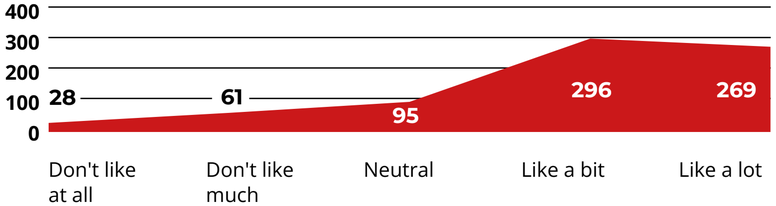
Walking



Train



Tram



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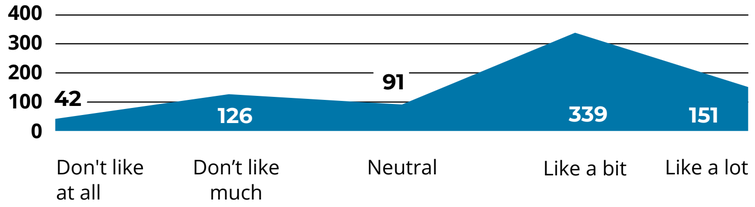
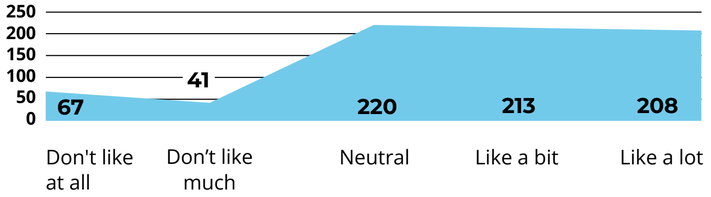
Bus and bike share a more polarised attitude, with the neutral option being less frequent than positive or negative ones (for bus, 65.5% positive, 22.4% negative; for bike, 65.1% positive, 24.3% negative), even if bikes have more “very liked” in percentage.

Electric cars, instead, display a generally flat neutral-to-positive evaluation (29.4% neutral, 28.4% positive, 27.8% very positive), which is mirrored by the neutral-to-negative evaluation of electric scooters.

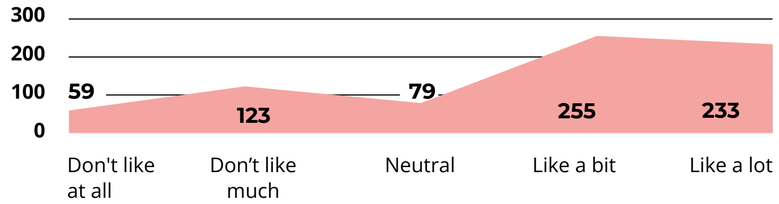
Bus



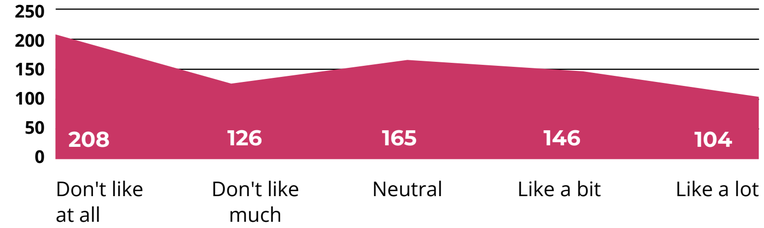
Electric car



Bicycle



Electric Scooter



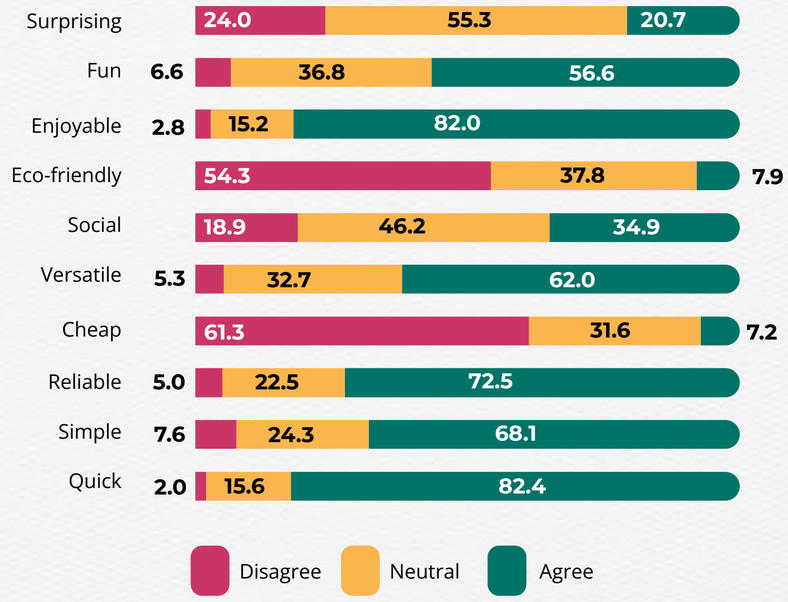
5. Comparative opinions on cars, bikes, public transport and sharing solutions

Cars are considered practical and enjoyable, but costly, while public transport shows neutral to positive values across all categories.
Bikes are cheap and ecological.

CAR VALUES:

Respondents have a generally favourable evaluation of cars, whose scores in many of the categories are majorly or significantly positive. Values such as speed of travel (82.4%) and enjoyment (82%) are followed by good evaluations in reliability (72.5% positive), straightforwardness and versatility, as well as fun (56.6% positive). Negative evaluations are linked to the environmental impact (54.3% negative, 37.8% neutral) and to the economy (61.3% negative, 31.6% neutral).

What do you think about travelling by car? Do you find it...



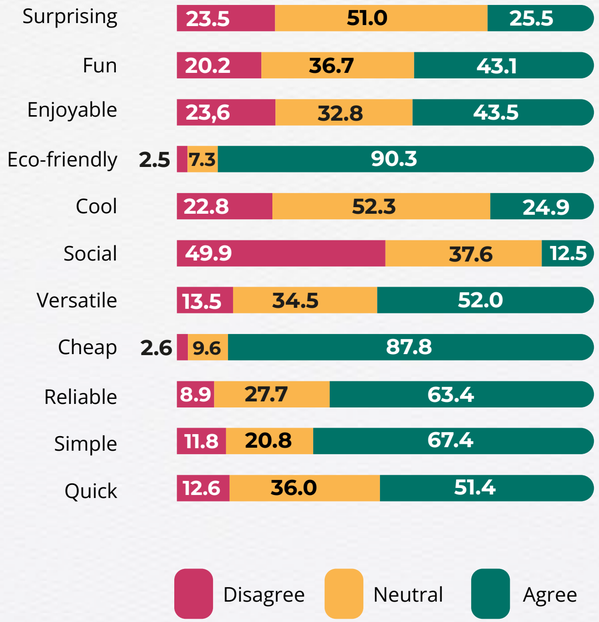
BIKE VALUES:

Bikes display very positive evaluations in relation to ecology (90.3% positive) and economy (87.8%), with fairly positive -to-neutral answers for simplicity, reliability and versatility. As one might expect, sociality obtains the lowest score, while a largely neutral evaluation is linked to the cool factor (52.3% neutral) and surprising (51%).

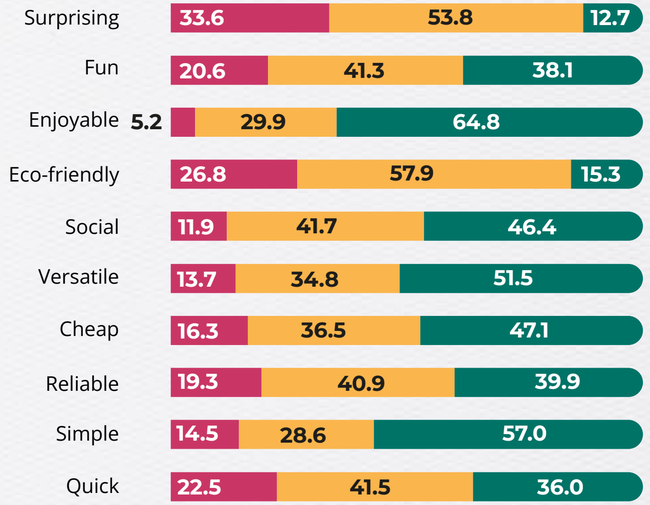
BUS & TRAM VALUES:

Buses and trams receive slightly positive evaluations across most attributes, with enjoyability and simplicity standing out as the most positively rated (64.8% and 57% positive). Significant neutral evaluations are linked to eco-friendly nature (57.9% neutral) and surprising (53.8% neutral), which also display slightly higher than average negative scores (26.8% and 33.6%). Whereas the positive evaluations are, on average, lower than car and bike, with less variation across attributes.

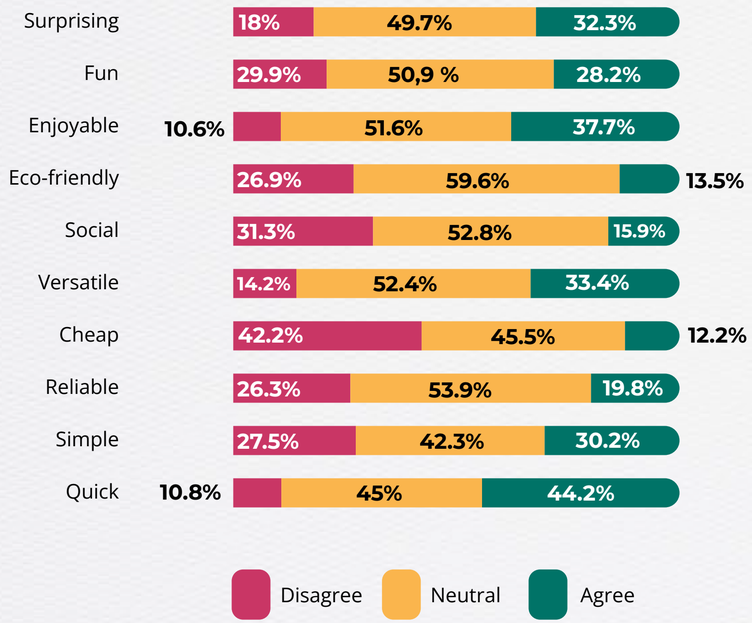
What do you think about travelling by bike? Do you find it...



What do you think about travelling by bus or tram? Do you find it...



Sharing solutions (%)



SHARING SOLUTIONS:

Sharing solutions like shared cars and shared electric scooters are evaluated mostly neutral across most attributes, with quickness, enjoyability and versatility standing out as the most positively rated (44.2%, 37.7% and 33.4% positive). Significant neutral evaluations are linked to eco-friendliness (59.6% neutral), and negative evaluations to cheapness (42.2% negative).

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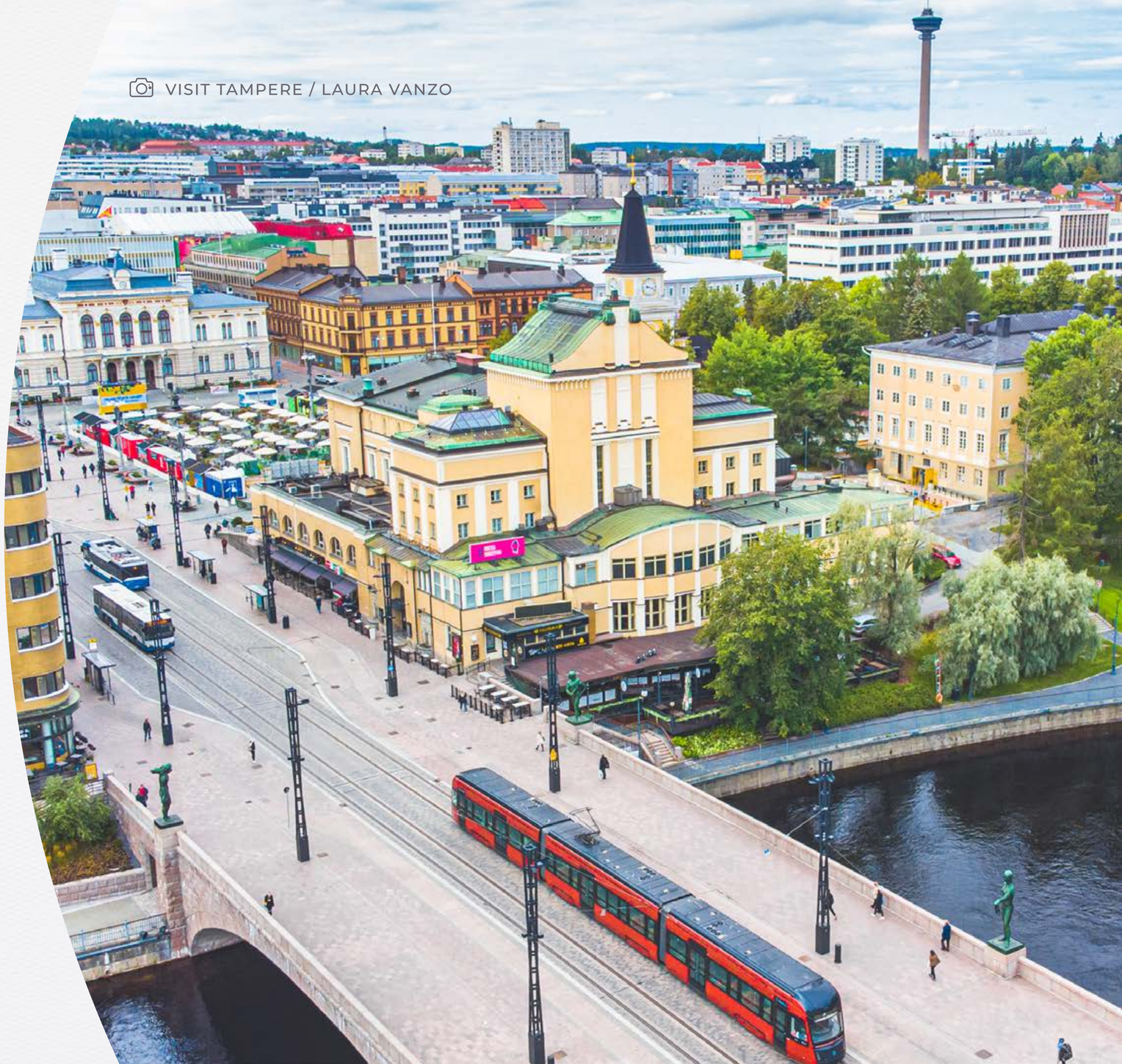


6. What would make you...

Among the reasons to walk, cycle or use the public transport more, most answers focus on infrastructural improvements, removal of mobility barriers and lower costs. Some replies mention broader structural changes (better weather, suitable commute distance, free time), which are less actionable. Almost all reasons focus on the practical side.

What would make you walk more?: Most responses referred to practical reasons (e.g. better sideways) or contextual/critical factors (better circumstances), with a few instances of relational reasons or hedonic reasons (pleasure, exploration, health, sociality).

The overall interpretation suggests that respondents often highlight systemic issues (distance, time) which can't be easily fixed on a single infrastructural point, even if the respondents also highlight several improvable elements in the system. Most of the issues reported point to general modern-urban life issues, or contingencies which might not be immediately addressed (weather, sociality, health) with simple or conventional actions.

What would make you cycle more?: Most respondents focused on practical and concrete reasons related to cycling infrastructure, together with contextual/critical factors related to the activity itself.

Overall, the respondents highlight more possible improvements over the infrastructure than in the previous open question, showing how practical concerns can be linked to specific demands for service in the city. Even contextual factors, in this case (e.g. weather) can be indirectly linked to practical improvements (e.g. maintenance of bike lanes in winter, initiatives for winter tyres etc). In this case, even health/comfort reasons can be more directly linked to specific requests and suggestions for the improvement of the cycling infrastructure and promotion of cycling.

What would make you use the public transport more?: The vast majority of answers mention practical reasons related to price, connectivity, travel time, infrastructure and more. Contextual and critical factors are also mentioned, such as potential better alternatives (tram, cheaper options, connection to different places). Hedonic or social reasons are very rarely mentioned.

Overall, cost and infrastructure limits are the most relevant and common reasons that would drive more public transport use. Notably, many respondents highlighted that they already use the public transport frequently (which is consistent with the statistics in Section 3 and Section 4, slides 17–20.)

7. Favourite means of transportation to...

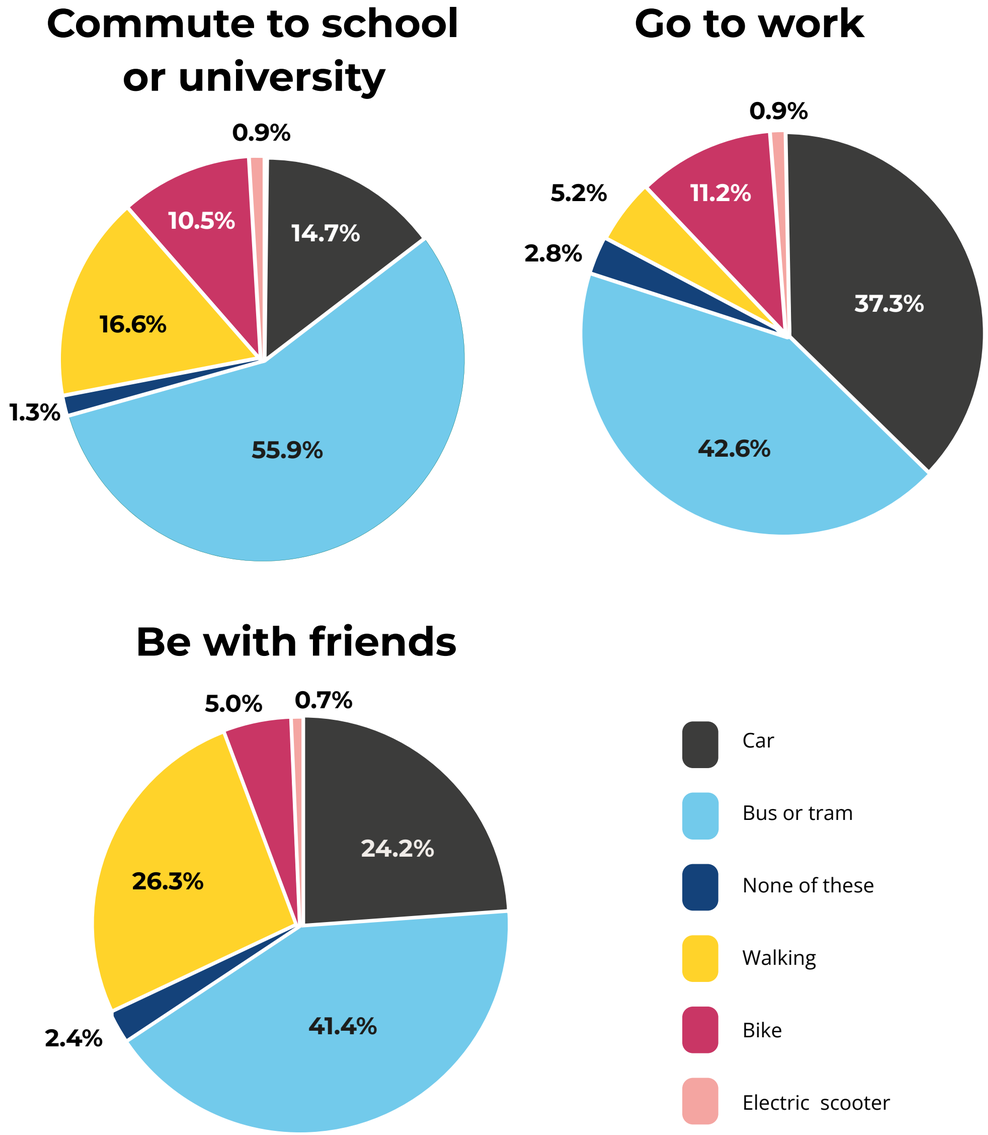
Public transport is associated with commuting and sociality, walking with ecology and tourism, while cars are linked to commute to work and exploration of new places.

BEST TRANSPORTATION METHOD FOR DIFFERENT ACTIVITIES (LIST, SINGLE CHOICE):

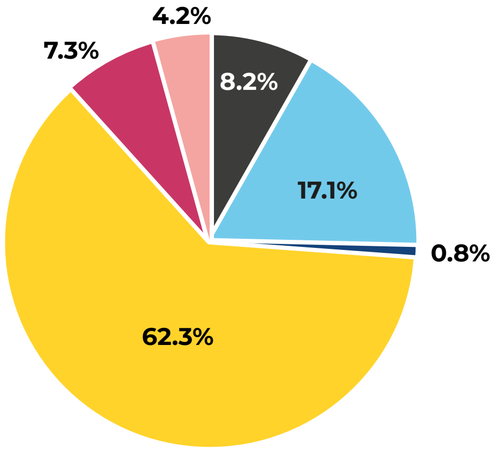
The bus/tram is largely considered the best transportation method to commute to school or university (55.9%), as well as the one that makes it possible to be together with friends (41.4%), and to go to work (42.6%).

Walking is widely considered the best method to save money (58%), wander around the city (62.3%), help the environment (56%), doing tourism (54%) and explore new places (38.8%).

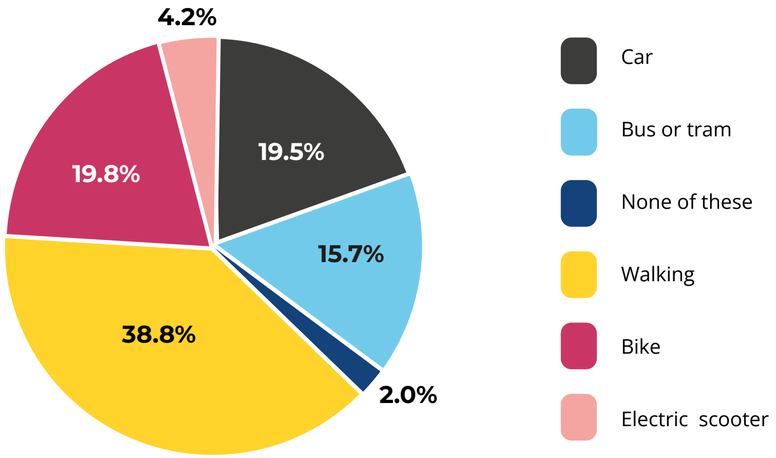
Cars appear in a significant position in relation to the commute to work (2nd overall, 37% of respondents) and to explore new places (2nd overall, 20% of respondents). Bicycles are frequently mentioned to helping the environment (2nd overall, 29%) and exploring new places (2nd overall, 20%).



Wander around the city



Explore new places



- Car
- Bus or tram
- None of these
- Walking
- Bike
- Electric scooter

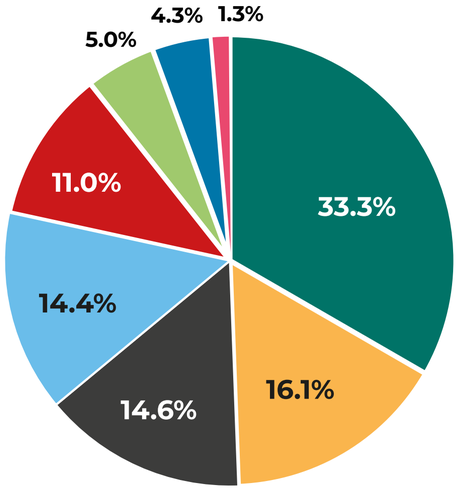
ISTOCK.COM/I AM 3D ANIMATOR ARTIST

8. The experience of mobility

Respondents largely prefer traveling through green areas. People who walk, bike or use the tram show more interest towards the environment crossed during their mobility.

FAVOURITE PARTS OF THE CITY TO CROSS WHILE TRAVELLING (UP TO 2 CHOICES):

The majority of respondents favoured green areas (56.2%), followed by the pair including less crowded places and historical places (16.1 % and 14.4% of choices, corresponding to about 24 and 27% of respondents). About one out of four respondents mentioned they care little about the path towards their destination (24.6%). Modern buildings and social gatherings received very low preference overall (8.5% and 7.2%, respectively).



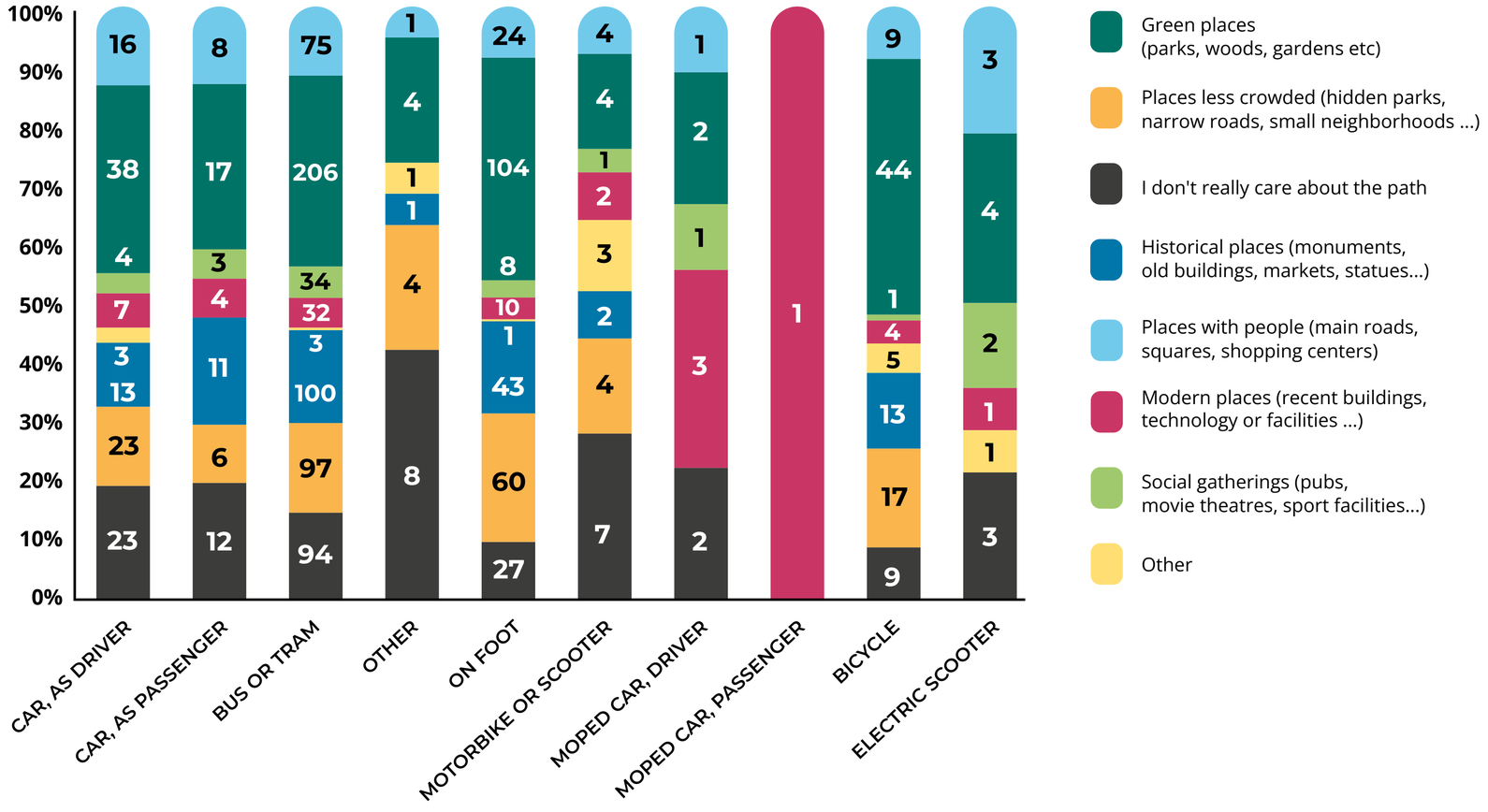
When you move around Tampere, what parts of the city do you generally like to pass through?

- Green places (parks, woods, gardens etc)
- Places less crowded (hidden parks, narrow roads, small neighborhoods ...)
- I don't really care about the path
- Historical places (monuments, old buildings, markets, statues...)
- Places with people (main roads, squares, shopping centers)
- Modern places (recent buildings, technology or facilities ...)
- Social gatherings (pubs, movie theatres, sport facilities...)
- Other

COMPARISON BETWEEN MODE OF TRANSPORT IN FREE TIME, AND FAVOURITE PLACES TO CROSS:

The comparison doesn't show significant trends, apart from the fact that people who walk, use trains and bikes have a significantly lower indifference to the urban landscape, as shown by the comparatively lower percentage of answers “I don’t care much about the route” (respectively about 8%, 5% and 10%, compared to values between 16% and 30% of the other mobility choices). This is consistent both during commuting and free time.

Comparison between favourite places to pass through and free time mode of transportation



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Part 2:
SPECULATIVE FUTURE TAMPERE

The workshops

In 2025, we conducted a series of workshops in which students in Tampere got to playfully imagine the future of Tampere and create scenarios using bricks and toys.

A key element of the Mobility Mindshift project was engaging young people in speculative design activities. This was meant both as **a learning-by-doing activity and a probing activity.** On the one hand, while imagining and creating future scenarios, the participants would learn about the relations between their own mobility choices and the ways cities evolve and develop. On the other hand, this was also a way to collect a series of scenarios which crystallised the students hopes, fears and expectations from the future.

The first set of workshops were held in Tampere high schools in April 2025; two vocational schools (Tredu Mediapolis and Tredu Sammonkatu) and two upper secondary schools (Tampere High School of Technology and Pyynikin Lukio upper secondary school [previously Hatanpään Lukio upper secondary school]). The workshops included ice breaking and brainstorming activities as well as presentations in addition to the scenario-building itself. Students created the scenarios with the help of design cards that gave them options for different societal or environmental situations in the future as well as with different citizen-types that would inhabit their scenarios. The participants in these workshops amounted to over 100 students and in groups they created a total of 24 Speculative Future Tampere Scenarios.

The second workshop round was a four-week course held at Tampere University in November 2025. The course *Workshop on Speculative Urbanism for Sustainable Mobility* was offered to MA students of Sustainable Digital Life and other related fields. In comparison to the high school workshops, the university students had a longer time to develop their scenarios, and they were also asked to build their own personas to inhabit the scenarios. Seven students attended the course, and two scenarios were created as a result.

In total, 26 student-made Speculative Future Tampere Scenarios were created through these workshops.

Participatory imagination

Participatory speculative design is a future-oriented method that uses creativity, criticality and imagination as a tool for reflecting on the present and imagining future alternatives.

It is not meant to predict the future. It uses the future as a space for imagination and learning.

Speculative design is a way of using design to imagine "what if" situations. Instead of trying to solve a specific problem directly, it encourages people to think about possible futures – both exciting and troubling – and reflect on what those futures might mean for us.

The process of speculative design is a form of critical thinking; it encourages participants to explore new technologies and their potential impacts and concepts around urban lifestyles and social trends. The aim is to stimulate discussions. This approach helped young people to rethink how they could take part in shaping cities, especially when it comes to sustainable ways of moving around.

The Speculative Future Tampere Scenarios are the result of structured group design work. The workshop lead the groups through some critical discussion points, but students had the freedom to design according to their interests. From this perspective, the objectives of the workshops were to:

- Help students to reflect on city making processes
- Foster a critical reflection on how daily mobility choices direct urban development in different directions
- Encourage the students to keep in consideration sustainability and accessibility when thinking about urban infrastructure

Speculative scenarios as probes

The key objectives behind the workshops were related to education and critical reflection. Nevertheless, the scenarios also work as a way of probing the students' current understanding of city making, as well as their hopes and fears.

Speculative scenarios contain and display their creators' preoccupations, hopes, and understanding of the world. Our collection of scenarios, therefore, is complementary with the Mobility Survey, in the sense that it also reflects Tampere's youth understanding of urban development processes, priorities and values. The workshops, therefore, did not only aim to encourage the participants learning and reflection, but also to empower them and give them the freedom to imagine the futures they chose.

The scenarios, therefore, also work as a dataset that we can use to map and analyse youth future imaginations. In order to enrich this dataset, we collected the presentations that each group did of their scenarios, as well as their answers to some questions from the workshop leaders or classmates. We also asked all the peers to vote for the biggest strength of the scenario out of five key qualities reflecting different urban values. Finally, the anonymised videos of the presentations were shown to university researchers who evaluated each scenario according to some qualifiers, to see what kinds of futures the young people had envisioned. These discussions and interpretation allowed us to add some depth to our collection of scenarios, and become the basis for the analysis presented in this Atlas.

After assigning codes to the scenarios based on their content, we used affinity diagrams to collect similarities and construct larger themes. We have created three key themes – Urban Configurations, Citizens and Communities, Vehicles and Infrastructure – that will help us in the analysis and reflection on the future imaginaries of Tampere's youth.

During the workshop

BY USING A DESIGN DECK, WE GUIDED THE REFLECTION OF THE PARTICIPANTS TOWARDS:

- **Timeline** how things will look like in the near or far future
- **Possible societal or environmental changes that impact the future** climate change, political instability, migration, resource scarcity
- **Different places within urban landscapes** parks, offices, economic centres
- **Vehicles and supporting technology** trams, scooters, walking, teleportation
- **Different types of citizens** young families, immigrants, people with disabilities.

AFTER THE PRESENTATIONS, WE ASKED PEERS TO VOTE FOR THE MAIN STRENGTH OF THE SCENARIO AMONG THESE FIVE:

- Sustainability
- Functionality
- Freedom
- Equality
- Pleasure

After the workshop

WE CONDUCTED A CROWD-SOURCED ANALYSIS WHERE RESEARCHERS EVALUATED THE SCENARIOS ACCORDING TO THESE AXES:

- pessimistic vs. optimistic
- unfamiliar vs. familiar
- trivial vs. thought-provoking
- unhappy vs. happy citizens
- citizens with agency vs. citizens without agency
- mobility solutions having low impact vs. high impact on shaping the city

ALL THIS BECAME PART OF OUR COLLECTION OF SCENARIOS (SEE APPENDIX)

Analysis, Axis one: URBAN CONFIGURATIONS

Different spatial arrangements and physical features of the built environment can create different possibilities, constraints and lifestyles options within a city. The height and density of buildings, layered use of space, the ratio and distribution of streets, green areas and open spaces can show us how the young people envision future cities to look like.

The student-made Speculative Future Tampere Scenarios showcased visions with a variety of architectural features. The most common urban configurations in the scenarios were:

- **Road network.** Many scenarios feature prominently a road network suggesting that students realise the importance of infrastructure for urban mobility. Nevertheless, many scenarios also included some form of restriction on them: some could only be used by public transport, others were taken up by scooters and bikes or were reserved for self-driving cars. While some students did focus on keeping private motor vehicles a priority within the city, the road use in the scenarios generally included sustainable options, such as electric vehicles and public transport.
- **Urban Green** spaces were a strong favourite among the high school students. This seem to indicate that preservation and even expansion of urban nature is a priority for Tampere's youth. Even groups that did not focus on them included parks and forests into their models. Many envisioned **untouched nature as an important part of future urban landscape,** which seems like a notable value uniting Tampere youth. In the presentations, **untouched nature was strongly associated with freedom, sustainability and pleasure,** much more so than, for example, amusement areas, shopping, new technology, entertainment, cultural heritage, or private transportation.
- **Layered use of space.** Layered space was manifested as transport, such as the tram, metro or flying cars, using bridges and tunnels, but also as people living and working in high rise buildings. This suggests that the **students prioritised urban density but did not want to sacrifice green spaces to it.** In these layers, the use of airspace and skyscrapers did not necessarily spark much critical discussion, but **building in layers was seen as a natural progression of city development,** suggesting that an American-centred idea of modernity might be influencing their imagination. A couple of scenarios used layers to showcase greenery growing on top of buildings as a way of maximising the harmonious coexistence of nature and technology. The scenarios did not try to challenge the idea of building high, nor did they explore spaces underground or underwater.
- **Segmentation.** While less prominent than the others, several scenarios displayed some form of fencing or other form of segregation to differentiate between different users of public space. Fencing was used to shield people enjoying their leisure time from traffic, to protect nature from urban disturbances or to separate tech infrastructure from those not allowed to use it. Social segregation was often engaged with humour and irony, suggesting it might be more a recognition of current urban practices, rather than a desire for the future.

Urban configurations organised around bodies of water or monuments, interestingly, were only featured in a couple of scenarios, while artificial nature or robotic landscapes were also a rare occurrence in the scenarios. This reflects a fairly pragmatic approach to future scenarios, but also a prioritisation of urban greenery over other concerns, both ecological and cultural.

KEY TAKEAWAYS:

- Urban green is a priority to be balanced with maintaining urban density
- Transportation infrastructure is seen as necessary, but layers can be used to limit its impact on the city
- Youth's imagination is strongly influenced by media representations and common occurrences of western cities

Analysis, Axis two: CITIZENS AND COMMUNITIES

The student-made scenarios were populated by different types of citizens and communities. The lifestyles and cultures of these communities represent different values that the young people thought might be important in building the future.

The communities in the scenarios were articulated around several archetypes:

- **UTOPIAS –** Society flourishes either through capitalistic efforts and abundant work opportunities or, on the other end of the spectrum, through liberation from the need for human labour and socialisation of the economy. These scenarios highlight very optimistic views of economy, technology and environment in balance.
- **DYSTOPIAS –** Abuse by current powers becomes a route to bleak futures, organised around capitalistic exploitation, imperialism, or technological dominance. Dystopias have been explored generally with graphic content and large quantitates of dark humour. Whether corporations enslaving people for profit or humans losing their bodily autonomy in the name of progress, these scenarios showcase the young people's concerns for maintaining their rights in front of power, as well as influence and reflections from both political and sci-fi discourses.
- **ACHIEVED EQUALITY –** multicultural societies that manage to integrate immigrants well into community and workforce, feature great harmony between species where nature and animals are not compromised in urban development, or working-class empowerment where manual labourers are seen as key drivers of positive change in society. Equality (among humans and including non-humans) emerged as a strong desire from the youth.
- **SMALL COMMUNITY –** from providing security for affluent citizens through a gated community to securing local production and services to reduce the need to travel or relying on small-town model of community-building entrepreneurship, maintaining self-sufficient and tightly knit small communities were sometimes seen as the solution to urban problems. Even in these scenarios, however, the community seemed generally absent from decision-making, which was represented as top-down and matter-of-factual.
- **MANAGED METROPOLITAN LIFE –** several scenarios engaged with the trade-offs of imagining a growing city. Sometimes exciting new transport had drained the city of funds or made the streets more dangerous. In other scenarios, the communities had chosen to reduce the availability or efficiency of vehicles to reduce emissions. Others, yet saw big-city infrastructure as enabling different communities to thrive. This is, in part, a reflection of the Design Cards the students received to guide their imagination. But it also highlights their understanding and acceptance for the need of making difficult choices. The decisions on what to prioritise, however, seem to be out of reach of the citizens and be made by politicians or technocrats with little agency for anyone else.

KEY TAKEAWAYS:

- Youth imagination ranged from utopian to dystopian imaginaries, but seemed to insist on the former and to convey a desire for hope and optimism in their future
- Equality and community emerge as important values to imagine positive urban futures
- Young people seem to understand and accept that perfect solutions are not always possible
- Youth seems to feel disempowered when it comes to deciding how the urban development and management should go

Analysis, Axis three: VEHICLES AND INFRASTRUCTURE

The scenarios, prompted by the Design Cards, showcased a variety of different possible vehicles. The ways they were designed, implemented, and used reflects how the youth imagine vehicles, their values and the concerns they can embody. We highlight five recurring themes that we have identified in the scenarios.

- **Equal access and diversity** of vehicles and modes of transport was the most common theme across the scenarios. Some trusted in the expansion of current modes, such as the tram, others imagined new technology like flying cars, robotic legs or kinetic energy powered metro that would be made available to all citizens. A multiplicity of accessible means of transportation was seen as positive and important for urban life.
- **Car-free or low car use** was also a common theme which reflects the fact that many of the young people recognise car-based emissions as a major problem. Some scenarios imagine a lessened need for cars due to increasing public or shared transport services. Others imagine more top-down approaches where restrictions or bans were put in place. Others still trusted the citizens of the future to simply opt for car-free lifestyles. The diversity of approaches reveals different ways of imagining citizenship, while they all shared the same objective and concern.
- **Regulation, restriction and enforcement** in the scenarios was often related to car-use, but also, for example, to driver's licenses on novel vehicles, age limits on scooters or to forcing certain people to be "shrunk" in order to decrease emissions. Different forms of transport regulation – and different forms of enforcement – were a common pattern. Again, the youth seems to oscillate between the hope that citizens will make the right choice, and the fear of a need of authoritarian enforcement in order to maintain urban living sustainable.
- **Specialisation of vehicles** in which different vehicles are used for different purposes was displayed in many scenarios. It involves certain modes of transportation being used for long range transportations, while others for shorter ranges, as well as specialisation based on user types (such as demographics). This was the main way in which mobility was represented as having a direct impact on the organisation of urban spaces through the needed infrastructure.
- **Danger and risk** was also often present, being engaged from different angles. While some groups had a "safety first" approach, others accepted it as a trade-off for transportations that is fun or efficient – although sometimes mitigated by the need to acquire licenses, or law enforcement controlling vehicle use. In some cases, danger-by-design was caused by corporate greed.

KEY TAKEAWAYS:

- A diverse, yet accessible, transport ecosystem was often seen as an ideal situation and a way to organise urban spaces and infrastructure
- Cars were often seen as problematic and in need of control / reduction
- A tension between trust in the citizens and control over their choices was often explored
- Danger is seen by the youth as an intrinsic, but, in a degree, preventable, element of transportation

Conclusions:

ATLAS TAKEAWAYS

Atlas takeaways

Here a few key takeaways derived by the comparison between the survey data and the future scenarios.

LOVE/HATE FOR CARS.

Traditional cars are very well liked, ideal for exploration, practical and enjoyable (but costly). Yet, many scenarios highlight cars as problematic and imagine different forms of regulation to limit or ban their use altogether.

PUBLIC TRANSPORT HELPS HEALTHY COMMUNITIES.

Equality and community are presented as key values for positive developments of Tampere. Public transport, well-liked by survey respondents, is associated with everyday commuting and sociality, suggesting it can be a way of preserving these values. As most respondents commute in a limited range (5–10km) making large use of public transport, the idea of small communities connected with public transport seems to be grounded on the everyday life of the city's youth.

INFRASTRUCTURE IS KEY.

Most respondents show that infrastructural improvements, removal of mobility barriers and lower costs would support sustainable mobility choices. The youth sees the transportation infrastructure as a necessity, but imagine multi-layered cities to limit its impact on city density and cohesion.

REALISTIC OPTIMISM.

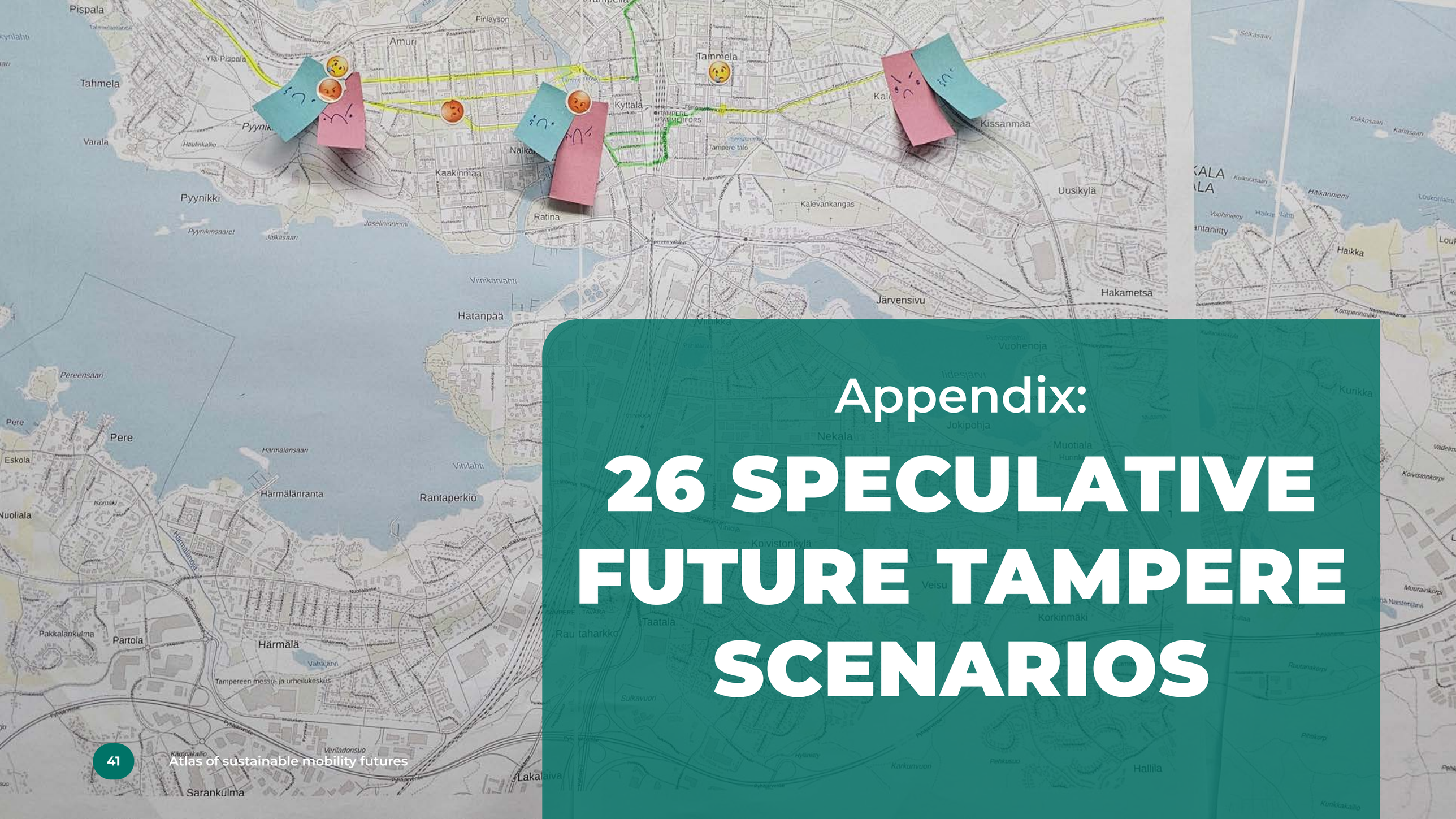
The youth seems to be cautiously optimistic about the future, but accept that perfect solutions are not always possible. Their everyday mobility choices are motivated by practical reasons (time, convenience, simplicity, reliability) both for commuting and free time. They imagine diverse and accessible transport ecosystems as capable or responding to different needs and recognise the importance of risk mitigation strategies when it comes to traffic accidents.

TOP-DOWN CITY.

While the youth's imagination ranged from utopian to dystopian imaginaries, a common theme is that decisions come from above and citizens are disempowered. Young people seem to dream and fear tighter controls, that might enforce sustainable behaviours and also limit individual freedom. In a way, this seems to echo narratives common in fiction and political discourses.

A GREEN CITY IS A GOOD CITY.

Urban green is seen almost unanimously as a priority and a key means for citizens to feel free. The majority of respondents chose green places as their favourite ones to cross when travelling, and walking was considered a way to both protect and enjoy urban green.



Appendix:

26 SPECULATIVE FUTURE TAMPERE SCENARIOS

Structure of scenarios

You can familiarise yourself with each of the 26 student-made Speculative Future Tampere Scenarios on the following pages.

Each scenario is presented with:

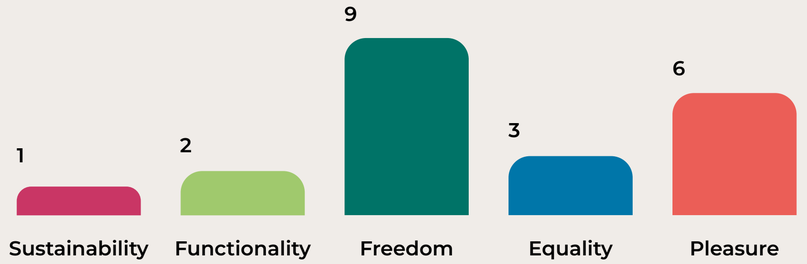
- a **picture of the model,**
- a **description of the scenario,**
- a **brief analysis of the themes** discussed in the scenario,
- the results of the **peer vote for the biggest strength,** and
- the **researchers' evaluation of the qualities** of the scenario.

SCENARIO #1

2050 – Subscription economy and social malaise

Smart cars have arrived. They are otherwise similar to current cars, but breaks are only included in the premium subscription, and the driver has to watch an advert every 30 minutes while driving. These features have caused a car accident in this scene. (Driver did not pay the premium subscription fee for breaks.) Jorma the “corporate slave” is gambling, everybody in Pirkkala is drinking and some are hanging themselves under the bridge, which is full of corpses.

LEAST AGENCY FOR CITIZENS!



In this scenario, the citizens of Tampere are squeezed between corporate powers and their own destructive behaviour. While the peers voted for freedom and pleasure as the strongest values, the citizens in the scenario seem to be suffering. This future vision manages to successfully criticise a culture which tries to capitalise on everything, including safety.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

1.5

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

2.9

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

3.0

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

1.7

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

1.9

Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

2.6

SCENARIO #2

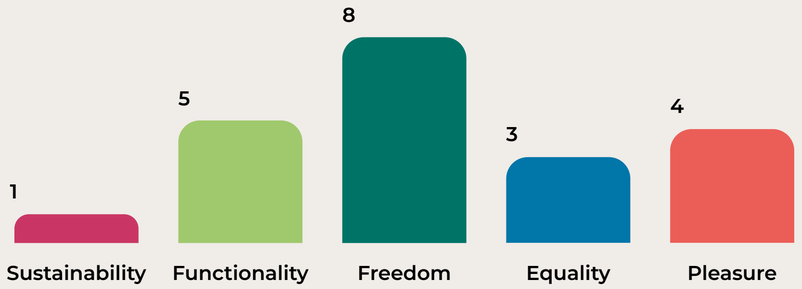
2050 – Techno-utopia that allows humans to flourish

Flying cars are a new subversive technology. Everyone in the city uses them which causes more accidents. Some big company makes the flying cars, but there are no people working there, only robots. In fact, people don't have to work at all, so everyone is just enjoying life. The city is also more multicultural and there is generally more focus on culture. All the free time gained from not having to work makes people more communal, which is also a solution to problems around immigrant integration.

LEAST FAMILIAR!

HAPPIEST CITIZENS!

MOBILITY HAS MOST IMPACT!



In this scenario, advancing technology and the concentration of money and power are seen as something that releases humans from their labour, instead of enslaving them. This newfound freedom is then used for the advancement of social and cultural life, but safety and economic consequences are ignored by the optimism.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.2

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

1.7

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.4

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

4.5

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.9

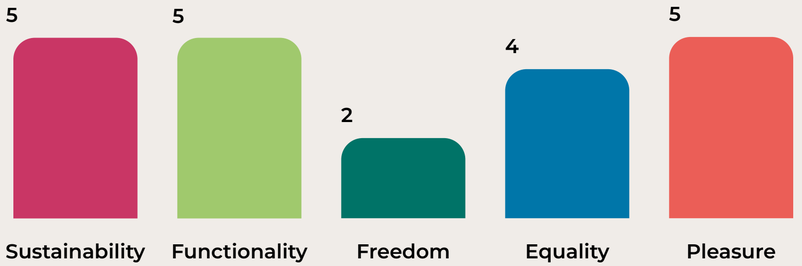
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

4.3

SCENARIO #3

2045 – Eco-Tech Tampere: A City in Balance

Technology and ecology have found harmonious coexistence creating a high standard of living for the citizens of Tampere. Skyscrapers and trees alike fill the skyline and manual labourers such as car mechanics are in power. Cars are mainly used for public services, like rubbish collection, otherwise scooters and bikes are popular. Everyone is middle class because following the interests of vocational school students creates a lifestyle that is best for all. People love going to the beach and enjoy life.



In this scenario, the dichotomies between technology and nature and the rich and poor have been levelled out, and high levels of wellbeing have been achieved through undramatic means. This balance is reflected well in how the peers voted for sustainability, functionality and pleasure as equally strong values in the scenario, closely followed by equality.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.1

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

2.5

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.0

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

4.2

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.3

Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

2.5

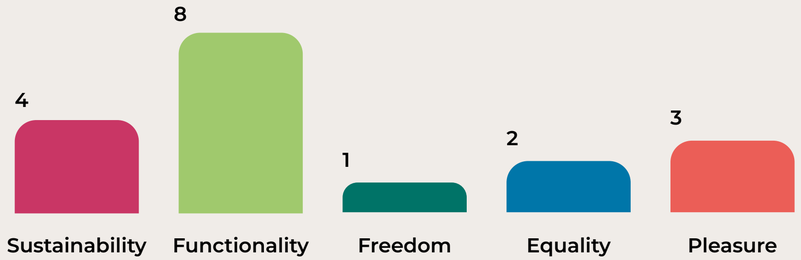
SCENARIO #4

2035 – Car-lover's suburban dream

A residential district in Tampere is made accessible by filling it with roads to be used by personal electric cars and a solar bus system. The aim is for the city not to become like Helsinki where parking is scarce. The bus can fit a lot of people inside it and the area is populated with a lot of houses, plants and people. Climate change means that fruit trees grow in the area even in January. Art and nature are present for the enjoyment of the residents.

LEAST REFLECTIVE!

MOST FAMILIAR!



In this scenario, functionality has overridden other values, which is clearly represented in the peer vote. Accessibility by car is the most important aspect of the future of mobility, and current solutions of electric and solar powered vehicles have been accepted as the solution. Even climate change has been portrayed for its positive effects. This future demonstrates trust in familiar systems.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

3.4

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

4.2

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

1.6

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.2

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.9

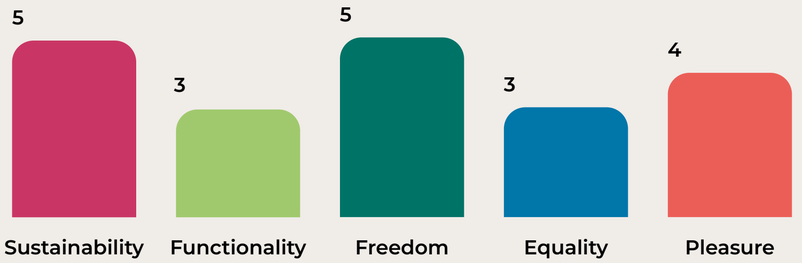
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

3.5

SCENARIO #5

2054 – When globalised ambitions override local prosperity

The city has invested a lot in transportation: in addition to the tram and scooters, Tampere now also has a teleport machine. Donald Trump has his hand in it somehow and has been able to issue tariffs that impoverish the city. Everything is expensive, people don't have jobs and they live on benefits. Transportation is good and they are especially proud of the teleport machine, but they cannot afford to fix broken vehicles. The architecture takes after famous towers around the globe and people use delivery drivers for food, which they pay for with social security money.



This satiric and critically dystopian scenario examines the negative effects of over-ambitious urban investments, misaligned symbols of prosperity, and the influence of global superpowers. However, trust in broad social welfare remains unwavering as it offers a buffer that allows the people to still be happy and proud of their home. Though not all benefit from the innovation economically, sustainability, freedom and pleasure have been votes as strengths.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

2.5

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.3

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

3.2

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.0

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.6

Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

4.0

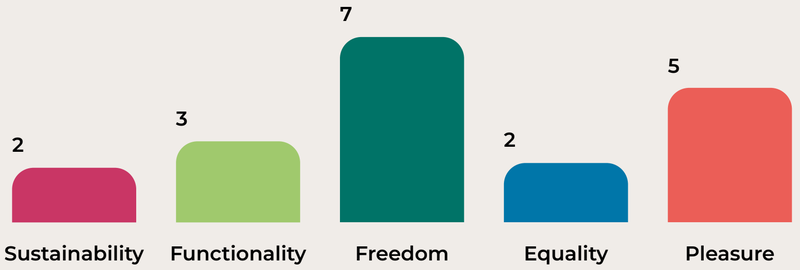
SCENARIO #6

2077 – Cyberpunk dystopia

In this dystopian cyberpunk future (explicitly inspired by popular digital game Cyberpunk 2077), extreme inequality divides society. The rich and poor travel separately, and transportation is fully operated by robots. AI and tech corporations control everything, erasing privacy under constant surveillance. For example, food-delivery robots now act as all-seeing watchdogs. Resource scarcity, driven by Western overconsumption, has sparked violent struggles for essentials like clean water. The poor kill to survive, and even the middle class turns on itself as chaos spreads.

LEAST HAPPY CITIZENS!

MOST PESSIMISTIC!



In this fully dystopian and collapsed society, corporations take all the power while citizens do nothing against it. Although freedom and pleasure are not high for most citizens in the scenario, their prevalence in the peer vote indicates the lack of sustainability, functionality and equality. The scenario is very critical of power structures but doesn't offer solutions or agency to its citizens.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

1.4

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

2.6

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.8

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

1.1

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.0

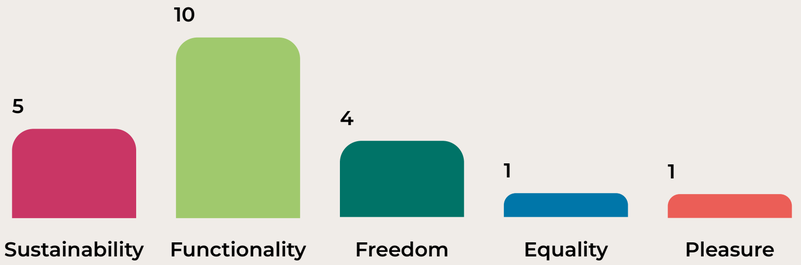
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

2.7

SCENARIO #7

2050 – Hervanta as the humane Silicon Valley

The commercial area of Hervanta has greatly benefitted from technological advancement, and the emergence of multiple AI companies, solar buses and the development of flying cars provide opportunities and jobs for people. People moving to the city from the countryside find it easy to start tech businesses and AI runs daily life efficiently. However, all the advancing technology also brings traffic and pollution.



This scenario has a very positive view of technology, which has been harnessed to benefit the everyday life of normal people. The peer vote shows that functionality is seen as the strength of this future, but sustainability issues and the downsides of tech are only briefly mentioned with critical reflection or solutions lacking.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.3

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.3

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.2

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.7

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.9

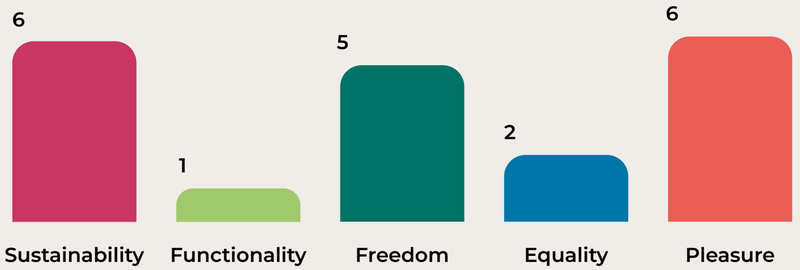
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

3.4

SCENARIO #8

2075 – Sustainability, freedom and joy over road safety

The biggest change in Tampere has been in transport which now consists of environmentally friendly self-driving cars and solar busses. Moving around the city is easy, but the self-driving cars seem to be quite expensive as not all working people can afford them. The cars are also not necessarily safe as they might not always operate as they're supposed to, especially if people have been partying too much. Housing is also quite tight, but people can spend their free time in an amusement area.



This scenario was voted by peers as sustainable, pleasurable and free which reflects the fact that autonomy, ease of movement and enjoyable activities are prioritised over safety and financial equality. The scenario showcases an understanding on the give-and-take nature of urban planning and the designers have made their choices systematically according to their values.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

3.9

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.3

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.6

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.4

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.8

Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

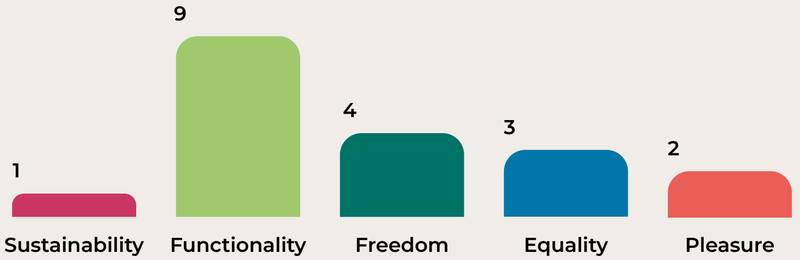
3.0

SCENARIO #9

2055 – Robust urban services as key to wicked problems

The population of Tampere has increased a lot, but the challenges caused by over-population have been solved with good, wide ranging and safe tram services. A lot of homes have also been built and there are plants growing around housing. A green and happy city in Finland where everyone is equal.

MOST OPTIMISTIC!



This scenario demonstrates high, to the point of naive, belief in the power of good urban planning in solving wicked problems. There is notably no new technology or innovation but the utopia is built on the well-acknowledged elements of nature, wellfare and public transport. The peers saw this scenario as mainly functional.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.5

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.6

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

1.8

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

4.3

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.6

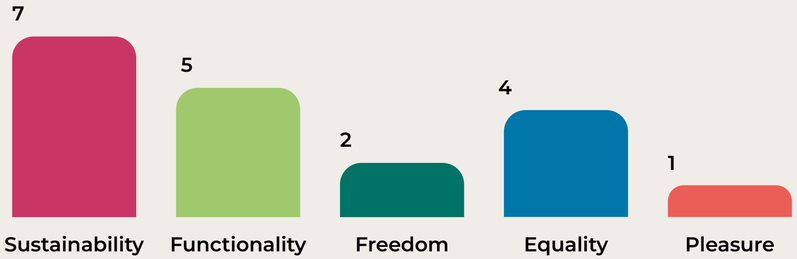
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

2.8

SCENARIO #10

2035 – Small-town entrepreneurship as a model for urban success

Kaleva has become more commercialised and populated. There is no need for cars or public transport as only cycling is possible in the area. This not only makes the area more ecological, but people are also saving money and staying more fit by only cycling. Jaakko, the mayor, has moved from the countryside to start a business selling robotic legs, which help people walk and cycle more. The shop also has a community café and a garden that operates as a carbon sink. Jaakko's shop boosts the economy and social life, and he supports those in need, such as the elderly, through taxes and discounts.



This scenario presents a future in which the small-town values of a hard-working and good-hearted entrepreneur are adopted as a model for urban success. Small business is seen as a tool for combatting the urban problems of pollution and loneliness, and both taxation and charity are used for achieving social justice. Sustainability and functionality have successfully been joined together, and the scenario manages to tackle several issues in one go.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.4

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.0

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

3.2

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.9

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.3

Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

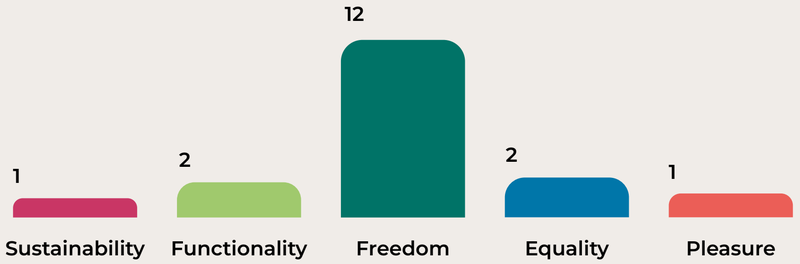
3.4

SCENARIO #11

2040 – Hippie utopia

The hippie movement has returned to Tampere; everyone lives in harmony and there is peace in the land. This happened because people simply decided that it is better to live in harmony than not. People don't have jobs, but they are enjoying themselves because they have a lot of free time to do whatever they want. Popular modes of transport are jetpacks, walking and scooters. There is no more monetary economy, and nature is left to grow wild. Jetpacks are risky but they are operated at the users own risk because the naturality ethos accepts death as part of the circle of life.

MOBILITY SOLUTIONS HAVE LEAST IMPACT!



This scenario chooses an ideology from the past to govern the future. The change is driven simply by willpower and mutual agreement, and the utopia leans on the idea of innate human goodness. Peace as the greatest value translates into freedom as the biggest strength in the peer vote. Though systematic in allowing people and nature live and die without intervetion, this scenario avoids critical consideration of humanity's dark side and refuses to engage with questions of economy and livelihood of the citizens.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.4

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

2.1

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.2

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

4.4

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.2

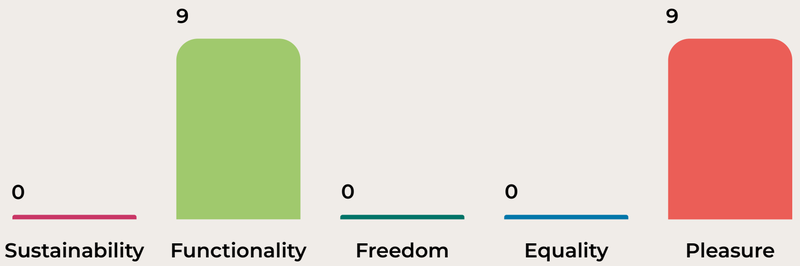
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

1.9

SCENARIO #12

2050 – Closed community for rich tech innovators

Income gap has caused a conflict in Tampere, which resulted in wealthy Pirkkala area to become a closed community for the rich. It is boarded up and secured by police. The people of Pirkkala have created fine transport technology for themselves. The teleport is very expensive and dangerous, but it takes you wherever you want. The flying carpet is a personal project of one genius, and it is very expensive. Those who cannot afford either mode of transport drive cars. Fuel used include gasoline, brain energy (?) and an engine that emits fire and smoke.



This scenario draws inspiration from existing income gaps between regions, and takes it to extreme levels by solving sociopolitical conflict with segregation. The stark peer results of high functionality and pleasure with zero votes for any other value points at the extreme nature of this scenario. Enviable modes of transport have strongly impacted the city but even the privileged are not protected from their hazards.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

2.8

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

2.2

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.5

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

2.9

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.1

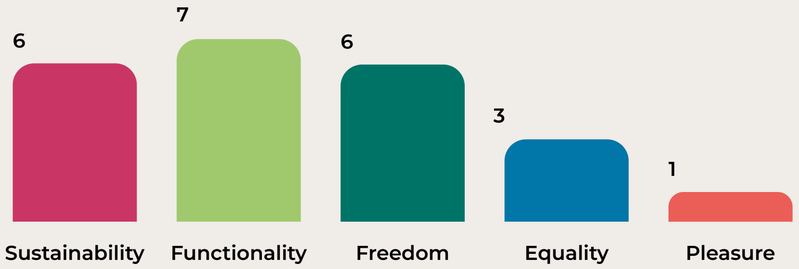
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

3.8

SCENARIO #13

2050 – Tampere as a colonial power

Finland has taken over the world, and Hervanta now exists as part of a Greater-Finland that houses constantly changing presidents in a shopping centre and has stolen pyramids from elsewhere to decorate the city. Sustainability is tackled with a machine that makes people smaller to pollute less. Some people are forced to become small, but they can use robot legs, while normal sized people ride bikes. There is only artificial grass and no real nature in the city. Many are protesting about political and financial issues.



This slightly comical dystopia shows democratic systems as weak and ineffective, while colonial efforts are thriving alongside with enforced pollution management that encroaches on the autonomy and bodily integrity of some. Although mobility solutions do not play a big role in this scene, the scenario manages to engage with several trends from political instability to biodiversity loss and the inequality related to climate policy as part of the future of urban fabric.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

2.8

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

2.3

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.6

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

2.6

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.8

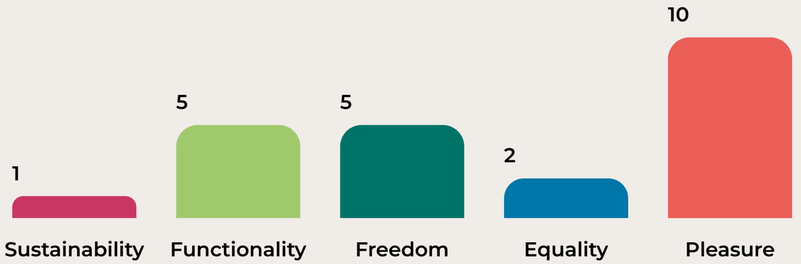
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

2.5

SCENARIO #14

2050 – Airspace solutions for population growth

In this version of future Tampere, overpopulation has not caused any significant problems as some of the transport has been placed in the sky. These modes of transport are flying cars and jetpacks, which supplement the car and tram traffic on the ground. Both flying vehicles are regulated by licensing and designated parking areas, with technological support to avoid crashes and disturbing birds. The city is thriving with lots of high-rises, homes and hotels, as well as a green area a little further from the centre.



This scenario presents evolving transport technology as a solution to population growth and relies on using multiple types of transport in managing traffic. The peers voted pleasure as the strongest value which reflects the lack of problems presented in the scenario. Although the flying vehicles are different to the current world, the systems that regulate urban life are very familiar, showcasing that current urban principles are taken for granted.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

3.4

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.3

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.3

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.4

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.6

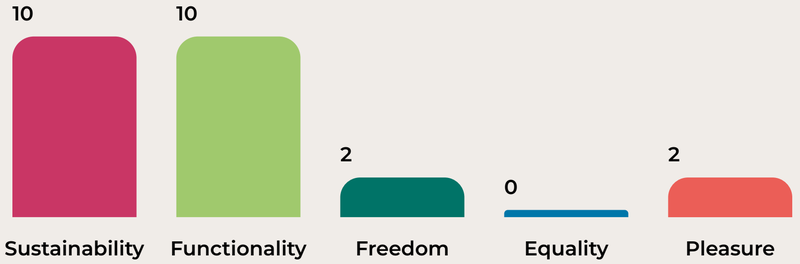
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

3.4

SCENARIO #15

2050 – Slowing down to pollute less

Life in the centre of Tampere has changed significantly due to new transport solutions: the invention of teleportation and the restriction of car use to only electric cars. Cars and walking are the main modes of transport while moving within the city, cars can be used to go outside the city, and teleportation is for travelling between cities. The electric cars have smaller batteries, which means less pollution, but they are also slower and have shorter battery life. Roads have been built on top of waterways.



In this scenario, new mobility solutions have had a high impact on the city. Sustainability is seen as requiring restrictions and compromise on technology. Rather than expecting technological advancement to solve all problems, tech is deemed as something to be regulated for the good of the city. The peers voted this scenario to be high in sustainability and functionality, and it succeeds to avoid a simple utopian outlook.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

3.5

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.1

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

3.2

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.2

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.1

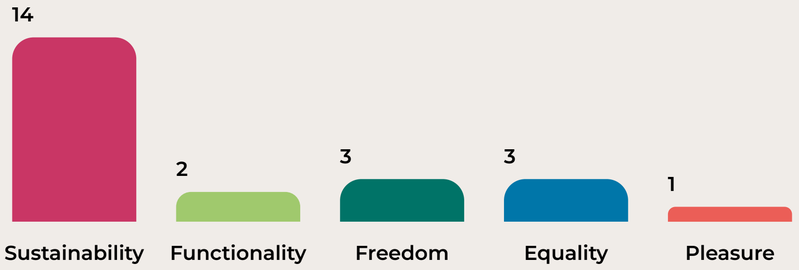
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

4.1

SCENARIO #16

2075 – Car-less and carefree

Climate change is quite far along in 2075. The citizens of Kaleva decided to get rid of all cars and petrol-powered vehicles, and instead they use bicycles and scooters, which are more environmentally friendly vehicles. However, there is a shortage of scooters, which forces many to walk. The positive side of this is that people are in much better shape than in modern-day Tampere. Roads were either turned into cycle paths, or they have been replaced by forests which has significantly improved the scenery and brough more animals to the area. Housing is built sustainably and even the elderly get around with scooters.



Sustainability was voted as the greatest strength of this scenario which is most likely due to the complete abolition of cars. This mobility choice has had a big impact on the city both in terms of landscape, the environment and the citizens' health. The scenario is a green utopia where problematic urban elements have simply been erased without much contemplation on the trade-offs.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

3.9

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.2

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.5

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.5

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.2

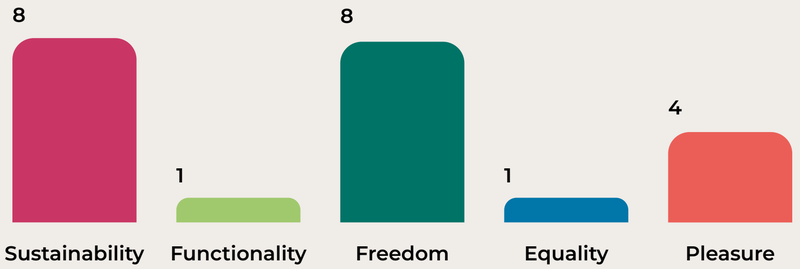
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

3.6

SCENARIO #17

2050 – Back to nature through tech advancement

Tesoma has decided to prioritise nature more, and they have started using some kind of new technology that somehow mitigates against climate change. This technology is very expensive and owned by the city, but its positive effect are enjoyed by everyone. The goal is for the area to be less urban and for animals, nature and humans to live together in harmony. This has been achieved by increasing the number of electric cars and by allocating larger portions of the land to green spaces. A lot of effort and research has been put into making electric cars as sustainable as possible.



Sustainability and freedom have been voted as the strongest values in this scenario, and it seems that freedom is seen as freedom for natural life and freedom from the consequences of climate change, rather than liberty to build and pollute as you wish. The scenario is very optimistic and does not attempt to explain the technological, political or economical forces that could make this scenario to be realised.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.3

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

2.7

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.5

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

4.0

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.1

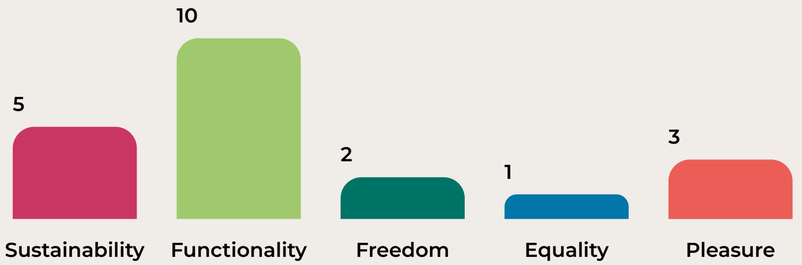
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

3.1

SCENARIO #18

2075 – An urban bubble amid untouched nature

In this version of Lielahti, the cityscape has been transformed by a layer of forest that grows on top of buildings. This invention helps manage climate change and increases wellbeing. Transport options include teleportation, flying cars and self-driving cars, which are monitored by a traffic controlling robot. Because people can easily teleport out of the city to city to relax, the city has been reserved for housing only. This, and the fact that cars are not allowed to drive above forests, enables nature to be left in its natural state. People work in tech, forestry, urban design and nature conservation.



This scenario builds an integrated urban fabric that gives innovative solutions to several pressing issues. Climate change, biodiversity loss, housing of climate refugees and the need for jobs and mobility have been addressed in a balanced way, and the peers saw this as a functional future. The ability to imagine alternative urban systems is showcased well in how mobility solutions are used to transform compact housing into more wellbeing and nature conservation.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.0

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

2.7

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

3.4

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.8

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.5

Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

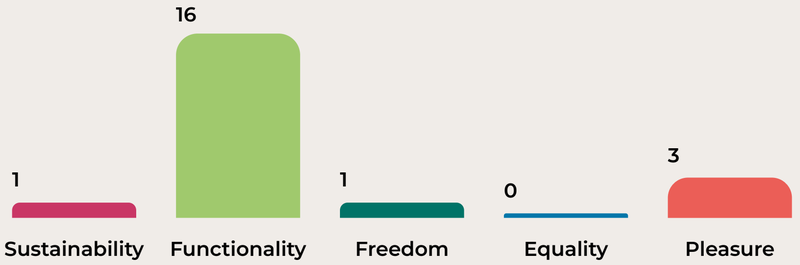
4.1

SCENARIO #19

2050 – Diverse mobility and agency for citizens

Urban life in Hervanta has continued to improve in many ways. The infrastructure has been developed to accommodate the increasing population and businesses have spread across Hervanta. There are more high rises but also more green spaces. The tram is the pride of Hervanta, cars have decreased and the roads are more accessible for people with disabilities. Users of moped-like future bikes organise bully-free meet-ups for young people together with the K-Market in Duo shopping centre which is only one of the commercial centres of Hervanta. Another new mode of transport is flying buses, which gives more room for private vehicles on the ground.

MOST AGENCY FOR CITIZENS!



This scenario presents a positive vision for Hervanta by developing on many familiar trajectories. Diversifying mobility options, giving people choices and increasing accessiblity while counterbalancing heavy infrastructure with nature is seen as a recipe for good urban life. Yet, decentralising commercial spaces goes against current trends and adds a layer of criticality to the scenario, which was voted as very functional by peers.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.4

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.3

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

3.4

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

4.1

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.9

Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

4.1

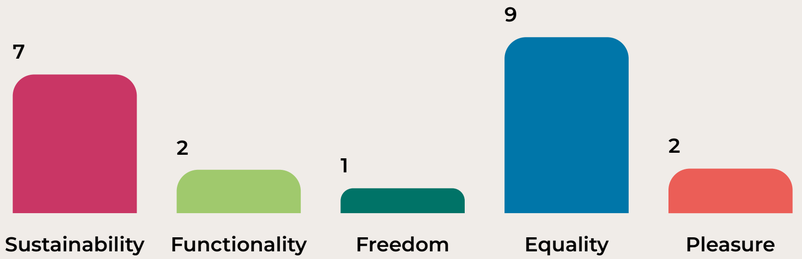
SCENARIO #20

2075 – Renewable energy as a driving force for equality

There are no cars in this version of Kaleva; instead, people travel by metro or bikes. The metro stations are placed underneath buildings to ensure easy access to work. The city has many parks in which you can encounter wildlife, but greenery and even crops can also be found growing on rooftops. Renewable energy sources include solar power and kinetic energy harnessed from the airflow and wheels of the metro. Transport and many firms provide an abundance of jobs for all, including immigrants. People have good community which makes it easy for newcomers to settle in.

MOST OPTIMISTIC!

MOBILITY HAS MOST IMPACT!



This very optimistic scenario integrates mobility solutions, energy infrastructure, nature, economy and demographic changes to shape the city in positive ways. Removing car traffic, investing in rewable energy and weaving nature and cultivation into the urban fabric has brought balance. No explanation is given to the causes of good community, but easy immigration is reflected in how equality is voted as the biggest value by peers, closely followed by sustainability.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.9

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.4

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

3.0

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

4.1

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.6

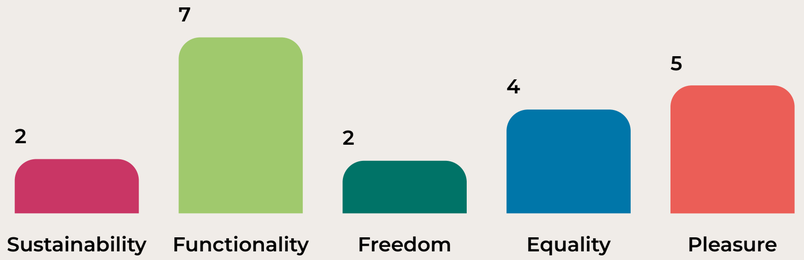
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

4.3

SCENARIO #21

2035 – Towards a self-sufficient local community

Pirkkala's reaction to the looming consequences of climate change has been to bring the production of everyday goods, such as food, clothes and furniture back to the local area. Fuel is also produced as a byproduct. Transport has been divided into two tiers: jetpacks for private use and accessible public transport. The costs and pollution associated with road maintenance are kept to a minimum by only allowing public transport to use roads. Long journeys are generally cut shorter by placing services and housing closer to mobility hubs. Transport managers observe jetpack traffic and issue licences. Other people work as mehcanics and healthcare professionals.



This scenario covers many aspects of urban life and attempts to go towards self-sufficiency and circular economy, creating a thriving local culture. The clear-cut mobility options, together with equal distribution of services, have created an urban ecosystem that seems to serve the economy as well as the needs of the people. This future is seen as functional and pleasurable society by peers.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

3.8

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.0

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.8

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.6

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.4

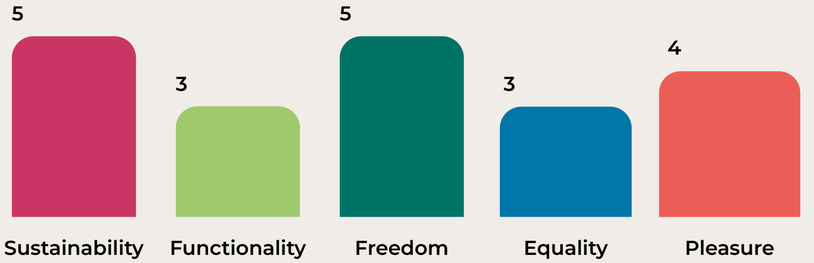
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

4.2

SCENARIO #22

2050 – Bottom up-driven sustainability

In this version of Lielahti, people have two mobility options: the tram or electric scooters. Cars are allowed for certain specific purposes, but there are less roads for them. For Lielahti to be well connected, the tram is made affordable and fast and the stops are placed at frequent intervals. The scooters are for over 18s only, and the two modes of transport are connected so that if one is not available, the other one should be. There are generally a lot of trees everywhere, but there is also a separate forest area with lots of animals. Although political instability has been a problem, it is still seen as a positive thing that the local people are involved in the decision-making for the area. For example, Jaakko from the countryside is responsible for the wildlife.



Notably, the peer vote for this scenario is very even. While sustainability and freedom got the highest points, many peers also saw this as a pleasurable, functional and an equal society. Local politics give agency and regional identity to the residents, but the area is still well-connected with other parts of the city. This rather simple scenario displays a desire for simplicity, locality, ease of movement and closeness with nature as core values.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.0

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.2

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.6

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.8

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.7

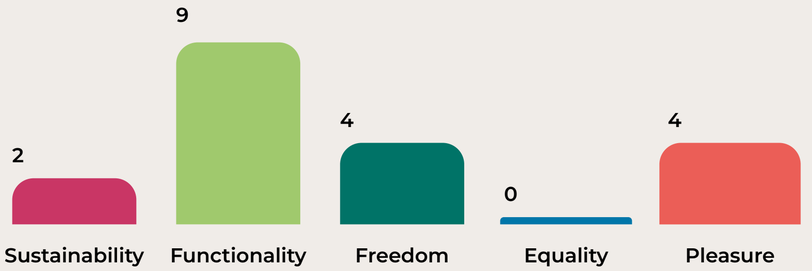
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

3.6

SCENARIO #23

2075 – Removing the need for mobility to combat emissions

This future Hatanpää is the perfect place for high schoolers to live in. Hatanpää High School – the beating heart of the area – is surrounded by greenery, parks, sustainably built residential areas and services, creating an all-round pleasant environment that you do not need to leave. High schoolers cycle to school and take the bus to go to the city centre, if needed. Although cars are still allowed, people rarely use them. Immigrants have also been accustomed to a car-free lifestyle, due to climate reasons. Scooters are available and mopeds are allowed but generally people simply choose the more sustainable mobility options.



This scenario focuses on strong locality and green elements in imagining a sustainable future. The model does not introduce new ideas, but shows a high level of trust in the willingness of the people to choose sustainable mobility options when available. The main way of steering is in removing the students' need to go anywhere else by placing residential areas close to the school and making the neighbourhood enjoyable. This is seen as very functional future by peers.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.0

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.8

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

2.0

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.8

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.7

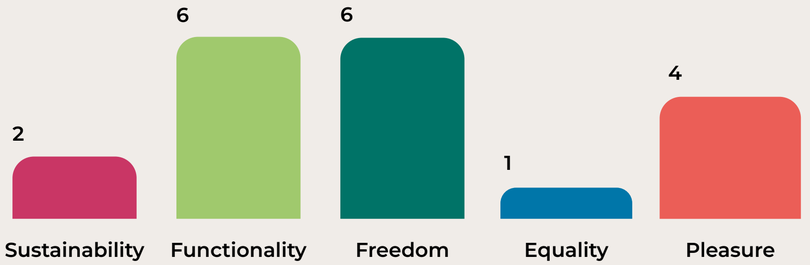
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

3.3

SCENARIO #24

2050 – Urban safety from robotics and smart tech

In this scenario, robotics and smart vehicles have greatly increased the safety of city dwellers. People are moving to the city centre on mass, which means more housing needs to be built. This causes a lot of construction sites and roadblocks, but these are operated by robots and humans do not physically work on these sites, which makes construction safer. Transport is also safer due to smart solar busses that have been programmed to not hit people, specifically children. However, humans are still needed to operate the busses and to watch over the construction machines. The city has evolved into a metropolis, based on the people's needs, but everything is built for purpose and not just for the sake of it.



Unlike most other scenarios, this model emphasises safety and sensibility over other values. The peers votes this as a functional and free society, which might reflect the fact that robotics and smart technology have been used to protect people and not to overrule them or restrict their choices. Sustainability has been incorporated in the idea that nothing is built in vain and that every technology has a purpose.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

4.1

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

3.4

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

3.4

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

3.7

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

3.3

Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

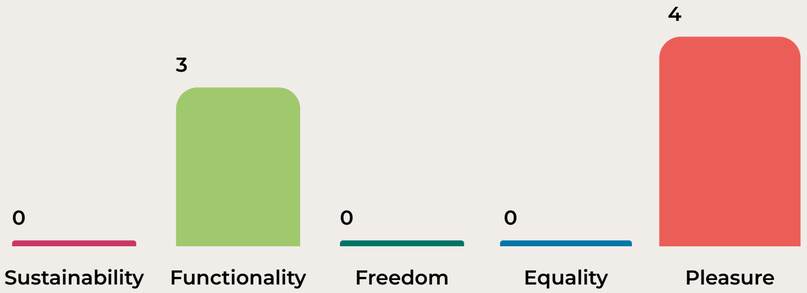
2.9

SCENARIO #25

2075 – Turned tables: Humans as transportation

This sci-fi future plays on the idea of AI taking over every aspect of human life, to the point where the first AI-baby (a mix-breed of humans and artificial intelligence) has been born. This character uses humans as hosts and rides them to get across the city. Humans themselves can wear electric trousers that take them where AI thinks they need to go, although the route may be long and complex. Successful people, such as influencers and conspiracy theorists can use self-driving cars to navigate the city which is now dominated by data centres and segregated between human-tech lines.

MOST THOUGHT-PROVOKING!



The peers have voted for this dystopian sci-fi city as pleasurable and functional, which is possibly a reflection of the fact that the total dominance of AI removes sustainability, freedom and equality from the equation. Humans have created technology that now has a life of its own and no longer benefits people; quite the contrary.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

2.1

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

2.0

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

4.1

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

2.7

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.4

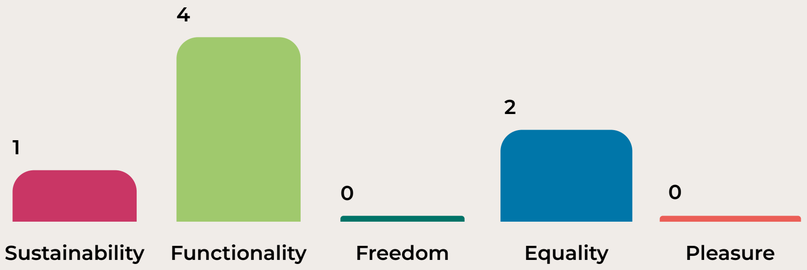
Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

2.6

SCENARIO #26

2050 – Tampere as a sanctuary for climate refugees

After climate change made many areas of the world inhospitable, climate refugees have escape to more liveable places. Tampere, being one of such places, now counts more than 1,5 million inhabitants. These changes have required profound changes both in living habits (now many families have to share the same quarters) and in transportation: high raise platforms have been constructed above to city to allow for high-speed rail mass transport. Down below, the most affluent citizens can zig-zag among cluttered spaces, artificial trees and VR animals with small e-bikes.



While the scenario might look less than ideal, participants pointed out that the looming effects of climate change might bring about worse results than this. Despite overcrowding and mass unemployment, this is a future where many have survived climate change and found a new home welcoming them. Peers have voted the scenario as mainly functional, but it is quite thought-provoking in how it tries to find a best possible solution in the face of a catastrophic events.

Evaluate the outlook of the scenario from Very pessimistic (1) to Very optimistic (5)

2.8

Evaluate the familiarity of the scenario in relation to current society from Very unfamiliar (1) to Very familiar (5)

2.6

Evaluate the reflectiveness of the scenario from Very trivial (1) to Very thought-provoking (5)

3.4

Evaluate the happiness of the average citizens in the scenario from Very unhappy (1) to Very happy (5)

2.7

Evaluate the agency of the citizens in the scenario from No agency (1) to Complete agency (5)

2.2

Evaluate the impact of mobility solutions in shaping the city from Low impact (1) to High impact (5)

3.7

Atlas of sustainable mobility futures:

Youth Perspectives from Tampere

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