



**Driving Urban
Transitions**



DELIVERABLE 5.3

OVERCOMING POLICY BARRIERS: A SCENARIO WORKSHOP APPROACH TO COMMONING ACCESSIBILITY

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1 INTRODUCTION

1.1 Focus WP5: Policy Conditions and Commoning Accessibility

Processes of commoning accessibility (CA) are inevitably part of complex and uneven relations and assemblages of governance, influencing their very scope and form, and enabling and constraining their development. In short, commoning accessibility refers to community-led efforts to reclaim and organise accessibility as a common good. Such efforts and practices include community transport and shared mobility schemes as well as collective efforts to create and maintain place-based social, cultural and care amenities. While commoning accessibility practices vary widely in their degree of institutionalization – ranging from informal ride-sharing and protest actions to bottom-up efforts to establish schools, community centers, and other shared resources – they are always, to some extent, operating within existing institutional and policy spaces. Commoners rarely get to choose the conditions under which they pursue their aims and projects (Olsen, 2024, p. 2322), and their practices are both enabled and constrained by the regulatory, material, and infrastructural landscapes in which they are embedded. Within the broader Common_Access project, Work Package 5 (WP5) has been tasked explicitly with mapping and analysing this multifaceted relationship. In doing so, we have employed a variety of methods, including an extensive literature review, empirical research in the Dutch context, and scenario workshops across the consortium’s testbeds. The latter form the explicit focus of this Deliverable, and have been designed to further scrutinise some of the distinct insights and tensions that have come out of the preceding research.

First of all, in Deliverable 5.1, which draws on the findings of a systematic literature review, we developed an analytical framework for understanding how policy conditions shape commoning accessibility (CA) practices. In this Deliverable and the ensuing paper, we show that policy not only shapes the legal and administrative parameters for commoning but is also, inevitably, an exercise in agenda-setting (Prins et al., 2025). Policy agendas and policy priorities determine which expressions of accessibility and mobility are considered relevant or worth planning for, while also delineating the role communities are expected to play as part of such processes (Prins et al., 2025). Indeed, the encouragement of active communities and citizens is increasingly becoming a policy agenda in its own right, turning commoning practices into explicit objects of governance and bringing with it a certain risk of responsabilization (Prins et al., 2025, p. 757). These reflections also somewhat complicated the original aim of our Working Package, as articulated in the Common_Access research proposal, which is to identify policy barriers and enablers to CA-practices. What Deliverable 5.1 clearly demonstrated is that the question of *how* to overcome policy barriers to commoning accessibility and build on enablers, cannot be decoupled from what government actors – in all their multiplicity – actually *want* to enable or obstruct and *why*.

In Deliverable 5.2, we therefore broadened our scope and adopted an approach that also allowed for a further interrogation of the distribution of responsibilities around CA practices. Rather than offering an isolated view of potential policy barriers and enablers, decoupled from wider power relations and political agenda-setting, we have used this Deliverable to unpack how CA projects actually encounter the state. Based on qualitative research in the Amsterdam

Metropolitan Area – specifically the IJmond region and the self-built neighbourhood of Almere Oosterwold – we documented a wide range of CA practices, from citizens starting their own school or constructing a neighborhood centre to mobility-oriented practices such as a neighborhood bus, informal car-sharing, and carpooling schemes. Our working paper highlighted the various ways in which these initiatives interact with governance and planning processes, and outlines six hypotheses that reflect distinct tensions, struggles and opportunities that materialize through these encounters (Figure 1). Our empirical findings identify six recurring modes of interaction. First, as already mentioned, CA practices are shaped by policy agendas articulated across different scales and sectors, which shape both the distribution of accessibility and the roles communities are expected to play in its delivery. Second, CA initiatives create and maintain common goods that may complement, substitute, or compete with public goods. Third, they rely on existing social and physical infrastructures that have been planned by public actors. Fourth, they operate within legal and regulatory frameworks that define possibilities for collectively owning, leasing, or managing property and other shared resources. Fifth, they interact with civil servants who may function as brokers or gatekeepers for funding, knowledge, and institutional support. Finally, they often face pressures toward formalization and regularization.

	ENCOUNTER	HYPOTHESIS
1.	Mis/alignment with policy priorities	<i>The legitimacy and (public) funding opportunities for CA practices, as well as their future prospects, will depend on the ability and willingness of commoners to align with dominant policy agendas</i>
2.	Relation to public goods	<i>CA practices work towards the realization of certain “common goods” and cannot be viewed or treated as a one-on-one substitute for “public goods”.</i>
3.	Reliance on social and physical infrastructures	<i>The origination of CA practices depends on communities meeting each other somewhere; either online or at (semi-) public spaces. Moreover, CA projects often require access to physical spaces (to park vehicles, organize meetings, or store materials) to function</i>
4.	Legal conditions for collective ownership	<i>CA practices are shaped by laws and regulations that determine the scope for collectively purchasing, taking over, leasing, or renting property and other resources.</i>
5.	Contact with state representatives	<i>Many CA projects rely on sympathetic civil servants or other brokers who are willing to guide them through complex bureaucratic landscapes. A clear point of contact within the municipality (or province) is therefore an important enabler.</i>
6.	Demands for formalization	<i>Most CA projects benefit from a degree of informality, especially during their pioneering phase, and run the risk of being smothered or stifled by stringent regulatory processes.</i>

Figure 1: Six ways hypotheses on how which CA-practices the state (source: Deliverable 5.2)

While the analysis in Deliverable 5.2 did uncover some clear obstacles to commoning accessibility that can be mitigated by creating more ‘enabling policy conditions’ – such as legal barriers to communal ownership or the difficulties commoners face in navigating bureaucracies – it also signalled challenges that cannot be resolved by the state acting merely as a facilitating actor. For instance, commoners often rely on places to meet, organize activities, park vehicles, or store materials – requirements that can be particularly challenging to meet in contexts where community real estate has increasingly been privatized or commercialized. Our findings therefore underscore the pivotal role that multi-scalar governance continues to play in shaping the distribution and accessibility of infrastructure, real estate, and land.

This working paper (Deliverable 5.3) takes these analytical reflections one step further by exploring the distribution of responsibilities around CA-practices from a multi-stakeholder perspective. Specifically, it presents a distinct format for conducting scenario workshops on CA practices and outlines how this format can both provide a richer, more multilayered understanding of the policy conditions and hierarchies that shape CA practices, and lay the creative groundwork for collective strategizing and problem-solving.

2.2 Aims and Objectives

This Deliverable responds to Task 5.3. in the Common Access proposal, which stipulates that WP5 is responsible for conducting a *“hypothesis-testing analysis in the other regions, to identify policy barriers and enablers of CA practices and policy strategies to overcome barriers and build on enablers, co-creation workshops with local stakeholders”*. However, as has become clear from our first two Deliverables, these barriers and enablers cannot be decoupled from wider power structures and political agenda setting, and should be studied in relation to the wider distribution of responsibilities underpinning CA practices. The fact that these practices typically encompass such a wide variety of initiatives, reflecting different degrees of institutionalization and a broad spectrum of activities, moreover, makes it difficult to formulate a coherent set of guidelines or policy strategies to overcome barriers and build on enablers. In particular, because policy contexts tend to differ significantly from one country or testbed to another. Rather than adopting a one-size-fits-all format for the planned co-creation workshops, we therefore opted for a flexible approach that can be adapted to different contexts. Specifically, we have developed a scenario workshop format that addresses policy and commoning strategies from the perspective of specific, locally embedded CA initiatives.

The aim of the workshop format and guidelines outlined in this Deliverable is to provide a methodological approach that scrutinizes some of the structural constraints and power imbalances that commoners face from a multi-stakeholder perspective, while also paving the way for creative problem-solving. Grounded in the struggles and dilemmas of concrete CA projects, the workshops are designed to bring together commoners, policymakers, civil society organisations, and other relevant professionals to explore future scenarios concerning the accessibility of important services, and the role communities can play in delivering them. The format encourages participants to experiment with different possible pathways for specific CA practices and to identify barriers and opportunities. It also invites an exploration of how responsibilities around CA practices are distributed, raising questions such as: What roles can different stakeholders (citizens, state actors, NGOs) play in the provision and commoning of

accessibility? How does commoning accessibility relate to existing forms of public service delivery? And what would such a relationship and distribution of responsibilities look like in an ideal world? The workshops thus combine a future-oriented approach with a grounded examination of concrete barriers that both commoners and policymakers may face, as well as strategies to overcome them. From a more processual perspective, the workshops also seek to foster collaborative learning among stakeholders and to lay the groundwork for co-creation and collective strategy-building.

In what follows, we present a set of guidelines for conducting scenario workshops on commoning accessibility, and reflect on the construction of scenario narratives for the different workshops we have carried out across three testbeds of the Common_Access consortium. In the Netherlands, we conducted two workshops: one focusing on a community bus pilot in the self-built neighbourhood of Almere Oosterwold, and another on plans to transform the local sports canteen in the village of Vijfhuizen into a multi-functional sports facility with additional care services. In Belgium, we designed a workshop around the promotion of peer-to-peer carsharing in the suburban locality of Merelbeke-Melle. Finally, in the UK, we hosted a county-wide workshop in Oxfordshire on community involvement in access to healthcare. In this Deliverable we reflect on how we have tweaked and finetuned the guidelines based on these experiences, while also offering some suggestions on how the findings can be put to use. The detailed outcomes of the individual workshops are summarized in separate reports, written in the language of each testbed and tailored to the participants.

2 SCENARIO WORKSHOP FORMAT FOR CA-PRACTICES

3.1 What are Scenario Workshops?

A scenario workshop is an interactive method that allows participants to jointly explore the desirability and implications of different future scenarios. By bringing together a diverse group – including residents, policymakers, civil servants, and social organizations – to reflect on different visions for the future, opportunities, challenges, and courses of action emerge that would otherwise remain under the radar. The format of scenario workshops has emerged from the growing methodological literature on future studies. This body of literature not only explores how research can play a role in stretching the imagination and fostering creative and radical forms of thinking (Inayatullah, 2008; Street, 1997), but also provides a range of hands-on suggestions for different types of methodologies, tools and workshop formats, including: future workshops or ‘cliniques’ (Heinonen & Ruotsalainen, 2013; Luttamäki, 2016; Vidal, 2009), foresight workshops (Dufva & Ahlqvist, 2015), backcasting workshops (Carlsson-Kanyama et al., 2008), stakeholder workshops (van Vliet et al., 2010), collaborative learning (Daniels & Walker, 1996), and scenario workshops (Bonsu et al., 2017; Bourgeois et al., 2017; Cairns et al., 2013, 2016; Nygrén, 2019; Oreszczyn & Carr, 2008; Street, 1997). These formats all build on- and borrow from one another, and new applications and concepts are “breeding case by case” (Nygrén, 2019, p. 33).

Within the wider field of future studies, scenario workshops are a particularly common tool for exploring future possibilities and alternatives to the status-quo. While scenario workshops vary widely in terms of their objectives, methodological approach, and mobilizations of the future, they all depart from a “set of scenarios which put forward possible future arrangements or conditions surrounding a particular issue” (Street, 1997, p. 145). Scenarios are “alternative stories of the possible futures of a system or entity” and explicitly challenge “official futures” by opening up potentialities of the present (Nygrén, 2019, p. 31). This future-oriented approach means that scenario workshops frequently deal with uncertainty as an important category of analysis. At the same time, they are also explicitly deliberative in nature, focusing on collective decision-making and strategy building – typically in a multi-stakeholder context (Nygrén, 2019). For instance, the scenario workshop format has been employed to foster innovative thinking (Carlsson-Kanyama et al., 2008), trace possible causes and consequences of different courses of action (Oreszczyn & Carr, 2008), deepen strategy and planning processes (Heinonen & Ruotsalainen, 2013), explore solutions to wicked problems (Nygrén, 2019), break with forms of path-dependency (Cairns et al., 2016), involve citizens in forms of policy formation (Street, 1997), and to cope with differing opinions and values among groups of stakeholders (Carlsson-Kanyama et al., 2008, p. 37).

Scenario workshops exist in various forms and guises, and as of yet there is “no stabilized practice and guidelines that could be generalized to apply in most cases” (Nygrén, 2019, p. 33). Whereas the format initially thrived as a somewhat mechanistic and linear approach to modelling the causes and consequences of what may happen in the future, it has gradually evolved to account for a more multifaceted and subjective understanding of the future, gleaned from and grounded in diverse perspectives (Oreszczyn & Carr, 2008, p. 478). How these different articulations of the future are designed and probed differs significantly from one format to another. Scenario workshops can be explorative or normative; quantitative or qualitative; deductive or inductive; rigorously structured or highly creative. Typically, scenario typologies are developed around “variants of the categories *probable*, *possible* and *preferable* futures” (Carlsson-Kanyama et al., 2008, p. 35). Some formats work with archetypes, others oscillate between best- and worst-case scenarios, and yet others start from two main uncertainties or variables that are then structured as a quadrant defined by two opposing axes (Inayatullah, 2008). In most cases, scenario workshops employ some form of “outside-in thinking”: that is, they pay attention to drivers, factors, or uncertainties that are external to the organization or system at hand (National Park Service, 2013, p. 9).

The format presented in this Deliverable shares many features with other scenario workshops: it starts from distinct future images, explores the feasibility and desirability of certain courses of action, affords deliberation and collective strategy-building, and attends to external factors, particularly policy-related ones. However, it also differs in important ways from more conventional forms of scenario planning. While the workshops are characterized by a clear teleological element and explicitly reach beyond the status quo, they are less focused on apprehending and identifying specific uncertainties or projecting images or visions onto concrete timescales. Instead, we approach the future first and foremost as a horizon of aspiration that commoners work towards. The scenarios we have developed do not oscillate between best- and worst-case scenarios or discrete variables, but each represent different potential trajectories for a specific CA-practice. In that sense, the format shares significant

commonalities with participatory backcasting approaches which exemplify “a visionary mode of thinking and seeks desirable futures” by identifying policy measures that are assumed to facilitate development in the right direction (Carlsson-Kanyama et al., 2008, p. 36). Likewise, we have used our workshops both to stress-test certain visions that commoners themselves harbour for the future of their projects or practices, and to leverage a diverse stakeholder setting to identify policy barriers and enablers to these envisioned futures.

The pursuit of new ideas, plans, and policy options (Nygrén, 2019, p. 33) is therefore an important aim of the workshops. Moreover, in addition to developing policy-relevant scenarios, we have also sought to accommodate a degree of variability in how responsibilities for accessibility delivery can be distributed. This resonates with some of the questions that have emerged from other scenario research, such as: “What decision and what policy is required in response to the issue?” and “Who must take responsibility for ensuring that policy is enacted?” (Cairns et al., 2016, pp. 104–105).

3.2 Developing a Scenario Approach to CA-practices

An important take-away from the wider literature on scenario and future workshops is that the future-oriented or speculative elements of the workshops should somehow be grounded in real-life, local challenges. Working with specific scenarios that are built around a concrete case or dilemma is one way to ensure that the project is driven by a “specific issue, decision, or question” (National Park Service, 2013, p. 12). Moreover, considering that disappointment with the limited impact of the scenario process is a lingering risks surrounding these workshops (Nygrén, 2019, p. 33), we have situated our approach explicitly as part of existing learning trajectories; ideally connecting our praxis to a specific (emerging) CA-practice that seeks to start, change, or upscale. In each testbed, we therefore began by identifying a particular dilemma, as reflected in the guiding questions listed below, that reflected the underlying struggles of local communities working on accessibility challenges.

	Testbed	Guiding question
1	Almere Oosterwold <i>The Netherlands</i>	What are possible futures for the community bus project in Oosterwold beyond the initial pilot?
2	Vijfhuizen <i>The Netherlands</i>	What role can the community of Vijfhuizen play in organizing and integrating healthcare and making sports services in the village?
3	Merelbeke-Melle <i>Belgium</i>	How can peer-to-peer car-sharing be encouraged in suburban localities like Merelbeke-Melle?
4	Oxfordshire <i>United Kingdom</i>	What are the barriers and enablers to community involvement in access to healthcare?

Figure 2: Overview of the different guiding questions per test bed.

The first workshop, held in the self-built neighbourhood of Almere Oosterwold, was grounded in a recently initiated community bus project that was set to run as a one-year pilot, and explored different potential futures for this initiative. In contrast, the workshop in the village of Vijfhuizen did not build on an existing project but engaged with nascent plans of the local village board around sports and health facilities, including a longstanding ambition to transform the local

football canteen into a multi-functional venue and a vision to develop a care cooperative in the future. The workshop in Merelbeke-Melle was developed in collaboration with two peer-to-peer car-sharing platforms and explored different solutions for strengthening this practice in a more suburban context, where their visibility was limited. Finally, the workshop in Oxfordshire departed from a newly introduced policy agenda on ‘neighbourhood health’. Instead of developing scenarios around a single, discrete CA practice – such as a community bus or peer-to-peer car sharing – we adopted a somewhat broader approach here. Using four fictionalized neighbourhoods, ranging from rural to suburban to central, we explored different challenges and community-led solutions related to healthcare access.

These examples thus highlight at least four different applications for how scenario workshops can be applied to CA-practices: to imagine futures beyond a pilot project, to stress-test nascent plans, to replicate practices in other geographical contexts, and to examine how CA practices might respond to emerging policy trends. Regardless of their specific purpose and application, our approach followed roughly the same sequence of steps each time (see below). The next two sections (4 and 5) provide more detailed guidance on how to prepare for and conduct the workshops, while the final section 6 offers more in-depth reflections on the analysis and usefulness of the findings.

I.

In preperation of the workshop...

1. Identify one particular dilemma that reflects the bottom-struggles of local communities working on accessibility challenges, such as:

- > *How can to upscale a community bus initiative?*
- > *How can peer-to-peer car sharing become more visible?*
- > *How can access to healthcare be improved through community involvement?*

2. Design four different future scenarios around this dilemma.

II.

During the workshop...

3. Explore the barriers and enablers of the different scenarios in small groups.

4. Reflect on the desirability of and implications of different future scenarios from the perspective of both citizens and policymakers

5. Collect concrete suggestions and solutions for overcoming barriers

III.

After the workshop...

6. Summarize and analyse the findings in a comprehensive report to help communities working on accessibility challenges strategize and plan for the future.

Figure 3: Overview of the different phases of the workshop.

3 PREPARING THE WORKSHOPS

3.1 Organizing the Workshop

Planning for the workshops began by identifying and approaching relevant stakeholders for collaboration. Ideally, the workshops are embedded within existing networks of governance, civil society actors, and citizen initiatives so that lessons can “live on” beyond the event itself. For example, in Almere Oosterwold, we collaborated with a “learning community” that had been set up by the Windesheim University of Applied Sciences of Almere to derive (policy) lessons from the development of the self-built neighbourhood of Oosterwold. This network brought together residents, policymakers, civil servants, urban planners, researchers who meet regularly to discuss dilemmas or case studies that have emerged from this organic form of area development. In other cases, we snowballed from a single contact or organisation. In Vijfhuizen, for instance, we were introduced to the village council through a municipal contact from an earlier collaboration, and organising the workshop drew on the networks of both the council and the municipality. In all cases, the selection of the CA practice or dilemma followed the initial establishment of these contacts, ensuring that the workshop would be useful to the attendees.

Since the workshops explicitly aimed to interrogate the distribution of responsibilities around CA practices, and to understand potential policy barriers and strategies from a multi-stakeholder perspective, we aimed for diverse groups of approximately 15–20 participants. Each group comprised of different relevant local stakeholders, including citizens actively involved in CA practices, policymakers and civil servants from different layers and bodies of government, and representatives of relevant NGOs or interest groups. The workshops lasted roughly half a day (about three hours) and included either lunch or drinks to foster a social and networking dimension as well. The main steps in the planning process are outlined below:

STEP 1

Identify existing networks of stakeholders that might be interested and willing to co-host the workshop. Collaborating with an existing network comes with several advantages:

1. Invitations can be circulated via their mailing lists
2. There is (presumably) already a certain degree of familiarity and trust between the stakeholders
3. It ensures that lessons learned during the workshop ‘live on’ as part of the network

Ideally, this network consists of a diverse range of actors, and includes commoners, policy-makers, civil servants, and representatives of NGOs and advocacy or interest groups.

STEP 2

Choose and approach an (emerging) CA initiative that can serve as a case study during the workshop, or identify a local dilemma to which (nascent) CA practices could provide a solution.

An important criterion is that the specific CA initiative or dilemma can serve as a starting point for exploring future scenarios that each reflect a different

	relationship and distribution of responsibilities between commoners and government actors.
STEP 3	Schedule a meeting with representatives of the (emerging) CA initiative to discuss the dilemmas they face and the aspirations they hold for the future. Based on this initial meeting, conduct further background research and develop four engaging scenarios.
STEP 4	Set a date and location in consultation with the different stakeholders. Ideally, the workshop is held at a well-known, local community space. Organize the catering.
STEP 5	Circulate the invitations one to two months in advance. To ensure participation from a diverse range of actors, it can be helpful to personalise the message and approach certain stakeholders directly.

3.2 Designing the Scenarios

4.2.1. Brainstorming with Stakeholders

The scenarios were developed in close consultation with the various stakeholders. In all cases, we scheduled introductory (online) meetings to discuss the specific focus, scope, and intended audience of the workshop. In the case of Merelbeke-Melle, for instance, we organized the workshop together with two different platforms that promote peer-to-peer carsharing across Belgium. During the initial brainstorm session, the representatives of the platforms provided valuable insights into some of the challenges they faced, such as the persistent use of lease cars in the Belgian context and the legal difficulties of jointly purchasing and insuring a car, while also sharing their aspirations and dreams for the future. During these brainstorm sessions it is important to actively create room for imagination and to emphasize that aspirations do not have to be realistic. Some of the ideas that were floated and explored in this particular case, included greater visibility on Google Maps, more ambitious parking policies, and significantly lower taxes on shared cars. Hence, while the discussion unfolded, the contours of the different scenarios already started to emerge.

Beyond asking representatives about their current struggles and future aspirations, we also probed them about issues specifically relevant to our research agenda, such as potential judicial obstacles, relevant policy agendas, ownership structures, and collaborations with government actors. To further guide this process and to ensure that the scenario building aligns with the project goals, we have translated the different hypotheses outlined in Deliverable 5.2 (Figure 1) into questions and building blocks for scenarios (Appendix II). Each of these hypotheses, in one way or another, addresses the broader question of how CA practices relate to state actors and policy more generally. This list of questions and building blocks is not intended as a rigid structuring device, since the relevance of individual hypotheses will inevitably depend on the

local (governance) context of the testbed and the selected CA practice. Instead, it serves as a menu of options and ingredients to draw on when developing scenarios and, in the brainstorming phase, can help formulate questions to ask the representatives of the initiatives.

4.2.2 Conducting Background Research

Ideally, after the brainstorm meeting, already a general sense of the scenarios begins to gain shape. The next challenge is to disentangle the different challenges and aspirations in such a way that they can be translated into four distinct scenarios that each represent a different approach or solution to the same problem (in the case of Merelbeke-Melle: how to encourage peer-to-peer carsharing?). At the same time, these scenarios need to be sufficiently grounded in the local policy context. The narratives should be both relatable and specific enough to avoid overly generic or abstract discussions. Conducting (online) background research on the specific locality and its policy context is therefore an important follow-up step. While this is often – at least to some extent – an unstructured and intuitive process, the following questions can provide some guidance:

- 1. What is already there?** Which assets or spaces can be used? Which organisations can be contacted or collaborated with?
- 2. What is not yet there?** What could the future look like? What creative practices or initiatives from elsewhere could be implemented here?
- 3. What are relevant (local) actors who could potentially play a role?** Citizen initiatives, the municipality, civil society organisations?
- 4. What kind of organizational forms or tactics are appropriate?** Informal practices, protest, setting up a cooperative?
- 5. What are possible sources of funding?** Subsidies, foundations, crowdfunding, sponsorship, membership fees?
- 6. Which rules or laws might need to change?** Property laws, area plans, parking norms?
- 7. What policy agendas are relevant?** Are there (local) programmes or pilot studies that the initiative can be aligned with?

Figure 4: Prompts for conducting background research.

Ultimately, each scenario should not only outline a distinct approach or solution but also tease out and illustrate different funding sources, organizational forms, uses of local facilities and assets, collaborations, distributions of responsibilities, and relevant legal frameworks.

4.2.3 Writing the Scenarios

All the scenarios we developed for the different workshops each consisted of a narrative of around 200–300 words, so participants could easily read them during the workshop. In the later workshops, we also added a brief summary in bullet-points at the end. In designing the scenarios we took care that each of them not only presented a distinct vision for the future but was also as concrete as possible: funding sources, relevant locations, and potential partner organizations were all named explicitly. The benefit of this is that participants can point it out when something is not feasible (“That building is already too crowded to set up a community health clinic”) and can offer concrete alternatives. Full narrative descriptions of all scenarios are included in Appendix I. However, for the purpose of further reflecting on the writing process, we have also included a brief summary of the four scenarios used in the Merelbeke–Melle workshop and the full version of Scenario II as an example.

SCENARIO I: Greater visibility for peer-to-peer car sharing <i>In the municipality of Merelbeke–Melle, the two car-sharing platforms collaborate with the municipality on a “Car Sharing is Caring” campaign to increase the visibility of peer-to-peer car sharing. Building on this, they structurally link car sharing to existing Hoppin mobility hubs and online tools such as Google Maps so that residents can easily see where shared cars are located and how to register.</i>	SCENARIO II: Encouraging the co-ownership of cars <i>To normalise peer-to-peer car sharing, the two platforms partner with a co-housing project in Merelbeke–Melle and start a cooperative that co-owns electric cars and cargo bikes. The lessons from this pilot feed into guidelines, policy recommendations. To further encourage these forms of collective car ownership, the VAT on the purchase of shared car is reduced to 6%.</i>
SCENARIO III: Shared car use as part of business mobility <i>As the existence of personal lease cars hinders peer-to-peer car sharing, the two car sharing platforms collaborate with employers in Merelbeke–Melle to promote shared mobility via the so-called Mobility Budget. Companies create shared pools of electric cars that can be used for business travel and encourage employees to share their personal lease cars after hours, supported by exemptions from the mandatory CO2 or solidarity contribution.</i>	SCENARIO IV: Promoting shared mobility through parking policies <i>The municipality of Merelbeke–Melle stimulates peer-to-peer car sharing by introducing special parking permits that allow shared cars on trusted platforms to park for free. In parallel, it collaborates with neighbouring municipalities on reducing car dependency, reinvesting revenue from stricter parking policies into better public transport, and making shared cars more attractive through (partial) fee exemptions.</i>

Figure 5: Summary of the scenarios of the Merelbeke-Melle workshop

These summaries make clear how each scenario offers a distinctly different solution to the central question: How to encourage peer-to-peer car-sharing in a suburban locality like Merelbeke–Melle? The first scenario focuses on enhancing the overall (online) visibility of the

practice through various forms of outreach and by connecting with existing infrastructures such as mobility hubs and Google Maps. The second zooms in on overcoming one specific hurdle – namely the legal difficulties of collectively joining a car – by creating a pilot project around a local cohousing initiative. In the third scenario, the emphasis is on the use of company cars for shared purposes, while the final narrative approaches the issue from a broader policy perspective by addressing parking norms. Each scenario thus also provides a different answer to the question of who should take the lead in bringing about this change. While all of them involve some degree of collaboration between actors, the weight of responsibility shifts from one scenario to another. The fourth assumes a strong regulatory role for the local municipality, whereas the second builds on the bottom-up efforts of a local cohousing initiative. In the first scenario, the two car-sharing platforms collaborate with the municipality to launch a campaign, while in the third they partner more explicitly with local businesses. This variety ensures that the scenarios also invite reflection on the distributions of responsibilities around CA-practices.

SCENARIO II: Encouraging the co-ownership of cars

“One way to further normalise peer-to-peer car sharing is by making it easier – and therefore cheaper – for groups of friends or neighbours to co-own cars. To further explore this possibility, Cozywheels and Dégage partner with a (new) co-housing project in Merelbeke–Melle, such as the recently completed BLoM project in the neighbourhood Flora. Interested residents jointly establish a neighbourhood cooperative that purchases and manages one or more (electric) cars and cargo bikes. Members pay both a contribution and usage fees.

The sharing platforms support the cooperative by arranging insurance, providing estimates of realistic usage and maintenance costs, and setting up a reservation system. Together with nation-wide networks such as the ‘Sustainable Mobility Network’ and ‘The Transformers’, they explore ways to document and disseminate lessons from this case study. This may include: developing step-by-step guidelines for co-owning cars, a set of policy recommendations to remove obstacles, and a webinar tailored specifically to co-housing communities in Flanders. To further encourage these forms of collective car ownership, the VAT on the purchase of shared car is reduced to 6%.”

Figure 6: One of the scenarios narrative from the Merelbeke-Melle workshop

The written-out version of Scenario II clearly showcases how the background research fed into the final text, as it includes references to specific actors, networks, projects, and legal frameworks. It also highlights how more realistic elements can be combined with aspirational aspects. This mix is important because it keeps the discussion grounded in real-life concerns while also pointing toward pathways that clearly reach beyond the status quo. In this way, participants leave the workshop not only with “big ideas” but also with a clearer sense of what more incremental forms of change could look like. In this particular scenario, some of the more realistic features include collaborating with a local cohousing project and using it as a pilot to generate lessons that can be documented and translated into guidelines for other cohousing communities. More aspirational elements include organizing the initiative as a cooperative and

introducing tax reductions for shared cars. To integrate such aspirational aspects into a scenario, it can be helpful to look at best practices elsewhere. In this case, for example, we drew inspiration from a cohousing project in the Netherlands that [documented](#) how they set up an association to collectively own and use cars (Handreiking Gemeenschappelijk Wonen, n.d.). Finally, the scenario also highlights a range of policy dimensions – from legal forms and tax rules to insurance, funding structures, and the explicit objective of changing existing policies and frameworks around car ownership.

3.2.4 Final Check Scenarios

As a final step, we shared the scenarios with the organizations and commoners with whom we co-organized the workshop. Their feedback was particularly important for assessing whether the scenarios were logical and whether the local context was accurately represented. In addition, we iteratively checked the scenarios against our own operationalization of the different hypotheses, drawing on the various “building blocks” presented in Appendix II (some examples are provided below). The purpose of this was not to achieve a balanced representation of all possible opportunities and variations, but to ensure that we did not overlook any relevant angles or dimensions.



Figure 7: Examples ‘building blocks’ scenarios (based on hypothesis #4 and #5).

For instance, with the Merelbeke-Melle workshop, Scenario I – on enhancing the visibility for peer-to-peer carsharing through a joint campaign with the municipality – clearly illustrates how CA initiatives rely on “Contact with state representatives” and includes elements of Building Block 5.2: *The CA practice actively looks for government support or funding*. Scenario II on the co-housing project, by contrast, brings forward some of the “Legal conditions for collective ownership” and reflects Building Block 4.3: *Commoners purchase the resources they need; relevant legal dimensions relate to legal form and provisions for community ownership*. In Scenario III, the issue of how to both align and subtly adapt the project goals in relation to wider policy agendas is reflected in the way the “Mobility Budget” is integrated into this scenario

(Building Block 1.2). Finally, Scenario IV on parking regulations, highlights how practices such as car-sharing rely on the availability and distribution of public infrastructures and spaces, in this case parking spots (Building Block 3.2). In all cases, the input for the different scenarios was thus derived from the initiatives' insights and aspirations, background research on the local context, and our own operationalization of how CA practices encounter policy processes of governance.

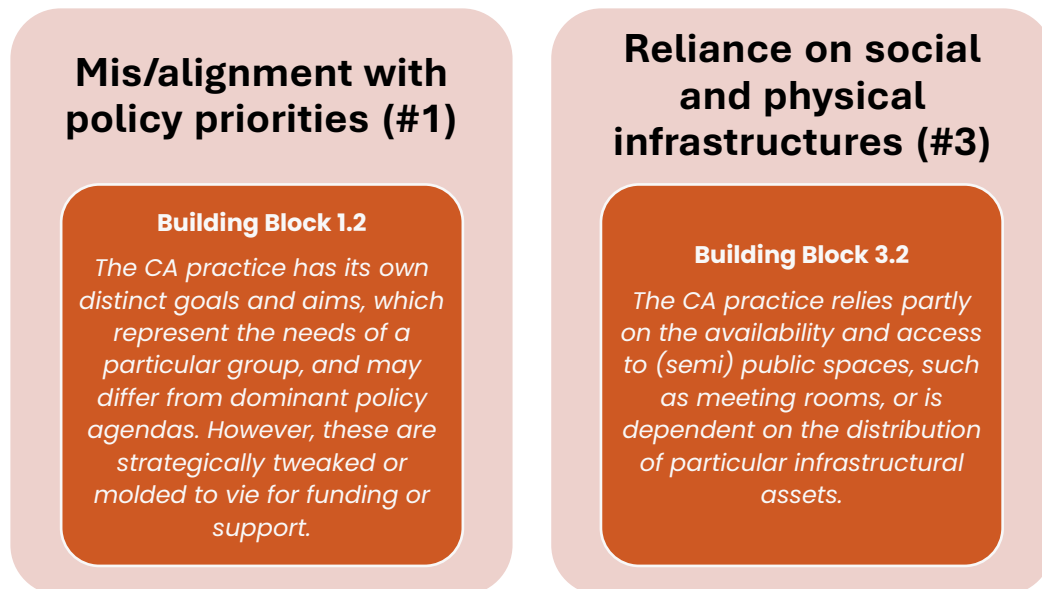


Figure 8: Examples 'building blocks' scenarios (based on hypothesis #1 and #3).

4 WORKSHOP GUIDELINES AND FORMAT

4.1 Overview of the Workshop Format

The four workshops we conducted broadly followed the same format, although we refined it along the way. In designing the format, we drew inspiration from various methods described in the literature on scenario workshops, such as the "Futures Wheel" (Heinonen & Ruotsalainen, 2013; Inayatullah, 2008; Lauttamäki, 2016). We also incorporated some of the creative tools and interactive discussion formats presented on the [Liberating Structures](#) online platform¹, including the so-called Fishbowl and 15%Solutions exercises (Liberating Structures, n.d.).

The three-hour workshops followed the structure outlined below, which is described in greater detail in the next section.

Introduction

Introduction of the specific CA-initiative and dilemma. Explain the format and summarize the different scenarios.

¹ This online platform, founded by Henri Lipmanowicz and Keith McCandless, curates a wide range of creative exercises used in research and teaching.

Exploring scenarios	<i>The participants break up in small groups that each discuss one scenario. Groups are asked to identify drawbacks and opportunities (according to the “Futures Wheel” method) of their scenario and will rotate once they are done discussing. After this, participants are asked to vote for their favourite scenario.</i>
Plenary discussion	<i>During a “Fishbowl discussion”, participants identify obstacles and opportunities from the perspective of their own role, expertise, or professional practice, and jointly explore the potential (policy) barriers associated with each scenario.</i>
Debrief and reflection	<i>To encourage people to reflect on the actions they – personally – can take to work towards one of the scenarios, they are asked to reflect on “15% solutions”. After this, there is time for feedback and questions.</i>

Figure 9: Overview workshop format

4.2 Detailed Guidelines

Introduction (30 minutes)

- Explain what CA-practices are and give some examples. Specify the aims of the workshop and provide an outline for the event.
- Introduction of the case or dilemma at hand, ideally by one of the co-organizers or representatives of the invited CA-practice. What do they hope to get out of the workshop? How does their (emergent) initiative or project work? What are some of the struggles they are facing? And what are their aspirations for the future?
- Present and briefly summarize the different scenarios.

Exploring Scenarios (60 minutes)

- The participants break up into small groups of around five people, each with a moderator. Every group discusses one of the printed scenarios. Before starting the group discussion, allow participants sufficient time to read through their scenario.
- During the discussion, the moderator invites participants to think through the obstacles and opportunities of the scenario by filling in the “Futures Wheel” (Figure 10), using red post-its for barriers and green post-its for enablers. Ideally, the group completes all six sections of the wheel and arrives at a mix of red and green stickers (Figure 11).
- After approximately 30 minutes the different groups rotate to the other tables to add additional insights.
- At the end, everyone votes using stickers. Each participant casts three votes: 1) the most desirable (green), 2) the most realistic (yellow), and 3) the least desirable (red).

What are potential obstacles and opportunities?

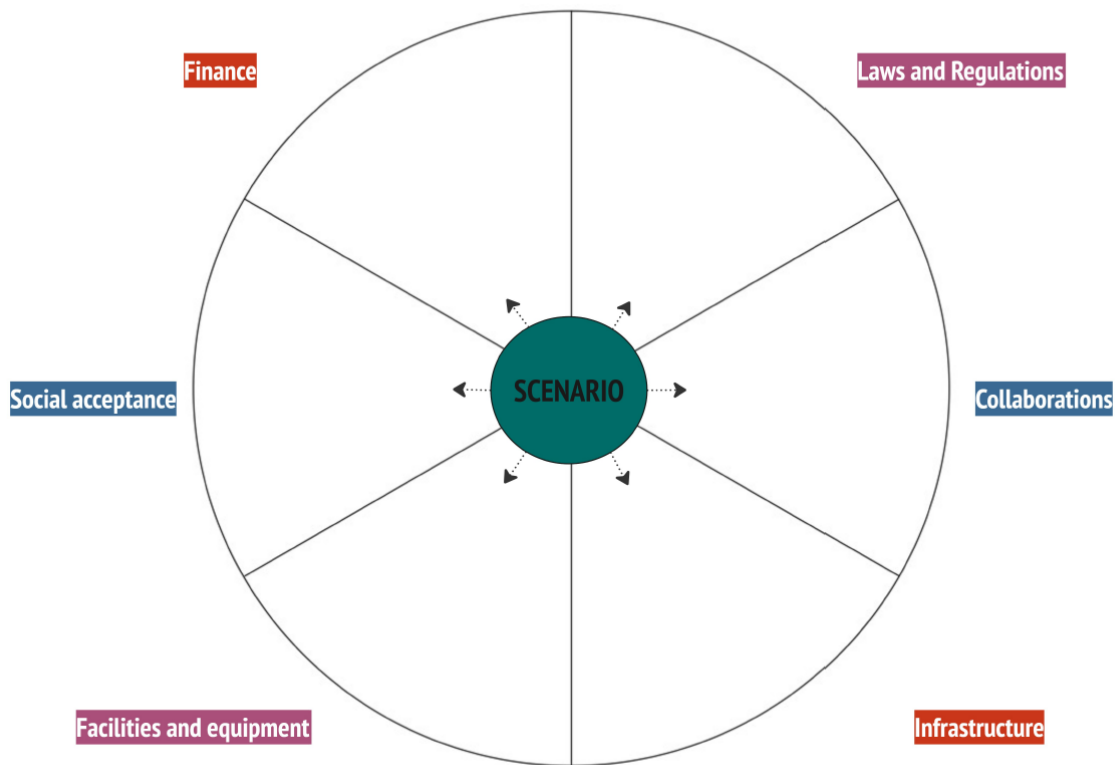


Figure 10: Futures Wheel, adapted for the purpose of the workshop.



Figure 11: Filled out Futures Wheel, workshop Oxfordshire.

Adaptation Futures Wheels Method

Within the field of futures and scenario studies, the futures wheel method is typically used to think through the chains of consequences that a particular intervention might set in motion (Heinonen & Ruotsalainen, 2013; Inayatullah, 2008; Lauttamäki, 2016). In this context, however, we opted for a less open-ended format, as one of our core aims was to gain a better understanding of potential (policy) barriers and enablers to CA practices. To guide the discussion, we divided the wheel into different dimensions relevant to the Common_Access project – such as “finance,” “social acceptance,” and “laws and regulations” –and asked participants to think of concrete future obstacles and opportunities rather than consequences in general. Naturally, these dimensions overlap and are not exhaustive; during the workshops, participants occasionally proposed additional categories or placed their post-its outside or at the boundaries between the different section. Throughout the conversations, we emphasized that the categories were intended as a starting point for discussion and could be used flexibly.

Figure 12: Elaboration of how the Futures Wheel methodology was adapted for the workshop.

BREAK (15 minutes)

Exploring Barriers and Opportunities (60 minutes)

- To further explore the potential (policy) barriers that may coincide with a particular scenario, a plenary discussion is organized according to the so-called [Fish Bowl format](#) (Figure 13). This format requires the group to be organized in a circle, with 3-5 chairs positioned in the middle. In this setup, only the participants in the inner circle speak, while the outer circle functions as the audience.
- Initially, the seats in the middle are occupied by representatives of the (emerging) CA-initiative. During the first 15 minutes they are asked to reflect on the voting outcomes (ideally the sheets of paper are hung somewhere in the room for everyone to see).
- After a first initial discussion, the moderator starts to actively invite other participants to the inner circle. Throughout the discussion, participants are encouraged to speak from their own (professional) roles and areas of expertise. What does or does not work, based on their experience? What can they offer? What collaborations could be fruitful? Who should take responsibility for what? People rotate in and out of the inner circle.
- The moderator ensures that all the scenarios are discussed. The voting outcomes serve as an important conversation starter, encouraging discussion about the desirability and achievability of the different scenarios.

Fish Bowl Method

The fishbowl is a dynamic format for facilitating a structured group discussion (Liberating Structures, n.d.). Several chairs are placed in a circle in the middle of the room: this is the “fishbowl”. Only those in this inner circle speak; the rest listen. To encourage participation, one or more chairs are intentionally left empty so that participants from the outer circle can move in whenever they wish to contribute. Participants are encouraged to speak from their own expertise, experience, and role, which creates a layered and nuanced picture of the problem or dilemma at hand. This makes the fishbowl particularly suitable for complex or multifaceted topics that require listening, reflection, and exchange.

During the scenario workshops, we used this format to further unpack the desirability and achievability of the different scenarios and to discuss the distribution of responsibilities this would require. Depending on the audience, we experimented with different approaches. In most cases, we started with a closed discussion among the initiators of the CA practice before opening up the inner circle. In other cases, we organized separate rounds for each scenario and invited participants to join the inner circle based on how they had voted on that scenario, ensuring a mix of green, red, and yellow voters.

Figure 13: Explanation and application of the Fish Bowl method.

Take-aways and Debrief (15 minutes)

- To encourage participants to further reflect on the actions they – in their role or profession – can take to work towards one of the scenarios, they are asked to reflect on **15% solutions**: actions, however small, that they can take immediately without more resources or authority (Liberating Structure, n.d.). Using a designated worksheet (Appendix III), they first indicate their preferred scenario and answer the question: *What can you do right now, in your current role or position, to help bring the scenario you consider most desirable closer to reality?*
- Wrap-up and thank you: ask for feedback and discuss possible follow-up steps.

5 REFLECTIONS AND FINDINGS

From the outset, our aim in designing the workshop format has been twofold. On the one hand, the scenario workshops were developed to serve the specific aims of our Working Package, namely gaining a better understanding of the barriers and enablers to CA-practices, and interrogating the distribution of responsibilities and power dynamics that undergird them. On the other hand, we also wanted to create a process that would allow commoners to strategize and stress-test some of their aspirations and ambitions in a multi-stakeholder context. This required

a flexible approach and the constant adaptation of the format to specific CA-practices, accessibility dilemmas, and geographical contexts. Consequently, the findings of our research are therefore also variegated, reflecting four fairly different cases. To do justice to this variety, and to ensure that the output is also easily accessible to citizens and policy-makers who are themselves engaged in (facilitating) commoning accessibility, we decided not to present and summarize the findings in one overarching paper but rather in several reports tailored to the different testbeds and written in the local language. Therefore, in this Deliverable, we do not provide an exhaustive overview of the results; instead, we reflect on the methodological and analytical gains of this particular format and the kinds of data it solicits.

First of all, the fact that the scenarios were designed in such a way as to explicitly embed a particular CA-practice within wider infrastructures, institutional structures, legal parameters, and constellations of governance, ensured that the discussion reached beyond the particularities of individual initiatives. Indeed, during all workshops the participants' assessment of the scenarios also gestured to more structural constraints that require forms of systemic change and cannot easily be solved through the determination and creativity of commoners and sympathetic civil servants alone. At the same time, the format did encourage creative problem-solving within and – sometimes – beyond these constraints. In fact, the specificity of the scenarios frequently led to a dynamic in which participants not only assessed the feasibility of the different solutions but also frequently offered alternatives, thereby drawing on best practices and experimental initiatives from elsewhere. Such forms of creative problem-solving often started from identifying different local assets that could be used or mobilized. Finally, the workshops also generated insights into the desired distribution of responsibilities around commoning accessibility, ranging from questions of professionalization, ownership, and the risk of overburdening volunteers to a critical appraisal of how subsidies, political power, and assets are allocated. In what follows, we further unpack some of these methodological and analytical gains by illustrating these structural constraints, creative solutions, and distribution of responsibilities with quotes and insights from the workshops.

LOCALITY	SCENARIOS
Almere Oosterwold (NL) <i>What are possible futures for the community bus project in Oosterwold beyond the initial pilot?</i>	I. A regular bus service complemented by informal ridesharing II. Expansion of the community bus scheme III. Establishing a shared mobility hub IV. Replacement by self-driving cars
Vijfhuizen (NL) <i>What role can the community of Vijfhuizen play in organizing and integrating healthcare and sports services in the village?</i>	I. Setting up neighbourhood 'care circles' and a village 'help service' II. Transforming the local sports canteen into a multi-functional accommodation III. Establishing a care cooperative IV. Movement building for preventive care
Merelbeke-Melle (BE) <i>How can peer-to-peer car-sharing be encouraged in suburban localities like Merelbeke-Melle?</i>	I. Greater visibility for peer-to-peer car sharing II. Encouraging the co-ownership of cars III. Shared car use as part of business mobility IV. Promoting shared mobility through parking policies

Oxfordshire (UK) <i>What are the barriers and enablers to community involvement in access to healthcare?</i>	I. Repurposing community assets and setting up preventive 'care circles' II. Ride-sharing and transport advocacy III. School pantries and a social supermarket IV. Community gym and local placemaking
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Figure 14: Overview of the different scenarios per workshop and testbed.

5.1 Structural Constraints to CA-practices

As mentioned before, commoners rarely get to choose the conditions under which they pursue their aims and projects (Olsen, 2024, p. 2322). The solutions they articulate or experiment with to improve access to important goods and services may bypass or break open existing systems and procedures, but also often lay bare certain structural constraints that have to do with funding mechanisms, spatial planning, legal frameworks, and (shifting) policy agendas.

For instance, during almost all the workshops we conducted, the limited, fragmented, and often temporary nature of public funding for community initiatives was discussed. In relation to the community bus project in Oosterwold, one of the participants argued that, in many ways, charitable organizations offered a more secure form of funding than government subsidies:

Well, what I always see as the danger of subsidies – and that's why people talk about them so easily – is that a subsidy is not a gift. It's a support fund. And if you look at what you have to contribute yourself, compared to what the actual support amounts to, that is very often out of proportion.

In the absence of structural public funding, commoners not only turn to charitable foundations but also to companies. For instance, during the workshop on the commoning of care and sports facilities in Vijfhuizen, the so-called Schiphol Fund – which had been established to “compensate” local communities for the noise and air pollution caused by the nearby Schiphol Airport – was suggested as a promising source for financing a new multi-functional accommodation, especially because a neighbouring village had already been successful in acquiring funding for a very similar project. By contrast, some participants placed less trust in government funding, as is evident from the reservations expressed by a local GP. He remarked that he and his colleagues had become reluctant to participate in social innovation around care provision, because there was never any structural funding to support such plans beyond their initial start-up phase:

The problem is often this, and it's the same with everything we try to develop in healthcare [...] that there are always only temporary pots of money.

In the Oxfordshire context, the participants identified the highly competitive nature of grant schemes for community infrastructure projects as a distinct obstacle. For instance, one of the

sources of government funding included in the scenario narrative – the Community Infrastructure Levy (CIL), derived from charges on new developments in the area – was not considered a particularly realistic option to pursue for upgrading an existing community centre:

Yeah, so that was a financial one about the CIL funding, probably likely a highly competitive grant scheme, so they might not be successful and it's likely to be massively oversubscribed.

Some of the participants who worked for community infrastructure organizations themselves further reflected that, even when an initiative had the resources, personnel and skills needed to succeed in such a competitive grant scheme, funding for buildings was typically scarce, even though – as one attendee observed – “physical space is often really undervalued and really needed in communities”.

This also touches upon a second important factor, namely how spatial planning intervenes in the allocation and design of assets such as property and infrastructures. In the context of both Oosterwold and Merelbeke-Melle, lenient parking policies in particular were singled out as planning instruments that ultimately privilege private car-use over the common and shared use of vehicles and spaces. Or as one of the residents from Merelbeke-Melle reflected:

Well, I sometimes get worked up about it... the street was originally made so that we could move smoothly. And now half the street is basically full of parked cars. And that is being claimed as parking space.

Likewise, in Oosterwold, a resident perceived the local parking standards as an obstacle to the forms of informal car-sharing and public transport use described in the scenarios:

Why does a person need two cars? [...] Everyone has plenty of space and there's a parking norm of 2.4, I believe... So here, relative to the number of homes, there is an enormous parking density. There's a clear link with parking norms and car use.

Naturally, spatial planning norms and priorities not only affect the distribution of infrastructures but also of spaces and services. For instance, one resident from rural Oxfordshire with professional expertise in urban policy, remarked that the role of volunteer-run transport in improving access to healthcare could not be disconnected from the trend towards centralization and the closure of community hospitals:

I think the centralization of services is such a challenge because as an older person, if you're driving into the John Radcliffe [hospital], for instance, you

might sit for an hour just trying to get up the hill and then when you drop the person off you can't park. So what a lot of the [volunteer] drivers will do where I live, is they will have one driver who will drop you off and another driver will pick you up. And you know, you think of the environment, you got four car journeys for two. In fact, this is about decentralizing services – getting things closer to home

One of the ways in which commoners respond to such realities of centralization and the withdrawal of services, especially in rural areas, is by utilizing existing property and assets for multi-functional purposes. However, during the workshop in Vijfhuizen, it became clear that there may also be legal constraints that complicate the sharing and commoning of such assets. Indeed, as two civil servants explained, in relation to the plans to transform the sports canteen into a multifunctional facility that would also include care services, there may be regulatory hurdles to overcome:

Speaker 1: *And some functions you simply can't combine. So, very simply put: it sounds ideal. You have a large space here with a beautiful bar, but a childcare facility here is just not possible.*

Speaker 2: *This [building], for example, has the function 'sport'. So for anything that has a different function, you have to apply for a permit. But it's also, for instance – I'm guessing that your agreement says you're basically only allowed to be a sports club. And anything that's different from that is just a real hassle.*

Similar issues around the sharing and multi-purpose use of assets surfaced in the discussion around peer-to-peer car-sharing in Merelbeke-Melle. For instance, it was legally almost impossible for a group of people to collectively purchase a car. One of the representatives of a peer-to-peer car-sharing platform explained that she knew of groups who had experimented with this, but that – ultimately – the license plate could only be registered to one person, thereby preventing meaningful forms of co-ownership. When it came to the possibility of sharing company cars, as proposed in one of the scenarios, another participant shared another example that illustrated the difficulties of multi-purpose use. In the past he had worked for the mobile crisis team of the hospital, and at some point there had been talks of them using some of the cars of another local care organization that specialized mainly in home and ambulant care, with most of their fleet unused during the weekends:

They had an enormous number of cars, for example, that sat idle on weekends, which we as the mobile crisis team could make use of. But it never came to actually arranging that, because of the complex administrative procedures.

Hence, the primacy of private ownership as a dominant legal framework presents distinct administrative and legal obstacles to CA-practices. In addition, issues around insurance, liability, privacy, and the increasing number of certificates and checks that volunteers had to obtain or pass were also frequently mentioned throughout all of the workshops. For instance, during the workshop in Vijfhuizen, the fact that volunteers or citizens are not allowed to perform certain basic “medical” tasks, such as applying eye drops, was identified as an obstacle to the involvement of volunteers in delivering care. Moreover, during the same workshop another participant mentioned that even sitting on the board of a coordinating foundation might carry a personal risk, as board members can – in certain circumstances – be held personally liable if something goes wrong.

Liability, insurance and GDPR regulations were also discussed during the workshop in Oxfordshire. In one of the groups, which discussed community solutions to improving access to healthy food, one of the participants shared an example of a church that used to accommodate a community fridge but ran into all kinds of issues when they changed insurance:

We used to have a [community] fridge that had been running for, I don't know, four or five years? So you could put chilled food in there. And when the church changed their insurance, the insurers came and went: 'You can't have a fridge here'. Because it's just in the lobby where you go into the church. And they went 'You can't have a fridge here, it's a fire hazard'. And they tried all... 'Okay, what if we did it there, what if we did it...?' We've got quite a new shopping centre that's got loads of empty shopping units in it, as they've got too many shopping units, and they went to the company that runs that and said: 'Do you have somewhere to put the fridge in?' And they could not find anywhere else to host the fridge.

Examples like these thus highlight how low-threshold community solutions can be stifled by laws and regulations, to the extent that they sometimes prevent such initiatives from originating at all. Or as one of the other participants during the Oxfordshire workshop observed:

The amount of groups I've heard really panicking about privacy policies and all sorts of things and then they just shut down completely to doing anything because they just don't have the headspace to deal with it.

One final way in which CA-practices are shaped by structural constraints – alongside funding structures, the spatial distribution of infrastructures and assets, legal obstacles to collective and multi-purpose use and ownership, and the judicial conditions under which risks and liabilities are transferred to volunteers and community initiatives – is that community needs and practices often need to be morphed to fit existing policy agendas. This was, for instance, an issue in Flanders, where peer-to-peer carsharing did not immediately fit the region’s multimodal mobility policies. In Scenario I, it was suggested that visibility for peer-to-peer car sharing could be enhanced by providing information about this form of car-sharing at so-called Hoppin points:

information pillars at stations and bus stops where passengers shift between modes and can access shared cars or bikes from commercial providers. However, the fact that cars shared by individual citizens usually have limited accessibility and cannot be booked immediately means that they do not readily meet the parameters of the scheme, which was more tailored to commercial providers with greater flexibility. As one of the Hoppin representatives explained:

Because privately owned shared cars actually don't fit that easily into the Hoppin scheme, or into the Flemish multimodal story. If you look at the Hoppin bikes, so the shared bikes that were advanced in the transport regions through the Hoppin subsidies, as well as the shared cars, then one of the conditions is always that they are 24/7 – ah well, that's not a problem – but also that they don't have a subscription formula, so... that you can become a member very quickly. So you can actually download the app and five minutes later you're a member. So it's very low-threshold.

Finally, it is not only a matter of how certain policy agendas – such as multimodality – are translated into schemes and programmes that CA-practices may or may not fit, but also of how these policies transpire in funding arrangements. In the Oxfordshire context, for instance, participants in the workshop emphasized that such funding streams were often tied to whether or not certain areas were designated as “priority wards” based on measured disadvantages or forms of deprivation:

And the challenge of that is that in quite a lot of areas it's pockets within. We used to have ten priority wards. Now some of that has changed, which should be a positive thing. But on the flip side of that it creates a lack of access because suddenly wards aren't in a priority area anymore. So they're not receiving the targeted funding. And just because, you know, a ward flips over, from when they do the research, from one month or one day to another, it takes sustained funding to keep, you know, people and communities strong.

Hence, while the designation of “priority wards” opened up opportunities for CA-practices, it also introduced a degree of volatility. Moreover, this example is also indicative of a wider trend in which citizen initiatives are required to prove, quantify, and measure their societal benefits in order to be eligible for funding. Indeed, one of the Oxfordshire participants observed that Lottery funding, while providing an important source of finance, is often premised on initiatives demonstrating “disadvantage, discrimination and poverty”. This emphasis on data and evidence not only requires a certain degree of professionalization, but also, arguably, means that initiatives are compelled to adopt logics and instruments that are in many ways antithetical to the forms of mutual trust and sociality that lie at the heart of commoning.

6.2 Creative Problem-Solving for CA-Practices

While there are deep-seated constraints impacting CA-practices, rooted in pervasive logics that shape existing policies and legal frameworks and the distribution of spatial and financial resources, these initiatives – by their very nature – often create wiggle room for bypassing or challenging such constraints. In fact, many of the opportunities identified during the workshops built on existing examples of commoners strategically neglecting, stretching, or questioning dominant rules, logics, and conditions. One clear example of this was the sports canteen that featured in one of the scenarios for Vijfhuizen as the desired location for a multifunctional facility, and that also served as the venue for the workshop itself. As mentioned in the previous section, some of the civil servants present identified significant legal and administrative difficulties in combining different social-economic functions and observed that it would not be possible to host childcare in a place that also had a bar. Yet, interestingly, childcare was precisely one of the additional services that the sports club was already hosting. To the surprise of the civil servant, one of the representatives of the sports association explained that they had devised an arrangement whereby the childcare area was screened off and separated from the bar. While not all participants were convinced that this solution would be approved if it were formally incorporated into plans for a multifunctional facility, it illustrates how bending or stretching existing rules can be an important strategy for commoners.

A similar observation was made by a representative from a local community centre in rural Oxfordshire, who emphasized the importance of “quietly breaking the rules”. She elaborated on an example, where her own organization had informally encroached upon a patch of land:

We have a little patch of land just outside our fence that didn't belong to us and we set up a community garden on there and effectively squatted on it, with a vegetable patch. And now it's really well-loved and the director of public health is very excited about it. So if the district council turned around and said 'take your vegetable patch down' it would look really bad. So, I think, sometimes you can do it really loudly and kind of leap to the front and say 'come and join us in disobeying this law' or you can do it really quietly and make it into something really beautiful and then who the hell is going to want to have the optics of telling you to stop or return it to being a car-park or whatever the thing is. So I think there are different approaches to shaking up the status quo.

Creating wiggle room within and beyond the status quo is also inevitably an act of imagination and requires the envisioning of alternatives. Methodologically, this is also what scenario workshops are meant to achieve, linked as they are to the “the pursuit of new ideas, plans, and policy options” (Nygrén, 2019, p. 33). During the workshops, this search for alternatives typically began with an assessment of the scenarios themselves, with participants deliberating on what could potentially work and what needed tweaking. For instance, Scenario III in the workshop on the community bus pilot in Oosterwold discussed the possibility of transforming one of the existing stops – where the bus was also parked overnight – into a shared mobility hub that included a bike kitchen and opportunities for loaning bicycles. However, participants noted that

it was unlikely that people would first transfer from a regular bus to a community bus and then again to a bicycle. Instead, as one of the civil servants from the city's mobilities department suggested, it would make more sense to establish such a hub in the adjacent neighbourhood of Nobelhorst, where passengers were currently already transferring to the community bus:

If you want to do that [set up a mobility hub], you might actually be better off in Nobelhorst itself. Because if you travel with the neighbourhood bus, you've probably already taken another bus to get to that neighbourhood bus, or the other way around. In that case you don't want to have to cycle as well.

Similarly, during the workshop in Merelbeke-Melle, participants brainstormed about alternatives for the Hoppin points that were mentioned in Scenario I. As was mentioned in the previous section, these mobility hubs were not considered immediately suitable for enhancing visibility as forms of peer-to-peer car-sharing did not instantly meet the criteria of the scheme. The same Hoppin representative who raised the issue, however, also suggested a way for circumventing these constraints:

What I would do is, if you have your Hoppin point and you have your pillar there with your information display, what you can do best to avoid this is just, next to it you need to put something extra from the municipality. Problem solved. [...] In the Flemish Ardennes, for example, they did that. The pillar, and next to it there is another sign for 'shared bikes' with the QR code of Hoppy [shared e-mobility service].

This dynamic whereby the discussion of constraints, eventually also led to the articulation of strategies for overcoming barriers, was very common during all the scenario workshops. In envisioning these alternatives, participants frequently drew from incipient practices that had already found backdoors or loopholes around administrative or legislative hurdles. While discussing the possibilities for collectively purchasing and owning a car in the Merelbeke-Melle context (Scenario II), the conversation took a similar course. The scenario narrative suggested that this could perhaps be achieved by starting a cooperative but, as one of the representatives of the car-sharing platforms reflected, there was – potentially – a much more suitable legal form for arranging this:

I'm just thinking for a moment. You also have the 'VME', an 'association of co-owners', something like that... With co-housing projects we often have that. [...] So what we sometimes have with co-housing or housing projects is that they are the owner of the car. So then there already is an association and, I think, that they also have their own bank account number and administrator and so on. All to circumvent this a bit.

In addition to pinpointing and reflecting on existing best-practices that could serve as a source of inspiration, the fact that the scenario narratives themselves were firmly rooted in the specific context of the testbeds also encouraged participants to ground their alternatives in local realities, for instance, by identifying concrete assets that could be used. During the workshop in Vijfhuizen, a discussion unfolded about the most suitable location to establish the back office and volunteer call centre for the community transport scheme mentioned in Scenario I. Participants noted that the village hall – proposed in the scenario – was already overstretched, and the local church was therefore suggested as a more suitable venue. Likewise, in Oxfordshire, where one of the groups explored the possibility of setting up a similar transport scheme, participants brainstormed about different fleets of vehicles that could be used for this purpose:

Speaker 1: *Is there any scope for collaboration with the bus companies to develop something like that? I know in Oxford there have been various experiments at the bus company. You know they had a Dial-a-Ride which lasted for a bit, but then it's gone into abeyance. What have they done with the vehicles?*

Speaker 2: *Where I live, you've got Cokethorpe School. Cokethorpe School has about twenty minibuses. And in half term and in school holidays, those minibuses sit there doing nothing. So is there an opportunity for them as part of the corporate social responsibility to say, well, actually, you know we'll provide some, we'll let you use our minibuses for two days a week to do this.*

Finally, throughout the different workshops, creative problem-solving occurred not only through identifying assets that could be repurposed, singling out best-practices, or finding loopholes in dominant rules and frameworks, but also through seeking out ways to strategically link initiatives to existing policy frameworks. For example, in the context of the Vijfhuizen workshop it was mentioned that the incipient plans for a multi-functional accommodation aligned particularly well with the ambitions of the new government to “strengthen or initiate community and meeting spaces”. Moreover, participants also shared best-practices for finding traction within municipalities and pitching their case:

We have a number of examples of sports parks across the country that have been working on this. Including talks with the municipality, which has certain objectives for greening. How can you actually achieve these greening objectives in the park, so that there is much more...? Right now, there is a lot of brick and pavement, but how can you create much more of a park-like, walkable feel? A place with greenery, where it's nice to be active, where there is perhaps also an exercise garden for older people. So, looking much more broadly at the municipal departments that may also have an interest in this.

In addition to exploring avenues for alignment with existing policies, participants also suggested ways of altering or reorienting current policies and narratives. They did so, for example, by emphasising the need for affordable or even free public transport, and by highlighting the importance of shifting narratives and policies around private car use and parking. During the workshop in Merelbeke-Melle, the increased policy focus on the encouragement of electric cars was viewed as an opportunity to break with the persistent spatial-planning tradition of allocating parking spaces directly next to people's homes. Given the need for charging infrastructure, one of the participants argued that more centralised and collective parking facilities or parking towers at the edge of neighbourhoods might increasingly present itself as a more logical solution. Examples like these, which refer back to the role of planning and policy in creating the parameters within which both accessibility and the commoning take shape, also speak to the larger question of how responsibilities around accessibility provision should be distributed.

6.3 Distribution of Responsibilities around CA-Practices

The issue of responsibility surfaced in various ways during the workshops. With regard to the initiatives themselves, the extent to which certain roles, tasks, and responsibilities could or should be assigned to volunteers was frequently discussed, as was the importance of having a coordinator or intermediary who could safeguard the process and create connections between different people and stakeholders. The discussion also veered into the realm of ownership, as questions were raised about who should drive the initiative and ultimately hold ownership over the project and – to some extent – its resources. This pursuit of community ownership stood in productive tension with the risk of over-responsibilizing the volunteer capacity within a given community, especially when these demands coincided with parallel pressures to commit to paid work. Beyond the individual CA-practices or initiatives, the question of responsibility also surfaced in discussions around the governance of accessibility. Indeed, participants underscored the importance of affordability, inclusivity, and a fair distribution of resources; issues that arguably fall – at least partly – beyond the immediate power of commoners themselves. Interestingly, the same lack of power was sometimes projected onto particular government roles, such as civil servants, who did not always feel that they had meaningful influence over – for instance – elected officials or commercial companies.

One dimension that was emphasized across the different workshops was the importance of initiatives emerging in a bottom-up way. In Vijfhuizen, during the discussion about the care cooperative proposed in Scenario III, one participant remarked: “If you let it originate with the municipality, the ownership will never go to the village”. In Oxfordshire, a similar observation was made in relation to the establishment of “preventive care circles” (Scenario I), which would ideally revolve around structures of mutual aid. Participants stressed that it was important that these kinds of projects were not initiated by the NHS or by so-called “Chewies” (Community Health and Wellbeing Workers) and that they retained their informal character:

But also, I think that things like that work best when they're really informal. As soon as you start to do this, that Chewy will be like: ‘Oh no, what policy have

we got in place? What about safeguarding? Have they all done their level one safeguarding thing with the Oxfordshire Adult Safeguarding Board?’ It works better when it is just neighbors. You want those things to be citizen-led and really informal. You start sucking the life out of everything if you start formalizing things. Especially, if you don’t need any funding.

Moreover, even in the case of more institutionalized services that required funding, such as transportation, participants saw clear benefits in granting the community a significant mandate. In the group discussing community-led transport solutions in rural parishes (Scenario III), one attendee – who also lived in a more rural part of Oxfordshire – suggested that funding to set up local resources is sometimes better spent and maintained by communities themselves, given that policy cycles are often short-lived and not conducive to meeting community needs in a sustainable way.

I think if you need the service it doesn't matter who provides it, but I suppose if it's a long term planning and it's more community-led with some funding, the likelihood is it will last longer. Because leaders in councils change, politics change, priorities change. So if you're relying on politicians for you to make the decisions locally that will change over three, four, five years, whereas your community's needs will not likely change over such a short period of time [...] I think if you spend time setting up a resource with some long term funding within your community then it just becomes part of your community, doesn't it?

In the self-built neighbourhood of Oosterwold, where residents were expected from the outset to play a very active role in developing the neighbourhood and its amenities and services – such as roads and energy provision – this sense of ownership was even more pronounced and extended to infrastructural goods as well. This became clear in a discussion about who should be responsible for maintaining the community bus stops and lighting infrastructure. As one of the community bus drivers and a resident of Oosterwold observed:

But we're used to that in Oosterwold too. I think half of the residents say: just leave out the street lighting, we'll take care of that ourselves. And if those [bus] stops need maintenance, we might be able to sort that out with the drivers as well.

Despite this strong emphasis on community ownership, informality, and bottom-up approaches, participants in the different workshops also clearly recognized the limits of such arrangements. For instance, although residents of Oosterwold were adamant about the community capacity and social cohesion in their neighbourhood, one of the steering group members of the

community bus argued that this should not be taken as a reason to privilege community transport over a public bus service to the neighbourhood:

It is ultimately about transport. We are not going to create a system in order to generate social cohesion. It is about getting people from A to B. We don't have that, and that is what we want to create. For me, this [the community bus] is an intermediate step.

During some of the other workshops, moreover, participants also frequently discussed that certain roles – such as coordination – were not always appropriate to place on volunteers. In the Oxfordshire discussion about the preventive care circles, it was suggested that, even though everyone agreed that these circles should be initiated informally and without too much interference from professionals, some form of support and funding was still desirable. Or as one of the participants put it: “It's that coordination that takes a lot of time, administration of anything, and that should be a paid role, not a volunteer role.” A very similar conversation about the boundaries between voluntary and professional tasks, and the need for certain intermediaries, also unfolded in Vijfhuizen. Here, it concerned Scenario IV, which explored the possibility for establishing a community gym, run by teenagers, at the premises of one of the existing local sports clubs. While attendees suggested that it might be worthwhile to set up some kind of challenge or assignment asking local youths to propose a purpose for the available space each year and run it as a pop-up, they also felt that professional expertise was needed to guide this process – as is evident from the following exchange:

Speaker 1: *But anyway... that does mean, and then we come back to what you were saying. There has to be a supervisor, a coordinator, who each year manages that budget, spends it, assesses it.*

Speaker 2: *Could Sportservice be suitable for that? Professionals who understand how to deal with young people.*

Speaker 1: *Yes, that's exactly what I was about to say. Sportservice or Meerwaarde [a local welfare organization]. And they can be given an assignment for this by the municipality.*

This discussion around roles, and whether they should be paid or voluntary, also pointed to a broader tension between encouraging bottom-up developments and community capacity on the one hand, and responsabilizing citizens on the other – essentially asking them to assume tasks and absorb risks that were previously carried by the state. During the Oxfordshire workshop, one of the participants, a representant from a community infrastructure organization, remarked that such an approach seemed to assume an endless pool of volunteer labour and was at odds with government policies aimed at increasing participation in paid work:

We're talking about a really... an impoverished community where presumably we're wanting to get people into paid work. The government's agenda is to get people into paid work, and then we're kind of going 'actually, to get that community cohesion we've got to invest in volunteers'. So we're trying to get people to work for us for nothing when their real need is to get into paid work.

This risk of responsabilization arguably transcends the needs and burdens of specific localities and communities and reflects a broader shift in how both citizenship and the role of government are perceived and understood. For instance, during the workshop in Vijfhuizen, which does not qualify as an impoverished area, participants reflected on whether running and coordinating a care cooperative largely through volunteer labour might create resentment in a context where services are increasingly rolled back and citizens are doing work for free that used to be carried out by professionals:

But I think a threat here is also that people will immediately say: 'See, I told you, we have to do more and more ourselves. The government, the local government, is also no longer providing this for us'.

Ultimately, such reflections mark a wider shift in government priorities around citizenship and community involvement. Indeed, as we have shown in previous Deliverables and publications, with the transition from the traditional welfare state to a more “enabling state” that is unfolding in many European countries, community involvement is increasingly becoming a policy agenda in and of itself (Prins et al., 2025). This is particularly evident in the self-built neighbourhood of Oosterwold, which was designed around the premise that people should be granted both the freedom and responsibility to design their houses, plots, and neighbourhood according to their own preferences and organically emerging needs. It was therefore stipulated that public funding would only be directed to the area once sufficient resources had been generated locally (RRAAM, 2012, p. 108). This principle had also created a hurdle for establishing the community bus pilot that was the focus of the scenario workshop. Although the community steering group had taken a leading role in mobilizing volunteers, they naturally had no funds of their own to finance the operation of the bus scheme, which included the installation and maintenance of bus stops. While this funding had eventually been made available through the province, a local civil servant reflected that the persistent belief that no public money should be spent in Oosterwold made it difficult to garner political support for future funding:

The municipality – certain parts of the administration in particular – is quite conservative in believing that nothing at all should be done in Oosterwold, because it has to come from the area. So the fact that it was a bottom-up initiative that came from Oosterwold, with volunteers, really helped.

Finally, this discussion about the distribution of responsibilities – and the policy agendas and narratives underpinning it – concerned not only the transfer of tasks from government to citizens, but also the role of commercial actors and the market. In Merelbeke-Melle, for instance, this came up during the discussion of Scenario IV, which proposed to enhance peer-to-peer car-sharing by introducing more advantageous parking policies for shared cars and stricter rules for privately owned cars. The idea was that the additional revenue generated through paid parking for private cars could then be reinvested in setting up additional bus services. However, a local civil servant pointed out significant obstacles to realizing this, not only due to the limited political support for stricter parking policies, but also because of the way both parking and public transport are organized:

We don't implement the parking policy ourselves; we've contracted Indigo [a company] for that. They receive those revenues; there is an agreement but I don't know exactly how it works. Not all of the income goes to the municipality. So that's already a loss you have.

Likewise, the municipality had also limited control over how bus company De Lijn planned and operated its routes, with the result that smaller settlements within the municipality were particularly under-served:

The municipality should not take over De Lijn's responsibility either. We do still have to make sure that De Lijn does its job. And that is also what is so difficult now. The municipality has no control over the routes that run within the municipality. We can give advice. [...] Because we know that those small villages in the municipality are hardly served anymore. And it is very difficult to get away from there by public transport. Especially if you are not very mobile and can't get to the main routes, you have a problem. But that is the vision that De Lijn has set out. And we are powerless in the face of that. And then they say, yes, tailor-made transport, we're going to introduce these flexbuses. But that is not accessible at all.

This perception that certain issues fell outside the municipality's sphere of influence stands in productive tension with one of the areas where participants felt governments could make a difference that would be difficult to achieve through commoning and community action alone, namely affordability and broader distributional issues. One of the participants in Oxfordshire, for instance, mentioned how a decrease in local bus fares had prompted her to use public transport more often when travelling to one of the nearest villages:

So we'll be honest, when the bus fare went down to £2, I still was choosing the bus fare. Whereas I'd just use to jump into the car to go to Wheatley, now I get the bus. Because the bus stops at the corner of my road and I think –

well actually, that's £6 now – but for £4 I'd go to Wheatley and come back and don't have to worry about parking etcetera. So that affordability, I think, is a big thing.

Similarly, in Merelbeke-Melle, participants noted that although peer-to-peer car-sharing could in principle be of benefit to people who cannot afford to buy their own car, it was often not accessible to those on lower incomes. Changing that, one participant suggested, would likely require concerted action from social welfare services:

In my view, that remains the major stumbling block of shared mobility: that it is less accessible to people who are less well off. Yet it is precisely those people who cannot afford to buy their own car, who could actually benefit from it. But that puts a great deal of responsibility on social services.

These discussions around the wider distribution of responsibilities, thus help to foreground CA-practices not as isolated or stand-alone initiatives that can be empowered simply by removing discrete barriers or obstacles, but as forms of organizing that are deeply implicated in wider logics of governance and in processes of political agenda-setting.

METHODOLOGICAL AND ANALYTICAL GAINS OF THE SCENARIO WORKSHOP FORMAT	
I.	Gaining a better understanding of structural constraints that might require systemic forms of change
<u>Examples of structural constraints that were identified during the workshops:</u> Funding structures: CA-practices are thwarted by the temporary, fragmented, and sometimes competitive nature of public funding schemes, and therefore seek out other sources of funding such as companies or charities. Distribution of infrastructures and assets: The need for- and functioning of CA-practices is also intimately shaped by spatial planning norms and logics, such as car-centric planning and trends towards the centralization of services. Legal obstacles: The hegemony of private property as a judicial norm can pose a challenge to the sharing or multi-functional use of assets, while stringent legal demands regarding privacy, liability, insurance and professionalization can also hold back incipient initiatives. Policy agendas: Policies towards mobility and accessibility provision are not always instantly tailored to bottom-up or citizen initiatives, and sometimes more focused on commercial or institutional actors. Moreover, CA-practices often have to navigate shifting policy priorities and/or provide data or evidence of how they will solve certain societal problems in order to be eligible for (temporary) funding.	
II.	Enhancing creative problem-solving within and beyond the constraints of the status quo
<u>Examples of tactics and strategies that surfaced during the workshops:</u>	

Backdoors and workarounds: Creating space for CA-practices within and beyond the more structural constraints of the status quo, often requires strategically bending, breaking or circumventing existing rules and procedures.

Imagining and locating alternatives: Imagining future possibilities for CA-practices often starts from locating and learning from best-practices and alternatives that have already materialized.

Identifying local assets: The operationalization of plans for future CA-practices, relies in no small part on identifying and assessing the utility of local assets that can be put to creative use.

Linking up with policies: Strategically connecting to certain policy priorities or agendas, such as the need for spatial greening, can be a way to leverage support and open up space for collaboration. At the same time, thinking through and planning for CA-practices can also spur the reorienting of existing policies and narratives.

III.

Encouraging reflection on the distribution of responsibilities around commoning and accessibility

Examples of reflections that emerged during the workshop:

Ownership: CA-practices were identified as practices that need to emerge organically and iteratively from local communities themselves, in order to foster durability beyond short-lived policy and funding cycles.

Distribution of roles: CA-practices rarely represent a horizontal community but a mix of volunteers, coordinators, and intermediaries with links to professionals. It is important to understand which tasks suit which roles and should be paid.

Risk of responsabilization: There is always risk of overstretching volunteer and community capacity, especially in areas where citizens are already expected to show a large degree of self-sufficiency or are simultaneously pushed to do more paid work (or simply need to do so to get by).

Limitations to municipal power: Civil servants can feel that they have limited power to change existing policies, for instance parking norms, due to either a lack of political support or because some services relating to transportation and accessibility have been outsourced to companies.

Affordability and distribution: Ensuring the affordability of- and equal access to certain services is a realm where the state should arguably continue to play an important role.

Figure 15: Overview of findings.

6 FROM SCENARIO WORKSHOPS TO TOOLS

In this Deliverable, we have shown how scenario workshops can be used to gain a richer and more multilayered understanding of the policy conditions and hierarchies that shape CA practices, while also laying the groundwork for collective strategizing and creative problem-solving. In the remainder of the project, we will focus on translating these methodological and analytical insights into a set of practical tools that will outlast the project, including a comprehensive How-To Guide that transforms the existing format into a toolkit for practitioners, with step-by-step guidelines and easily adaptable materials and worksheets. In addition, we will organise one or two interactive training sessions in scenario building for commoners, civil society organisations, and policymakers, using a real-life example to guide participants in developing four scenarios and experimenting with different prompts to help them construct rich and useful scenarios around CA practices; these prompts will also be incorporated into the How-To Guide.

To further promote the format and build on the lessons from the training session, we will host and record a webinar that offers accessible instructions on how to design and conduct a scenario workshop.

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APPENDIX 1: SCENARIO NARRATIVES

Disclaimer

All the scenario narratives are entirely fictional and have been designed for workshop purposes only. They do not reflect real commitments or collaborations by or between the local organisations or actors mentioned in the scenarios.

Oosterwold: Community Bus Pilot

SCENARIO I – The community bus is replaced by a regular bus service and informal ride-sharing

The pilot shows that the number of passengers far exceeds the capacity of the community bus. It is therefore decided that the route will be included in the next public transport concession and taken over by a regular bus service. Until then, the community bus serves as a transitional arrangement. The community bus foundation in Oosterwold will gradually start focusing more on other forms of local transport, for example by developing an informal ride-sharing system to bridge any gaps in the new bus network. To this end, a survey will be conducted among residents of Almere Hout to assess supply and demand and to identify frequently used routes. Based on these insights, a grant application is prepared (for example to funds that promote shared mobility) for the development of an app that connects drivers and passengers. This app will facilitate both structural carpooling arrangements and rides on demand, for example for people who cannot travel independently to the GP or the hospital. Drivers will use their own cars and receive a per-kilometre allowance for each trip.

SCENARIO II – The community bus expands

The pilot shows that the total number of passengers fits well with the concept of a community bus and that there is a lot of enthusiasm among volunteer drivers. However, the size of the bus, with space for a maximum of 8 people, means that it fills up quickly during peak hours. As a result, the community bus is perceived as less suitable for more structural peak-hour trips, such as commuting. Moreover, not all parts of Almere Hout are well served yet. Therefore, it is decided to further expand the initiative. In the short term, two new stops will be added: a stop at the Oosterwold shopping center and one in the neighbourhood Vogelhorst. In the longer term, a second bus will run on the same route but in the opposite direction, in order to increase frequency and attractiveness. Both 8-seater buses are owned by the transport operator (Keolis), which is also the concession holder for the route. The community bus foundation focuses on

recruiting and scheduling additional volunteers, monitoring transport needs within the community, and promoting the transport service. To enable further professionalization, the foundation will look for a more structural source of income, for example through sponsorship by local entrepreneurs or by applying for provincial or municipal subsidies. These funds will be used for things such as promotional materials, knowledge sharing, further training, teambuilding, training sessions, and outings for volunteers.

SCENARIO III – The community bus as part of a shared mobility hub

After the pilot ends, the community bus will continue to operate in its current form. Passenger demand aligns well with the route and capacity, and the social aspect in particular – encounters between passengers and volunteers – is highly appreciated. To further strengthen this aspect of community building, it is decided to incorporate the community bus as part of a broader mobility hub for shared (bicycle) transport. A logical location for this is Centrum Stadslandbouw, where the community bus is parked and where one of the central stops within Oosterwold is located. Via a lease arrangement, the community bus foundation will set up a small office and garage space here – in pop-up form, for example by placing a container. This space will also function as a bicycle workshop, where residents of Almere Hout can have their bicycles repaired, or repair them themselves under the guidance of volunteers.

The workshop will also offer work-experience and internship placements for local young people. Residents can donate used bicycles, which will be converted into loan bikes. These can be used for a small daily fee by visitors, employees, and residents within Oosterwold. In addition, the foundation will invest in several cargo bikes, bike carts, bike taxis, and a side-by-side tandem that can be shared locally. With this, the foundation explicitly pursues a social approach and actively seeks cooperation with welfare organizations and care institutions – for example through a “bike buddy” project centered around the use of the side-by-side tandem. For funding opportunities, the foundation will look at socially oriented funds such as Oranjefonds, or at the European LEADER subsidy program for rural development.

SCENARIO IV – The community bus is replaced by self-driving electric shared cars

The experience gained during the community bus pilot will be used in the longer term to take a next, innovative step: the introduction of self-driving electric shared cars. The aim is that in about ten years' time these vehicles will serve the route of the former community bus and can be summoned via so-called “call points” at the stops. This initiative will be developed by a local energy cooperative that generates green electricity through solar panels and/or wind turbines. To link energy production to sustainable mobility, the cooperative will collaborate with a startup that has a test case for a self-driving electric car. The cooperative link up with one or more “kavelwegverenigingen” (associations in Oosterwold that have developed their roads together) willing to participate in a pilot in which the self-driving car runs through the neighborhood on a fixed route at low speed. As soon as legislation and technology permit, the cooperative will enter into a partnership with a commercial provider that supplies both the self-driving shared cars and

the digital infrastructure – such as the reservation platform and data management. The cooperative itself will install the charging infrastructure, remain its owner, and supply the vehicles with locally generated green power. The cars will be parked at the edge of the neighborhood and will also function as a neighborhood battery. In the longer term, the cooperative will explore opportunities to purchase its own self-driving shared cars, for example using revenues from energy production, membership fees, and investments by members.

Merelbeke-Melle: Peer-to-Peer Car-Sharing

SCENARIO I – Greater visibility for peer-to-peer car sharing

In many suburban areas, peer-to-peer car sharing is still a relatively unfamiliar concept. To address this lack of visibility, the car sharing platforms Dégage and Cozywheels collaborate with the municipality of Merelbeke–Melle on a local campaign: “Car Sharing is Caring”. The municipality supports the campaign with a grant that is used for various forms of outreach. For example, shared cars are made visible through colourful stickers, customized window shades, and lawn signs at the houses of car sharers. Local ambassadors and volunteers are mobilised to distribute flyers in their neighbourhoods, and various information sessions are organised at local community spaces. Building on this campaign, the organizers also explore how peer-to-peer car sharing can be structurally linked to existing ‘Hoppin’² mobility hubs. Information pillars, for instance, can display how many peer-to-peer shared cars are located within a five-kilometre radius. Visitors who access the Hoppin point online will also find a link to local sharing platforms. To further improve online visibility, clusters of peer-to-peer shared cars are registered on Google Maps under the name of the sharing platform. When a user clicks such a ‘pin’, the associated platform page shows the number of available shared cars in the area and provides a direct link to registration options.

SCENARIO II – Encouraging the co-ownership of cars

One way to further normalise peer-to-peer car sharing is by making it easier – and therefore cheaper – for groups of friends or neighbours to co-own cars. To further explore this possibility, Cozywheels and Dégage partner with a (new) co-housing project in Merelbeke–Melle, such as the recently completed BLoM project in the neighbourhood Flora. Interested residents jointly establish a neighbourhood cooperative that purchases and manages one or more (electric) cars and cargo bikes. Members pay both a contribution and usage fees. The sharing platforms support the cooperative by arranging insurance, providing estimates of realistic usage and maintenance costs, and setting up a reservation system. Together with nation-wide networks such as the ‘Sustainable Mobility Network’ and ‘The Transformers’, they explore ways to document and disseminate lessons from this case study. This may include: developing step-by-step guidelines for co-owning cars, a set of policy recommendations to remove obstacles, and a webinar tailored specifically to co-housing communities in Flanders. To further encourage these forms of collective car ownership, the VAT on the purchase of shared car is reduced to 0%.

SCENARIO III – Shared car use as part of business mobility

The prevalence of personal contract hire cars is a major obstacle to promoting peer-to-peer car sharing in Belgium. To counter this, shared mobility within business travel is further encouraged. Examples include setting up a car-sharing pool for employees of the same company or making

²Hoppin points are ‘mobility hubs’ that interlink different transport options.

company cars available for peer-to-peer sharing outside office hours. To support this shift, Dégage and Cozywheels collaborate with a local employers' organization or business park in Merelbeke-Melle. An on-site information session is held, focusing on how companies can use the so-called 'Mobility Budget'³ to promote car sharing among colleagues and beyond their own organization. Interested employers work on a two-pronged strategy. First, they encourage employees to give up their personal lease car, by granting them access to a shared pool of electric, company-owned cars that they can use for business travel. Secondly, employees who *do* require a company car are encouraged to make it available for shared use outside working hours. To incentivise companies to do so, these shared cars are exempted from the so-called 'solidarity contribution' they are normally expected to pay for the private use of company cars.

SCENARIO IV – Promoting shared mobility through parking policies

One way local governments can stimulate peer-to-peer car sharing is through parking policy. For this reason, the municipality of Merelbeke-Melle introduces a special parking permit for cars that are used for peer-to-peer sharing through trusted platforms. Drivers of these shared cars can park for free everywhere within the municipality. At the same time, the municipality works on an integrated approach to reduce car dependency. This includes actively collaborating with other suburban municipalities within the Ghent transport region that face similar challenges. Because measures supporting shared mobility –such as stricter parking policies or higher fees – can be sensitive, the municipality explores ways to link them to meaningful mobility improvements. For example, revenue from increased parking fees or expanded paid-parking zones can be invested in local mobility solutions, such as improving public-transport coverage. Rising parking costs also make shared car use more attractive when these cars are fully or partially exempt from these charges.

³ The Mobility Budget is a Flemish policy meant to incentivize employees to give up their personal contract hire cars in exchange for a financial reward or access to other (more sustainable) mobility options that the employer needs to provide.

Oxfordshire: Community Involvement in Access to Health

SCENARIO I - Community assets and preventive care circles

In this suburban neighbourhood, healthcare services have been dwindling and buses run infrequently. The last local pharmacy has closed, there is no GP surgery, and dental care is out of reach. The charity-owned community centre serves as the heart of the area, hosting dance and sports classes, coffee mornings, and weekly mental health groups. However, its ageing facilities limit the range of services it can offer.

In the absence of formal medical facilities, the local Community Health and Wellbeing Worker (CHWW), supported by the NHS, initiates the creation of Preventive Care Circles: small networks of around 10–15 older people or households within a neighbourhood. Members agree to support one another with everyday tasks, check in regularly, share advice and knowledge, and coordinate lifts and practical assistance. Existing mutual aid groups may serve as a starting point for developing these circles, yet the community worker also actively reaches out to residents who are not yet connected to these networks.

In parallel, the charity running the community centre applies for a council grant, such as the Community Infrastructure Levy Grant Fund, to upgrade its building and expand services. This includes establishing a Medication Collection Point in partnership with a nearby NHS-contracted pharmacy, enabling residents to pick up their prescriptions closer to home. The upgraded centre also provides space for a satellite GP clinic, staffed by rotating clinicians through the Integrated Care Board. The clinic will offer routine check-ups and care for minor ailments, subject to NHS commissioning and regulatory approvals.

Local profile:

- Suburban neighbourhood with limited public transport; buses are infrequent.
- No local GP surgery, dental care, or pharmacy (the last one has closed).
- Community centre is the social heart but facilities are ageing.

Challenges

- Limited healthcare facilities
- Existing community spaces can't meet all needs

Solutions

- Preventive care circles: small resident networks providing mutual support, check-ins, and practical help.
- Upgraded community centre: new grant-funded facilities
- Establishment of a Medication Collection Point, and satellite GP clinic.

SCENARIO II – Ride-sharing and transport advocacy

In this village ten miles outside of the city, residents enjoy local green spaces and a walkable centre with a GP surgery, library, and leisure facilities. Yet public transport is limited: buses to the city run infrequently, and hospital appointments or specialist care require long journeys. Young people without cars struggle to attend social activities, while older adults face barriers to accessing hospital and specialized care. Isolation and mental health concerns are rising among those with limited mobility.

To address these challenges, the parish council appoints a Parish Transport Representative (PTR) to lead mobility initiatives. The PTR begins by surveying residents, focusing on hospital access, social activities, and school or college journeys. Collaborating with neighbouring parishes, the PTR submits a formal request to the County Council to review existing bus routes, ensuring the proposal aligns with the county's Bus Service Improvement Plan.

At the same time, residents form a Community Action Group (CAG) to promote informal ride-sharing within the community. The CAG establishes a network of "Lift Share Benches": designated benches at safe roadside locations where people in need of a lift can sit and wait. Each bench features simple instructions, a code of conduct, and QR codes linking to a parish council webpage explaining the initiative. To fund the benches, the CAG launches a community fundraiser through Spacehive. Simultaneously, they coordinate with existing patient volunteer driver schemes and actively recruit volunteers in their parish to improve access to hospitals.

Local profile:

- Village ten miles outside a city with a walkable centre.
- Local amenities include a GP surgery, library, leisure and green spaces.
- Public transport is limited; buses to the city run infrequently.

Challenges:

- Young people without cars struggle to access social activities.
- Older adults face barriers to hospital and specialist care.
- Rising isolation and mental health concerns among residents with limited mobility.

Solutions:

- Parish Transport Representative works with neighbouring parishes to request bus improvements.
- Community Action Group (CAG) promotes informal ride-sharing via "Lift Share Benches".
- CAG coordinates with existing volunteer driver schemes and recruits local volunteers.

SCENARIO III – School pantries and a social Supermarket

In this residential neighbourhood, access to affordable healthy food is a daily challenge. Child poverty is above the national average, and few social meeting places such as pubs or cafés exist, though the area has several schools, nurseries, and a nearby hospital. Families often struggle to buy fresh fruit, vegetables, and staple groceries, and community cohesion is limited by the lack of informal gathering spaces.

To address these challenges, the local primary school launches a school pantry, set up in a secure lock-up in the playground with shelving, a fridge, and a freezer. The pantry opens twice a week, on Mondays and Fridays, giving parents access to staple foods, fresh fruit, and vegetables. Stock comes from surplus food from local supermarkets vegetable gardens, and donations via redistribution charities, with any gaps filled through small purchases funded by the Parent-Teacher Association.

At the same time, the school leads a campaign to install “Little Free Pantries” throughout the neighbourhood. As part of their arts and crafts programme, children decorate cupboards, while parents volunteer to host them outside their homes or in front gardens. The pantries operate on a “take what you need, leave what you can” principle, allowing neighbours to share food and build community connections.

In addition, a social supermarket is established on the hospital premises as a social enterprise. A Community Interest Company manages operations, sourcing surplus food from local suppliers, wholesale purchases, and donations from nearby cafés and shops. The hospital provides the space, and staff such as dietitians run healthy-eating workshops. Funding comes from hospital charity grants, council public health programmes, and small membership fees, with any surplus reinvested to expand services and support families in need.

Local Profile:

- Residential neighbourhood with schools, nurseries, and a nearby hospital.
- Few social meeting places like pubs or cafés.
- Child poverty above the national average.

Challenges:

- Families struggle to access affordable food such as fresh fruit, vegetables, and staple groceries.
- Weak community connections due to few gathering spaces.

Solutions:

- School pantry: open twice a week and caters to parents.
- “Little Free Pantries”: decorated by children, hosted by parents, “take what you need, leave what you can.”
- Hospital social supermarket: CIC-managed, sources surplus and wholesale food, runs workshops, funded by grants and small membership fee.

SCENARIO IV – Community gym and local placemaking

In this central urban area, residents benefit from close proximity to cafés, pubs, and other local amenities. Most housing is socially rented, and many residents live in flats without private gardens. Recent property developments have put pressure on green and leisure spaces, while most meeting places are commercial. A nearby university offers opportunities for collaboration but also adds competition for space.

To boost leisure and wellbeing, the local housing association partners with the tenant union to create a community gym on a social housing site. The space is self-service, with simple fitness equipment and a “living room” feel. Residents have free access during set hours, with occasional paid classes led by local instructors or university sports science students. The housing association provides the premises and ensures safety compliance, while the tenant union engages residents, coordinates bookings, and occasionally monitors the space. Seed funding for equipment and furnishings comes from housing association community funds and external grants, such as those provided by Sport England.

Another solution is to make nearby campus green spaces more accessible to local residents. Through one of the University’s community engagement programmes, a collaboration is established between local civic organisations and relevant degree programmes, such as Urban Design. Students support the project by surveying residents about their needs and current use of green space, and by helping to implement tactical urbanism interventions – such as temporary seating, movable playground equipment, and modular planting boxes — to test alternative uses of the space. Residents are actively encouraged to engage with the space through organised sports events, campus runs, or pop-up markets. After evaluating the popularity of different activities, the University allocates funding to install selected permanent features, such as benches and playground equipment.

Local Profile:

- Central urban area with cafés, pubs, and strong local amenities.
- Predominantly socially rented housing; many flats lack private gardens.
- Nearby university offers collaboration potential but increases space pressure.

Challenges:

- Limited access to non-commercial meeting spaces.
- Growing development pressure on green and leisure areas.
- High demand for accessible, affordable wellbeing facilities.

Solutions:

- Community gym created through housing association–tenant union partnership.
- Campus green spaces opened through participatory, tactical urbanism pilots.

Vijfhuizen: Community Action for Sports and Health Services

SCENARIO I – Care circles and a neighbourhood help service

Care is about more than visiting your GP or the hospital. Looking out for one another in everyday life is just as important for a village's well-being. To put this broader idea of care in to practice, the Vijfhuizen Village Association, together with local healthcare professionals and home care providers, explores the creation of one or more Neighborhood Care Circles. In each circle, about fifteen local residents are connected with one another. They live within walking or cycling distance and agree to keep an eye on each other: a phone call after someone has been in hospital, going for a walk together, dropping off a pot of soup, giving someone a ride to the physiotherapist, or meeting up to play a game in the evening. The cluster of senior apartments at the Woudweg will serve as the starting area for the first circle. With input from the national organization NLZVE (Nederland Zorgt voor Elkaar), an information afternoon will be organized at the village community centre. Residents of the Woudweg and surrounding streets will be invited to learn about the idea and, if they wish, to sign up.

In addition, a Local Help Service will be set up: a foundation that facilitates volunteer transport and mutual aid among neighbours. A small office with a telephone service will be established in the village community centre. Every morning, villagers can call for help with transport, grocery shopping, or odd jobs around the house. The volunteer on duty will match each request for help with a suitable volunteer in the village. With a one-time start-up grant from the municipality, a simple registration system and basic administration will be set up, including procedures for handling personal data and for screening and training volunteers. Through flyers and announcements at the village community centre, the church, and the local GP practice, both volunteers and people seeking help will be recruited. Arrangements will be made with nearby care institutions about practical matters, such as reserved parking spaces for volunteers who are driving clients with limited mobility. If demand is sufficient, an ongoing municipal subsidy will be granted to structurally cover administrative costs, and the foundation will also take on a role in supporting new neighborhood initiatives.

In short:

- Neighborhood Care Circles created by and for neighbors in Vijfhuizen, with an initial focus on the senior apartments along the Woudweg.
- The first initiative is taken by the Vijfhuizen Village Association, in cooperation with home care organizations, but the Neighborhood Care Circles operate independently. Information and advice are obtained from the national organization NLZVE.
- Launch of a Local Help Service: a telephone service, volunteers for transport and small jobs, and a simple organization with basic administration.

SCENARIO II – Transforming the sports canteen into a multi-functional accommodation

The current building used by the DSOV handball and football club is in need of renovation. To future-proof this sports facility, the existing clubhouse will be replaced by a multi-functional centre that brings together sport, healthcare, and social activities. The new building will house the handball, football, and tennis clubs; they will share the clubhouse café and jointly organize bar shifts. The complex will also include a sports hall where the local primary school can hold PE lessons and after-school sports activities. This way, children are introduced to different sports from an early age, all in one central location in the village. Next to the football and tennis pitches, there will be a publicly accessible outdoor area with a playground, outdoor gym, and grass field for activities such as bootcamp classes. Local healthcare providers will also be able to use the new centre for physiotherapy training, fall-prevention courses, and exercise classes for older adults, granting the sporting hub a clear role in preventive healthcare.

At an early stage, an outline planning request is submitted to the municipality, so the plans can be checked against local policy, zoning rules, and permit requirements. Financing will come from a mix of public and private sources, such as an investment contribution from the municipality, a grant from the European LEADER programme or the Dutch BOSA scheme (which aims to stimulate the construction and maintenance of sports facilities), and an application to the Schiphol Fund for the sport and physical activity component. The ownership of the land will remain with the municipality, but the building itself will be owned by an independent foundation. DSOV, the tennis club, the primary school, and healthcare providers will sign usage agreements with this foundation, which will coordinate overall management. Commercial partners, such as a physiotherapy practice, will provide a steady stream of rental income, while clubs and the school will pay a user fee.

In short:

- Renewal of the DSOV clubhouse into an accessible multi-functional sports and health centre for clubs, the school, local residents, and healthcare providers.
- The land remains municipal property; the building and its management are held by an independent foundation, with usage agreements for clubs and the school, and rental contracts for commercial partners.
- Financing through a municipal contribution, grants such as BOSA or LEADER, and an application to the Schiphol Fund.

SCENARIO III – A care cooperative for the entire village

In the long term, Vijfhuizen aims to set up a care cooperative that enables residents to live comfortably and independently in the village well into old age, while also supporting families, young people, and people with chronic illnesses. The guiding principle is: taking care into our own hands, close to home. To identify the most urgent needs, the Vijfhuizen Village Association conducts a survey among residents. Based on the results, a working group – including a family caregiver, a healthcare professional, a village council member, a pedagogue or youth worker, and a resident with policy experience – develops a plan.

On this basis, they establish the cooperative “Zorg voor Vijfhuizen” (Care for Vijfhuizen). Residents can become members and make use of its services and activities. The cooperative employs a professional community care coordinator, who maps out care and support needs and acts as a bridge between residents, family caregivers, professional care providers, and youth services. Through a weekly drop-in consultation hour in a small office at the local GP practice, this coordinator helps people find appropriate support and assists with applications under the Dutch Social Support Act (Wmo), for example for household help, transport, or daytime activities. This position is funded from the municipality’s Wmo budget.

The cooperative organises and coordinates daytime activities, the lending of equipment and aids, and initiatives such as shared meals, exercise groups, parent meet-ups, and homework support and coaching programmes for young people who are struggling at school or to find their way into work. Looking ahead, the cooperative will work with the municipality and the housing association to explore the creation of small-scale assisted living homes in or near the village, so that people with conditions such as dementia can continue to live in familiar surroundings. Connections with the municipal programme “Wonen met Zorg Haarlemmermeer” (Living with Care Haarlemmermeer) are established and the steering group also explores creative forms of financing, such as issuing bonds to village residents, alongside regular loans and possible contributions from funds and supporting organisations such as Katalys.

In short:

- Village residents set up their own care cooperative, with a professional community care coordinator.
- The cooperative offers easily accessible support, daytime activities, and help for older people, families, and young people.
- Together with partners, Vijfhuizen is working towards small-scale assisted living homes, partly financed through local community bonds and external funds.

SCENARIO IV – Promoting access to sport and physical activity

Across Vijfhuizen, a village-wide movement is growing around preventive health and the promotion of an active lifestyle. To introduce children and young people to sport from an early age, primary schools and sports clubs work closely together. Sports clubs regularly run clinics during PE lessons and after-school activities, and schools deliberately move some activities to the sports facilities. In this way, children naturally become familiar with club life and the options for playing sport in their own village. There are plans to explore whether the youth club next to the football grounds can be expanded with easily accessible sports facilities, such as a small fitness room, a table tennis table, or a space for dance. In cooperation with local youth workers, the project experiments with youth ownership and shared decision-making. A group of young people forms a core team, helps think through the layout and activity schedule, and – under clear agreements – manages the keys and access. They learn how to lead small training sessions and take shared responsibility for “their” place. Part of the fit-out is funded through a community fundraiser, for example by selling second-hand items at the annual fleamarket.

During the annual Village Festival Week, a village-wide walking and cycling challenge is launched. Using an existing activity-tracking app, such as Strava, residents can take part in different challenges throughout the year, individually or in groups. An online community page shows leader boards and routes. There is a points system with categories such as “Running”, “Vijfhuizen Walk”, “Cycling to School”, and “Road Cycling”. At the next Festival Week, prizes are awarded in each activity and age category to those who have covered the most kilometres. Local businesses and clubs in and around Vijfhuizen provide prizes ranging from sports gear and gift vouchers to trial memberships or multi-session passes for sport and exercise activities.

In short:

- Sports clubs work closely with schools and regularly run clinics during PE lessons and after-school activities.
- The youth club develops into a small community gym, with a youth core team helping to make decisions and managing access.
- During Festival Week, a village-wide walking and cycling challenge is launched, with prizes and trial memberships for those who clock up the most kilometres over the year.

APPENDIX II: OPERATIONALIZATION HYPOTHESES

DOMAIN	HYPOTHESIS	RELEVANT QUESTIONS	BUILDING BLOCKS SCENARIOS
1. Alignment with policy priorities	The legitimacy and (public) funding opportunities for CA practices, as well as their future prospects, will depend on the ability and willingness of commoners to align with dominant policy agendas	- Which concrete policy priorities are relevant to the CA practice? - With what kind of funding opportunities do they coincide? - In what ways do commoners have to tweak their aims and goals to vie for support or funding? - In what ways does the CA practice challenge existing policy agendas?	S1: The CA practice operates in full alignment with existing policy priorities; commoners collaborate closely with civil servants or policy makers and work towards a shared goal. S2: The CA practice has its own distinct goals and aims, which represent the needs of a particular group, and may differ from dominant policy agendas. However, these are strategically tweaked or molded to vie for funding or support. S3: The CA practice seeks to challenge existing policies, through tactics such as lobbying, protesting, or civil disobedience; financial and procedural support is solicited from non-state actors.
2. Relation to public goods	CA practices work towards the realization of certain 'common goods' and cannot be viewed or treated as a one-on-one substitute for 'public goods'.	What public goods exist in the area that have some relation or overlap with the CA practice?	S1: The CA substitutes a public good (such as a bus line) that is absent in the area, or has been cancelled or privatized.

			• How has the evolution of these public goods shaped the need for the CA practice? • Does the CA practice substitute, complement or compete with these public goods? • How is the CA practice shaped by demands or the need for commercialization?	S2: The CA practices complements existing public goods by servicing specific areas or groups that are only partly covered by state-sanctioned forms of delivering accessibility. S3: The CA practice, through forms of upgrading or commercialization, competes with existing public services.
3.	Reliance on social and physical infrastructural	The origination of CA practices depends on communities meeting each other somewhere; either online or at (semi-) public spaces. Moreover, CA projects often require access to physical spaces (to park vehicles, organize meetings, or store materials) to function.	• Where do commoners meet and organize themselves? • What physical spaces do commoners need for storing materials and/or organizing activities? • What infrastructural assets do commoners need and who is responsible for distributing those?	S1: The CA practice is organized almost entirely through virtual channels or existing private resources; no other infrastructural or public assets are needed. S2: The CA practice relies partly on the availability and access to (semi) public spaces, such as meeting rooms, or is dependent on the distribution of particular infrastructural assets. S3: The commoners themselves create and own the spatial and infrastructural resources that are needed to support the CA practice in question.
4.	Conditions for collective ownership	CA practices are shaped by laws and regulations that determine the scope for collectively purchasing, taking over,	• What kind of material resources are used as part of the CA practice?	S1: The CA practice is organized through the pooling or sharing of individually-owned resources, such as

		leasing, or renting property and other resources.	- Through what kind of ownership constructions are these resources managed (leasing, renting, owning, or squatting)? - Which laws mediate such conditions of ownership?	cars or tools; relevant legal dimensions relate to insurance and liability. S2: Commoners rent or lease the required resources from other parties; relevant legal dimensions relate to insurance, liability, and contract law. S3: Commoners purchase the resources they need; relevant legal dimensions relate to legal form and provisions for community ownership (such as the right-to-bid). S4: Commoners acquire or appropriate important material resources through forms of squatting or civil disobedience; relevant legal dimensions include protest and squatting laws.
5.	Access to the state	Many CA projects rely on sympathetic civil servants or other brokers who are willing to guide them through complex bureaucratic landscapes. A clear point of contact within the municipality (or province) is therefore an important enabler.	- In what ways do commoners interact with government actors? - Through which channels do commoners seek and negotiate access to the state (at what level, which departments, etc.)? - What skills and networks are needed to negotiate access? - What kind of institutional infrastructure is in place to support CA practices?	S1: Commoners operate more or less independently from government actors; interaction is only needed when relevant rules or legal provisions change. S2: The CA practice actively looks for government support or funding; access relies on the skills and existing networks of the people involved or is mediated through interest or advocacy groups.

				S3: Relevant government bodies actively establish contact with CA practices; there is an institutional infrastructure in place to inform, support, and advice commoners.
6. Degree of informality	Most CA projects benefit from a degree of informality, especially during their pioneering phase, and run the risk of being smothered or stifled by stringent regulatory processes.	• How is the CA practice impacted by rules, regulations, and bureaucratic procedures? • What rules, regulations, and procedures are (partially) ignored or strategically circumvented by commoners? • What degree of institutionalization is considered desirable by commoners? • How do commoners acquire and invest in judicial and administrative skills and knowledge?	S1: The CA practice is largely informal and does not seek institutional recognition; formal engagement with rules, regulations and bureaucratic procedures is circumvented or kept to a minimum. S2: The CA practice is informally organized (reliant on volunteer labor and face-to-face interaction) but does seek formal recognition and legitimacy; it deals with administrative and bureaucratic demands in a pragmatic way. S3: The CA practice actively pursues forms of institutionalization, professionalization, and upgrading, and invests in the accumulation and dissemination of judicial and administrative skills and knowledge.	

APPENDIX III: WORKSHEET 15% SOLUTIONS

ROLE/POSITION:

FAVOURITE SCENARIO:

WHAT CAN YOU DO RIGHT NOW, IN YOUR CURRENT ROLE OR POSITION, TO HELP BRING THE SCENARIO YOU CONSIDER MOST DESIRABLE CLOSER TO REALITY?