

*University of Groningen ~ Faculty of Spatial Sciences ~ Human Geography
& Planning ~ Bachelor's Thesis*

Skepticism opulence: The Lelylijn

*Grasping the effects of changing socio-political characteristics towards
infrastructural projects*

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Abstract

This study investigates the effects of a shifting socio-political paradigm on the support and sentiment towards the Lelylijn, a major infrastructure project aimed at enhancing connectivity and economic development in the northern regions of the Netherlands. Against the backdrop of the rise of authoritarian populism and governmental criticism, exemplified by the electoral success of the BBB in 2023, this research aims to shed light on how these socio-political influences shape considerations and evaluations of the Lelylijn from various political perspectives. By employing a mixed-methods analysis, underlying factors driving these considerations and evaluations are examined.

Existing literature suggests that regions exhibiting lower economic indicators and/or population outflows tend to demonstrate higher levels of populism. The findings of this study highlight the reflection of political stance on the evaluation of the Lelylijn. Importantly, the non-significance of extreme values refutes the narrative of extremist segregation. Moreover, this research demonstrates a correspondence between the values that influence political stance and the values pertaining the project at hand. This connection highlights the possible causal impacts of the project on the emergence of patterns characterized by “moral unease”. Consequently, the study emphasized the necessity of improved communication, the value of knowledge, and the promotion of public participation.

In conclusion, the findings indicate that political stance reflects a skeptical perspective towards the Lelylijn. The social and academic significance of this research lies in its contribution to the advancement of understanding political influences and the optimization of future infrastructure initiatives. Furthermore, the study provides insights for addressing divergent perspectives and interests in similar contexts, thereby contributing to the development of conflict resolution strategies at the local level.

Keywords

Right-wing populism ~ Infrastructure development ~ Public participation ~ Socio-political experiences ~ Moral Unease ~

1. Introduction

The rise of populism and its manifestation in geographical voting patterns has garnered increasing attention in the field of regional sciences (e.g., Becker et al., 2017; Dijkstra et al., 2020; Gordon, 2018; Los et al., 2017; McCann, 2018, 2020; Rodriguez Pose, 2018). Populist votes can be attributed to a sense of feeling marginalized or left behind by governmental institutions (Rodriguez Pose, 2018). Scoones et al. (2017) describe these votes as a manifestation of authoritarian populism, a term initially introduced by Hall (1985) to illustrate the changing dynamics within the political spectrum.

The influence of these changing dynamics is evident in the Netherlands. Peripheral and remote regions, encompassed within the concept of “moral unease” (Huijsmans and van Miltenberg, 2023), have witnessed the emergence of a growing populist movement that opposes the Dutch national state. The socio-political landscape of rural areas has been altered by the influx of financial resources and population towards urban settlements (Scoones et al., 2017). Van Leeuwen et al. (2020) further contribute to this narrative by highlighting that regions experiencing demographic decline and emigration exhibit significantly higher levels of populist voting patterns.

These arguments have materialized in recent elections, as evidenced by the BoerBurgerBeweging becoming the largest party in a large share of regions (see Figure 1).

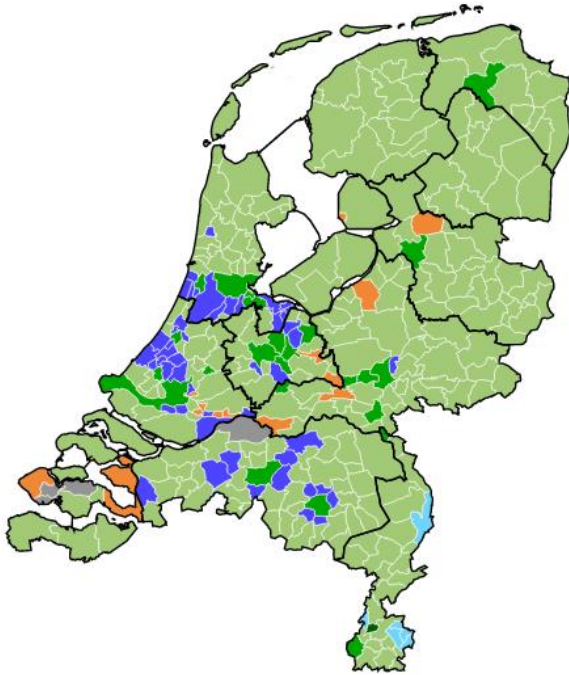


Figure 1: Results 2023 provincial elections, with light green being the BBB (NOS, 2023).

The 2021 Coalition Agreement outlined the intention to expand the Dutch railroad network through the Lelylijn, with funding from national and EU sources to enhance connectivity in the northern regions of the Netherlands (Rijksoverheid, 2021). Stakeholder meetings and public inquiries have been conducted as

part of the Lelylijn plan to inform the involved parties about ongoing developments (Studio bereikbaar et al., 2020; Mouter et al., 2023). Initial reports focused primarily on governmental institutions at various levels, with limited consideration given to individual socio-cultural implications. However, since the start of 2023, public participation initiatives have provided an opportunity to incorporate the perspectives of local populations (Redactie Flevoland, 2023; Baldwin, 2023; the Noordoostpolder, 2023; Hoekstra, 2023), resulting in a shift from a predominantly economic perspective to a more individual-oriented approach that takes socio-cultural factors into consideration.

Nevertheless, it remains uncertain whether these socio-political changes influence support for the Lelylijn. With the BBB being internally divided regarding this topic (Grasdijk, 2023), doubts have risen about the current support and credibility for the Lelylijn. Therefore, it is crucial to examine whether regions and individuals who have demonstrated their dissatisfaction through voting behavior also adopt a critical stance toward infrastructural projects. To address this, the present paper will investigate the potential relationship using the Lelylijn as a case study in the municipality of Heerenveen. Furthermore, the study will explore whether underlying emotions and personal characteristics play a significant role in determining support for such projects.

2. Theoretical framework

2.1. Change of socio-political spectrum:

The global political landscape has witnessed a shift towards populism, as exemplified by the election of Donald Trump and Brexit in 2016. The election of Donald Trump has been linked to geographical factors (Rodriguez Pose, 2018), with a rise in authoritarian populism noted by populism noted by Scoones et al. (2017). The notion of authoritarian populism, initially introduced by Hall (1985) to depict a strategic shift within the political spectrum, poses a challenge to the previously dominant neoliberal-globalization perspective (Peters, 2017), which predominantly adhered to a rational and economic mode of thinking (El Namaki, 2017). The impact of this populist shift, coupled with the patterns of deglobalization, has had far-reaching implications across the globe (Gordon, 2018).

The contemporary socio-political movements can be traced back to historical policies and practices (Rodrigues Pose, 2018). However, the conventional conceptualization of authoritarian (right-wing) populism, as originally posited by Hall (1985), may be deceptive, particularly given the paradoxical arguments during the Covid-19 pandemic. Lütjen (2022) suggests a reconceptualization by introducing the concept of anti-authoritarian revolt. Modern-day populism is characterized by a hybrid of authoritarian and anti-authoritarian elements, representing a historical departure from the traditional conservative/right-wing ideology (Lütjen, 2022). Consequently, it is imperative to exercise caution and deliberation in the conceptualization of this phenomenon, considering the evolving understanding of the term.

Revisions by authors, including Lütjen (2022), highlight the need to understand populism as a “movement of institutionalized distrust” embedded in the changing characteristics of contemporary societies. Rodriguez Pose (2018) emphasizes the geographical perspective, focusing on demographic and physical characteristics at various levels of analysis. The revised conceptualization isolates the notion of authoritarian populism more accurately, capturing the concept as the “revanche of the places that don’t matter” within the term “right-wing authoritarian populism”.

Rodriguez Pose (2018) adopts a geographical perspective that emphasizes the examination of demographic and physical characteristics at different analytical levels. Regional disparities and territorial imbalances are frequently cited as underlying factors contributing to economic and political instability in Europe. These disparities, characterized by low levels of regional growth, are recognized as significant sources of territorial imbalances (Rodriguez Pose, 2018). Notably, economic circumstances within the Netherlands exhibit divergent patterns, as depicted in Figure 2. Geographically, Figure 2 illustrates distinct economic disparities between the peripheral northern regions and the more urbanized “Randstad” area.

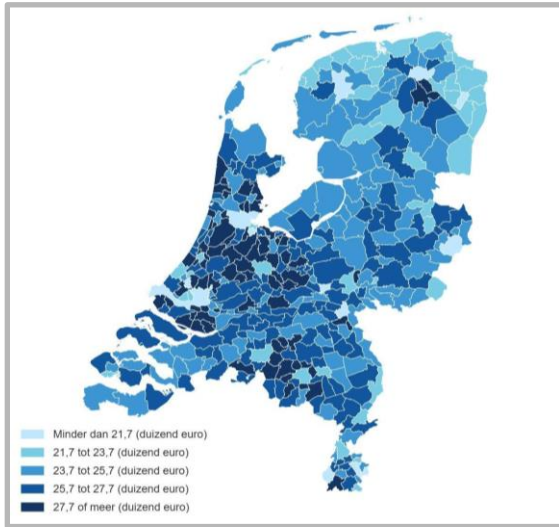


Figure 2: Median standardized income, 2015 (price level 2017) (CBS, 2018).

Furthermore, it has been observed that regions experiencing outflow and population decline are associated with elevated levels of (authoritarian) populism (van Leeuwen et al., 2020). A key variable in this relationship is depicted in Figure 3, which displays the geographic distribution of prognosed population growth between 2021 and 2035.

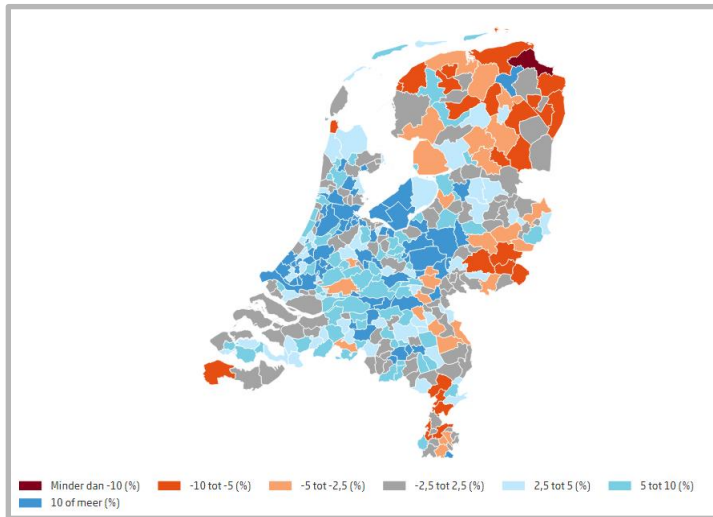


Figure 3: Prognosed population growth between 2021 and 2035 (CBS statline, 2022).

Based on the regional economic and population characteristics depicted in Figure 2 and Figure 3, several noteworthy regions can be identified. In the northern regions, such as the eastern areas of Groningen, there is a projected high population decrease (Figure 3), accompanied by lower income levels (Figure 2). Similar patterns can be observed in various regions of Friesland and Limburg, where predicted population declines (Figure 3) coincide with relatively low-income levels (Figure 2).

Political confidence in the Netherlands has undergone significant changes in recent years. Over the past five years, levels of political confidence have fluctuated between 58.3% and 25% (CBS, 2023b). Although Figure 4 does not capture the most recent evaluations, it does convey the geographical aspects underlying patterns of political confidence. Referring back to the aforementioned regions of interest, eastern Groningen, as well as certain parts of Friesland and Limburg, indeed exhibit lower levels of political confidence. Political confidence levels vary locally, with relatively higher levels in the southeast regions of Friesland and relatively lower levels in the southwestern regions, despite similar political activity in these regions (de Voogd and Cuperus, 2021). Hence, these are discernible variations in political preferences at a relatively localized scale.

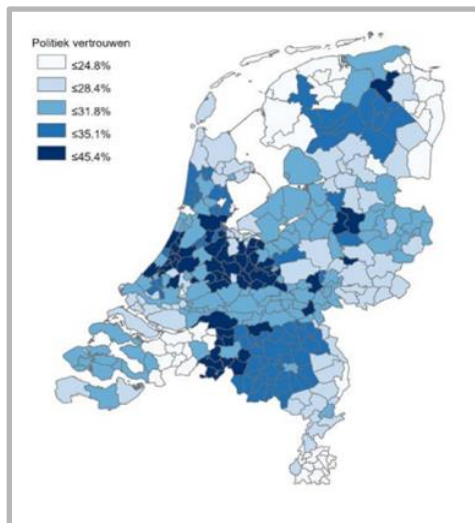


Figure 4: Political faith in the Netherlands (de Voogd and Cuperus, 2021).

Regional differences, particularly at the provincial and municipal levels, provide valuable insights into underlying patterns of “moral unease” (Huijsmans and van Miltenberg, 2023). Van den Berg and Kok (2021); Steenvoorden (2016) define “moral unease” as a sense of societal decline and feelings of powerlessness, which shares similarities but does not fully align with the concept of institutionalized distrust discussed by Lütjen (2022). While attitudes such as political trust are associated with values related to “moral unease,” they should not be conflated (Steenvoorden, 2016). Consequently, it is crucial to examine the correlations between support for the Lelylijn infrastructure project and values rooted in institutional distrust, considering the theoretical disagreements between narratives. Figure 6 highlights significant variations within regions, with peripheral rural areas exhibiting the highest levels of place-bound resentment. Identifying these regional differences is essential for comprehending personal values and attachments, as they relate to the evaluation of the Lelylijn project.

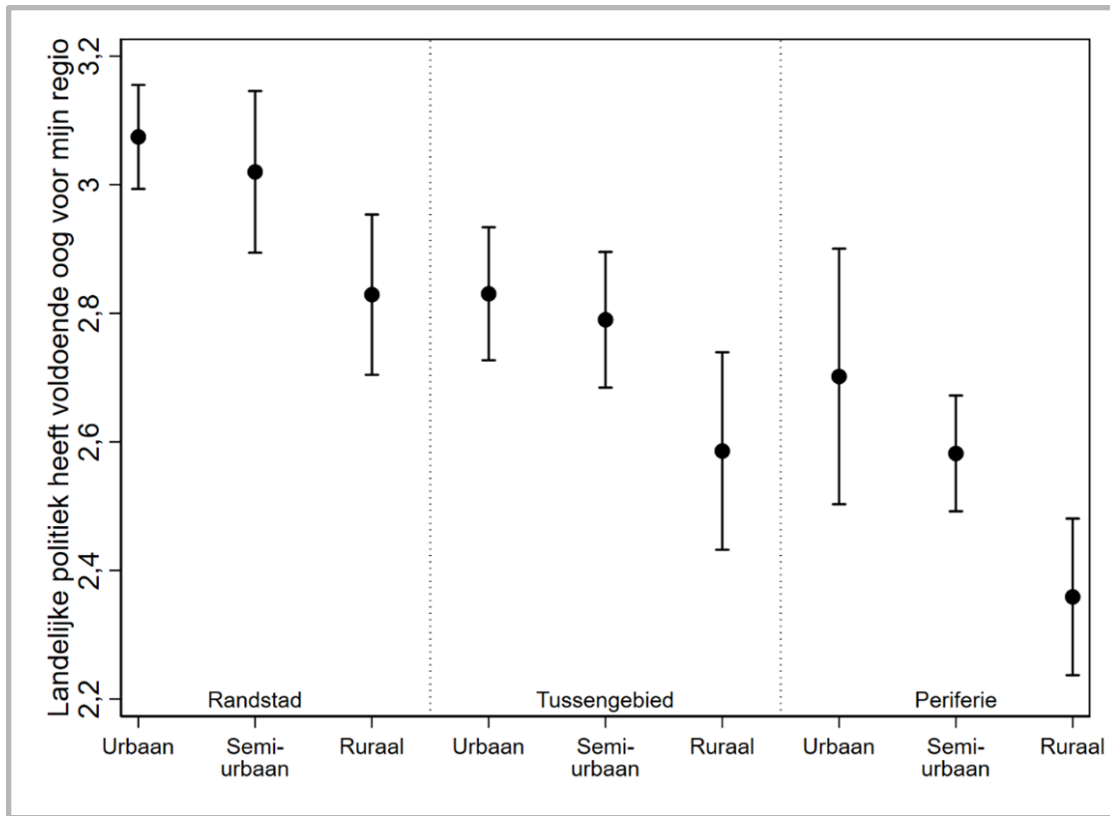


Figure 5: Predicted place-bound resentment values for inhabitants of various types of areas (95 % confidence interval) (Huijsmans and van Miltenberg, 2023).

2.2. Changing physical environment

Enhancing accessibility is crucial for sustainable futures and maintaining viable living conditions. To achieve this in remote and distant areas, it is necessary to optimize urban-rural connectivity (Vitale Brovarone and Cotella, 2020).

In the Netherlands, the northern provinces have below-average infrastructural net-density (Compendium voor de Leefomgeving, 2020). Furthermore, the province of Flevoland has the lowest total railroad infrastructure (CBS, 2023a). It is evident that infrastructure and connectivity play a vital role in optimizing accessibility. Consequently, institutional efforts have been made to enhance and revitalize infrastructure in the northern regions of the Netherlands. The acquisition of funding for the Lelylijn plan in 2021 is one such initiative (Rijksoverheid, 2021). Implementation of the Lelylijn would improve accessibility to specific urban settlements (Studio Bereikbaar et al., 2020), transforming various cities in the north into travel hubs (see Figure 6). A report by Decisio et al. (2022) elucidates potential economic and spatial adjustments, including a possible increase in commuting resulting from housing expansion. It is worth noting that such adjustments primarily affect existing urban areas. Among the municipalities set to be significantly impacted by these developments, Heerenveen occupies a prominent position. The implementation of the Lelylijn and the potential establishment of an additional train station in the region may engender diverse effects within the municipality (Studio Bereikbaar et al., 2020). Given its strategic

location in the northern part of the Netherlands, Heerenveen holds significant importance for enhancing connectivity, as illustrated in Figure 6. Consequently, this municipality emerges as a region of particular interest in the context of the discussed developments.

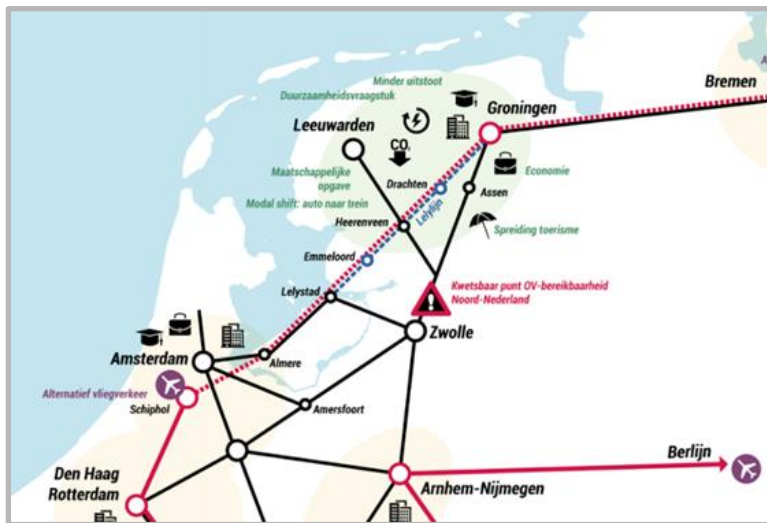


Figure 6: Trajectory Lelylijn (van Westhreenen, 2020).

The initiation of an exploratory form of public participation took place at the beginning of 2023 (Mouter et al., 2023). This endeavor aimed to foster open discussion and engagement within a broader participation project centered around the Lelylijn. The involvement of individuals in democratic decision-making processes through community engagement and public participation is of utmost importance, as it contributes to the promotion of social inclusion and empowerment. In numerous societies, traditional top-down planning approaches are no longer considered viable. Vanclay et al. (2015) affirm that individuals possess the right to be engaged in decision-making processes that directly impact their lives. Consequently, public participation stands as a fundamental principle within the framework of social impact assessment (SIA) (Vanclay et al., 2015). Statutory procedures for public participation, commonly employed in top-down projects, afford individuals the opportunity to express their views regarding planned interventions. Regrettably, decision makers frequently neglect or dismiss these contributions. Consequently, the consequences of disregarding public perspectives often lead to contradictory outcomes, fueling feelings of deception and cynicism among the public (Vanclay et al., 2015). Therefore, authentic commitment on the part of institutions is indispensable, not only to fulfill procedural requirements, but also to treat the affected public with the utmost respect.

2.3. Conceptual model

Drawing upon the theoretical framework, a conceptual model is constructed to illustrate the relationships and key components under consideration (see Figure 7).

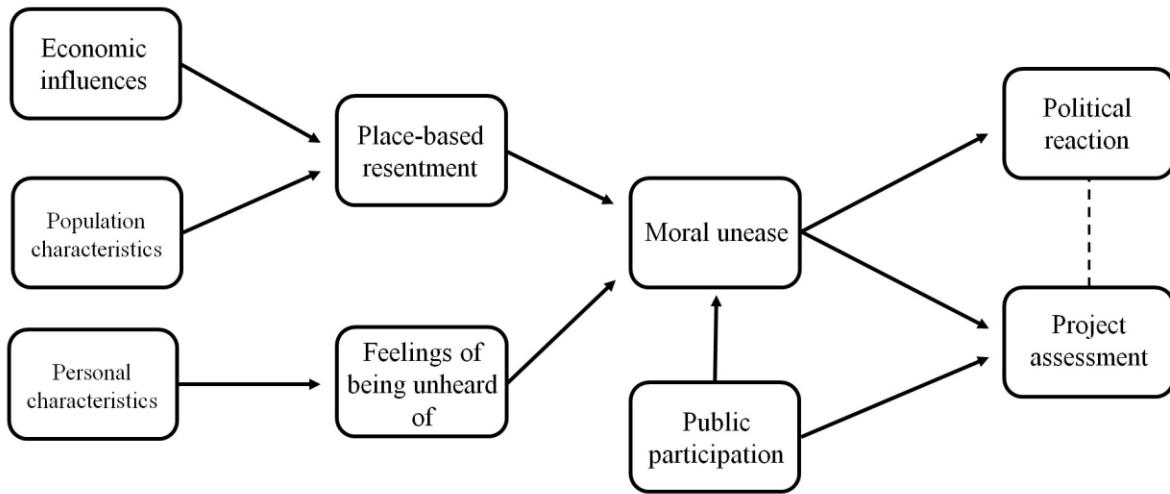


Figure 7: Conceptual model, (Author, 2023).

3. Research design

3.1. Research problem and objectives

The Netherlands has witnessed an increase in populism and skepticism towards the established government, as exemplified by the provincial elections of 2023. Contributions by van Leeuwen et al. (2020), Rodriguez Pose (2018), and van den Berg and Kok (2021) highlight regional differences within rural areas, revealing a diminishing level of support for the government.

In 2021, funding for the Lelylijn project was approved; however, planning and implementation of the project have been entrusted to government institutions facing a decline in public trust. Neglecting the recent electoral outcomes could have adverse consequences, raising concerns about the acceptability and credibility of the Lelylijn project, given the expression of public dissatisfaction during the 2023 provincial elections. The prevailing sentiment of “moral unease” further casts doubt on the influence and power of citizens within such projects. Additionally, the impact of recent public participation efforts on these developments necessitates examination, as disregarding the outcomes of these processes can have implications for ongoing support, particularly at the local level. It is essential to investigate whether political values directly align with attitudes towards the Lelylijn project. To address this knowledge-gap, an investigation is required to comprehend the potential reflection of evolving socio-political characteristics on infrastructural projects, using the Lelylijn as a case study.

The primary objective of this study is to comprehend the reflection of changing socio-political characteristics on support for an infrastructural project. Using the Lelylijn as a case study in the municipality of Heerenveen, this research aims to gain an embedded understanding of both general patterns and specific experiences related to such projects. The first sub-objective is to examine the evaluations of the Lelylijn project and explore the relationship between these evaluations and individuals’ political stance. Furthermore, the study endeavors to conduct a comprehensive analysis of socio-political attitudes towards

the Lelylijn project. This analysis includes an exploration of emotions and sentiments surrounding the project, which is crucial for evaluating its acceptability within the local context of Heerenveen. Lastly, the study aims to enhance our understanding of the potential benefits of projects like the Lelylijn in addressing societal problems that have contributed to the increase in “moral unease”. This investigation is approached from a primarily professional perspective.

3.2. Social and academic relevance

In the context of evolving socio-political dynamics, there are evident uncertainties surrounding the individual-level impacts and experiences associated with the Lelylijn project. An exploration of this project from a socio-political standpoint can provide valuable insights into the underlying political preferences and it can contribute to the development of effective implementation strategies within a changing socio-political environment. Therefore, this study addresses a research gap by investigating the socio-political reflection to such projects.

From a social perspective, examining emotions and experiences can enhance our understanding of the factors that contribute to the acceptability of an infrastructural project. By identifying underlying patterns of acceptance within a region characterized by decreasing trust in government and its institutions, this research has the potential to improve societal comprehension and offer insights that may benefit both researchers and policymakers.

3.3. Research questions

Main research question:

How do changing socio-cultural characteristics in voting behavior towards right-wing populism in the municipality of Heerenveen (Friesland) reflect understanding and considerations about the Lelylijn?

Secondary research questions:

- I. What are the current local perceptions about the Lelylijn in the municipality of Heerenveen?*
- II. How does the political stance in the province of Heerenveen translate back to support for the Lelylijn?*
- III. What are the experiences towards the Lelylijn of people from different political identifications?*
- IV. How can the Lelylijn converge, segregated national perspectives on a local level?*

3.4. Hypotheses

Based on the primary and secondary research inquiries, the following hypotheses have been formulated:

- I. Local perceptions of the Lelylijn within the municipality of Heerenveen exhibit a moderate level of positivity.

- II. The relationship between right-wing populism/governmental distrust and the acceptability of the Lelylijn follows a bipolar pattern, wherein higher levels of governmental distrust are associated with lower acceptance of the Lelylijn.
- III. Individuals who support the Lelylijn prioritize economic influx and connectivity as highly significant factors. Conversely, individuals who hold unfavorable views towards the Lelylijn experience feelings of intrusion, limited recognition, and perceive a sense of distance from the national perspective.
- IV. Public participation plays a pivotal role in shaping perspectives and attitudes towards the Lelylijn.

4. Methodology

4.1. Design and operationalization

The study employed a mixed methods approach, which combines quantitative and qualitative research techniques to enhance understanding across multiple dimensions (Kelle, 2008). The municipality of Heerenveen was selected as the focal area of investigation due to its unique combination of economic urban influx and rural conservative perspective. This choice facilitates the comparison of data with sources such as Derks (2023). The target population for both qualitative and quantitative research consists of adult citizens of the municipality of Heerenveen, without any specific demographic restrictions.

For the purpose of addressing the first two research questions, a concise quantitative questionnaire will be administered. Political preferences will be assessed using various approaches to accommodate individual preferences. Additionally, demographic information will be collected to examine intra-group differences. Furthermore, ordinal Likert scale questions will be employed to facilitate comparative analysis, specifically regarding the Lelylijn (Burt et al., 2009). All quantitative data will be analyzed using the statistical software SPSS. Within SPSS data will be assessed in relation to the guidelines provided by Derks (2023) to mitigate non-sampling errors (Burt et al., 2009).

To address the third and fourth sub-questions, qualitative analysis will be conducted alongside the quantitative questionnaire. Data will be gathered through semi-structured interviews and brief conversations. Semi-structured interviews are considered an effective method for acquiring in-depth information (Adams, 2015). Both deductive and inductive coding techniques will be employed for analytical purposes. A qualitative code tree will be established to facilitate the analysis of patterns and trends within the interview data (Punch and Oancea, 2014). The analysis will be conducted using Atlas.ti, a software that provides a comprehensive overview of the coding process.

Both the qualitative interview guide and the quantitative questionnaire can be accessed in Appendix A.

4.2. Participants and ethics

The quantitative research will employ probability sampling to ensure data collection is randomized, utilizing both online and physical methods (Burt et al., 2009). The questionnaire will include opportunities for participants to provide elaborations and indicate their willingness to participate further. Conversely, the

qualitative research will adopt a volunteer sampling approach, conducting interviews in comfortable environments such as bars, cafes or homes. The only requirements for participants are residency in the municipality of Heerenveen and eligibility to vote. An overview of participants is presented in Table 1.

| <i>Participant:</i> | <i>Age:</i> | <i>Gender:</i> | <i>Residency in Heerenveen?</i> | <i>Lelylijn stance:</i> | <i>Professional or citizen perspective:</i> | <i>Interview type:</i> |
|---------------------|----------------|--------------------|---------------------------------|-------------------------|---|---------------------------------------|
| <i>1</i> | <i>54</i> | <i>Male</i> | <i>Yes</i> | <i>Moderate</i> | <i>Citizen</i> | <i>In-depth interview</i> |
| <i>2</i> | <i>21</i> | <i>Male</i> | <i>Yes</i> | <i>Pro</i> | <i>Citizen</i> | <i>In-depth interview</i> |
| <i>3</i> | <i>69</i> | <i>Male</i> | <i>Yes</i> | <i>Con</i> | <i>Professional</i> | <i>In-depth interview</i> |
| <i>4</i> | <i>47</i> | <i>Male</i> | <i>Yes</i> | <i>Pro</i> | <i>Professional</i> | <i>In-depth interview</i> |
| <i>5</i> | <i>Unknown</i> | <i>Male</i> | <i>Yes</i> | <i>Con</i> | <i>Citizen</i> | <i>Conversation</i> |
| <i>6</i> | <i>Unknown</i> | <i>Female</i> | <i>Yes</i> | <i>Pro</i> | <i>Citizen</i> | <i>Conversation</i> |
| <i>7</i> | <i>Unknown</i> | <i>Male/Female</i> | <i>Yes</i> | <i>Both Pro/Con</i> | <i>Citizen</i> | <i>Additional responses to survey</i> |

Table 1: Overview of interviewee characteristics (Author, 2023).

The research adheres to the fundamental ethical principles of beneficence and non-harm towards participants and respondents. The Netherlands Code of Conduct for Research Integrity (KNAW et al., 2018) serves as a guiding framework. In the questionnaires, no obligation was imposed for completion or response, and participation was entirely voluntary. Prior to the interview, informed consent was obtained either verbally or through written signatures. All quantitative and qualitative data was stored anonymously to ensure ethical considerations and beneficence.

Maintaining neutrality and avoiding conflicts of interest were essential during the data collection process. Open-ended questions were employed, designed to be individually deterministic and non-

offensive. Given the research’s focus on political stance, meticulous efforts were made to investigate in a respectful and fair manner. Personal biases and perspectives were prevented from influencing the research, thus respecting participants’ individual preferences and stances in an unbiased and truthful manner.

5. Results (quantitative)

The present study employed quantitative analysis as a means to address research questions 1 and 2. In order to assess the gathered data, an initial descriptive analysis was conducted. This analysis encompassed an examination of the overall dataset, along with a comparison between the collected data and the outcomes of the provincial elections. The comprehensive quantitative examination is included in appendix B.

5.1. Current local perceptions of the Lelylijn

In order to address sub-questions, I and II, it is crucial to investigate the prevailing local stance towards the Lelylijn and the influence of political standpoint on support for the Lelylijn. Therefore, a descriptive analysis was conducted, resulting in the construction of Table 2 that captures the general attitude towards the Lelylijn. Within Table 2, the decision was made to categorize responses into low, moderate and high values. Specifically, low values were defined as responses falling within the range of 1,2 and 3 on the Likert scale, while moderate values encompassed responses of 4,5, and 6, and high values represented responses of 7, 8, and 9 (Pauer et al., 2016).

| Question: | Awareness about the Lelylijn: | Lelylijn as a whole: | Current implementation of the Lelylijn: |
|-------------------------------|-------------------------------|----------------------|---|
| Median on a 1-9 scale rating: | 6 | 5,5 | 5 |
| Number of low values: | 6 | 9 | 15 |
| Number of moderate values: | 32 | 33 | 36 |
| Number of high values: | 35 | 28 | 22 |

Table 2: Descriptive statistics about the Lelylijn inquiries (Author, 2023).

Next, an analysis of the current demographic characteristics in relation to the values presented in Table 2 was conducted to ascertain the attitudes and variations in stance within the population. To enable ordinal-to-ordinal comparison, the age data was transformed according to the methodology outlined by Binkley et al. (2004). Both the chi-square test and Spearman’s rho were deemed suitable statistical measures for comparing ordinal data with ordinal data (Burt et al., 2009).

For the chi-square test, the requirements include having nominal and/or ordinal data ensuring no more than 20% of the expected counts are less than 5, and that individual counts are greater than 1. On the other hand, the prerequisites for utilizing Spearman’s rho involve working with variables that possess an

ordinal nature and exhibit monotonous relationships (Burt et al., 2009). All requirements were met for the following results.

The results presented in Table 3 indicate that, based on a 95 % confidence interval, both chi-square and Spearman’s rho tests allow us to reject the null hypothesis (H0) regarding the relationship between awareness and age. However, it is important to note that the strength of the relationship is weak. Furthermore, only the Spearman’s rho test allows us to reject the H0 concerning the relationship between support for the Lelylijn plan values and age, with a similarly weak strength of relationship. Notably, the lack of significance in the chi-square test suggests a high probability of committing Type I or Type II errors when accepting or rejecting the null hypothesis (Burt et al., 2009). Finally, no significant relationship was observed in the current implementation in relation to age.

| Relationship age with: | Sig-level two-tailed chi-square: | Sig-level two-tailed Spearman’s rho: | Relationship following chi-square: | Relationship following Spearman’s rho: | Strength relationship: | Conclusion: |
|------------------------|----------------------------------|--------------------------------------|------------------------------------|--|------------------------|---|
| Awareness | 0,003 | 0,005 | -0,250 | -0,326 | Weak relationship | H0 can be rejected but only weak relationship detected |
| Lelylijn plan | 0,106 | 0,037 | No significance | -0,250 | Weak relationship | Differentiation between measurements whether H0 can be rejected. Decision correlates with high change of type I or II error |
| Current implementation | 0,370 | 0,369 | No significance | No significance | No relationship | H0 accepted |

Table 3: Relationship age with the rating of awareness, plan and current implementation of the Lelylijn (Author, 2023).

Furthermore, an analogous approach was adopted to examine the influence of gender. Spearman’s rho was not suitable in this case due to the nominal nature of the gender data. Based on the findings shown in Table 4, it can be inferred that gender does not have a significant effect on altering the distribution within the population as the null hypothesis was not rejected (Burt et al., 2009).

| Relationship gender with: | Sig-level two-tailed chi-square: | Relationship following chi-square: | Strength relationship: | Conclusion: |
|---------------------------|----------------------------------|------------------------------------|------------------------|-----------------------------------|
| Awareness | 0,520 | No relationship | No relationship | H0 accepted, risk of type 2 error |
| Lelylijn plan | 0,238 | No relationship | No relationship | H0 accepted, risk of type 2 error |
| Current implementation | 0,061 | No relationship | No relationship | H0 accepted, risk of type 2 error |

Table 4: Relationship gender with the rating of awareness, plan and current implementation of the Lelylijn (Author, 2023).

Supplementary to the demographic comparisons with Lelylijn values, the level of awareness about the plan was assessed to explore potential determinants associated with higher ratings of the Lelylijn and its current implementation. Spearman's rho and chi-square's Somers' d tests were employed for this analysis. The chi-square test requires nominal and/or ordinal data, with no more than 20% of the expected counts being less than 5, and individual counts all greater than 1. Spearman's rho necessitates working with variables of ordinal nature and exhibit monotonous relationships (Burt et al., 2009). All requirements were satisfied for the following results.

Within Table 5, considering the 95 % confidence interval, only a weak or nonexistent relationship between awareness and higher rating of the plan can be discerned (Burt et al., 2009). Consequently, no definitive conclusions can be drawn from these findings. Thus, it can be concluded that awareness about the plan does not significantly correlate with higher or lower valuation of the Lelylijn and its current implementation.

| Relationship awareness with: | Sig-level two-tailed chi-square: | Sig-level two-tailed Spearman's rho: | Relationship following chi-square: | Relationship following Spearman's rho: | Strength relationship: | Conclusion: |
|------------------------------|----------------------------------|--------------------------------------|------------------------------------|--|------------------------|--|
| Evaluation Lelylijn plan | 0,063 | 0,038 | No relationship | 0,248 | Weak relationship | Differentiation between measurements whether H0 can be rejected. Decision correlates with high change of |

| | | | | | | |
|-------------------------|-------|-------|-----------------|-------|-------------------|---|
| | | | | | | type I or II error |
| Evaluation current plan | 0,097 | 0,048 | No relationship | 0,232 | Weak relationship | Differentiation between measurements whether H0 can be rejected. Decision correlates with high change of type I or II error |

Table 5: Relationship awareness with the rating of the total plan and current implementation of the Lelylijn (Author, 2023).

In conclusion, the perception of the Lelylijn project in the municipality of Heerenveen can be characterized as moderately favorable, based on the predominant mode values reported in Table 2. The examination of demographic characteristics did not yield significant results, suggesting the absence of a significant demographic driver for the stance towards the Lelylijn project. However, it is noteworthy that age has been identified as a significant factor influencing both the awareness and rating of the project.

5.2. Relationship stance and evaluation of the Lelylijn

To address the second sub-research question, it is crucial to investigate potential associations between political stance and attitudes toward the Lelylijn project. Accordingly, political stance was utilized as the independent variable, while values towards the Lelylijn served as the dependent variable. The ordinal nature of the dependent variable, measured through three ordinal values, was compared against the binomial grouping variable of yes/no voting identity per stance. To analyze these relationships, the Mann-Whitney U test was selected. The prerequisites for conducting the Mann-Whitney U test include working with ordinal data and ensuring mutual independence, both of which were met in this research (Burt et al., 2009).

The results are categorized based on political streams, taking into account general stance and the main participants in the 2021 provincial elections. A distinct category is established for right-wing opposition parties due to their conservative position regarding the Lelylijn, which aligns with populist ideology in the Netherlands as discussed by Meijers and Zaslove (2021).

Table 6 presents the results of the comparison, revealing various patterns. As expected, individuals who voted for the political parties that have endorsed the Lelylijn demonstrate significantly higher ratings for the current implementation of the project. Conversely, right-wing opposition exhibit significant disagreement with these ratings. Notably, supporters of the BBB party indicate significantly lower ratings for both the Lelylijn itself and its current implementation. On the other hand, the left-wing opposition PVDA/GL displays positive differences in favor of the Lelylijn but does not exhibit significant favorability towards the current implementation, as indicated by the non-rejection of the null hypothesis (Burt et al.,

2009). These findings indicate the presence of skeptical perspectives regarding the current implementation across different points of the political spectrum.

| Political party/group: | Sig-level 2-tailed Mann-Whitney test awareness: | Sig-level 2-tailed Mann-Whitney test Lelylijn: | Sig-level 2-tailed Mann-Whitney test current implementation | Direction of significant values: | Conclusion: |
|---|---|--|---|----------------------------------|---|
| Governmental parties | 0,710 | 0,063 | 0,004 | Higher sum-of-ranks | H0 rejected for the current implementation with significantly higher values |
| BBB | 0,237 | 0,030 | 0,008 | Negative sum-of-ranks | H0 rejected for both the plan itself and the current implementation of the Lelylijn with significantly lower values |
| Left-wing opposition: PVDA/GL | 0,327 | 0,015 | 0,055 | Positive sum-of-ranks | H0 rejected for the Lelylijn plan solely, with significantly higher values |
| Right-wing opposition: FNP, PVV and FVD | 0,327 | <0,001 | <0,001 | Negative sum-of-ranks | H0 rejected for the Lelylijn and the current implementation with significantly lower values |

Table 6: Outcomes specific voting behavior towards values of awareness and rating of Lelylijn and current implementation of the Lelylijn (Author, 2023).

Table 6 provides evidence of the influence of stance behavior on the ratings of the Lelylijn project. This following analysis aims to explore the extent of this relationship and its implications for segregating patterns. Segregation patterns can be identified by examining extreme values. In a 9-point Likert scale,

extreme values encompass the lowest 3 values (negative) and the upper 3 values (positive) (Pauer et al., 2016). By comparing these extreme values within each group, outliers representing extreme positive or negative values can be identified. The presence of outliers could suggest segregation patterns similar to those observed by Huijsmans and van Hiltenberg (2023) regarding place-based moral resentment.

To examine extreme values, a transformation from ordinal to ratio data was performed, enabling the use of two-sample t-test. The prerequisites for this test include having ratio or ordinal data, a normal distribution or a sample size above 30, and the requirement that the groups being compared are independent. All of these requirements were satisfied.

The findings presented in Table 7 suggest that the governmental, BBB and left-wing opposition political streams exhibit no significant differences, leading to the retention of the null hypothesis. However, it is noteworthy that right-wing opposition significantly distinguish themselves from the rest of the population, indicating the precedence of values indicating segregation.

| Political party/groups compared to population via extreme values: | Type of test: | Sig-level 2-tailed: | Rejection H0: | Conclusion: |
|---|-------------------|---------------------|---------------|---|
| Governmental parties: positive extreme values | Two-Sample T-Test | 0,630 | No | In the population means of extreme values of the governmental parties and the rest of the population are equal |
| BBB: negative extreme values | Two-Sample T-Test | 0,520 | No | In the population means of extreme values from the BBB and the rest of the population are equal |
| Right-wing opposition: negative extreme values | Two-Sample T-Test | <0,001 | Yes | In the population means of extreme values of the right-wing opposition and the rest of the population are not equal |
| Left-wing opposition: positive extreme values | Two-Sample T-Test | 0.131 | No | In the population means of the left-wing opposition and the rest of the population are equal. |

Table 6: Relationship between political preferences and positive/negative extreme values towards the Lelylijn (Author, 2023).

In conclusion, the findings in Table 6 demonstrate significant relationships between different political streams and ratings of the Lelylijn project, indicating varying levels of support based on political stance. Notably, BBB voters exhibit lower ratings compared to the rest of the population regarding the Lelylijn plan and its current implementation, as indicated by the median values in Table 6. However, the absence of significant differences in extreme values ($p = 0.520$) challenges direct comparisons. Additionally, while governmental parties express more positive ratings for the Lelylijn (as shown in Table 6), there are no significant differences in extreme values according to Table 7. Therefore, caution is warranted in interpreting these findings and drawing comparisons with the study by Huijsmans and van Miltenberg (2023) regarding substantial “within differences” as a form of segregation.

6. Discussion (qualitative)

The qualitative analysis encompasses diverse perspectives stemming from factors such as age, political viewpoints, and professional backgrounds. These distinct viewpoints contribute to multiple interpretations and highlight the significance of individual positionality. The analysis involved a combination of deductive and inductive coding methods. A comprehensive code tree provided is available in Appendix D for reference.

6.1. Experiences and stance

Based on the findings presented in Table 2, it can be concluded that the general stance towards the Lelylijn project was moderately positive. This observation was supported by the qualitative analysis, which revealed a range of perspectives from conservative to highly enthusiastic, indicating a cautious but overall positive sentiment. These findings align with the outcomes of the recent public participation stated in Mouter et al. (2023). Furthermore, during the descriptive analysis a significant association was observed between age and awareness/approval of the Lelylijn project. However, the effect size of this relationship was found to be weak, indicating limited explanatory power (Burt et al., 2009). Moreover, qualitative interviews revealed variations in perspectives based on age. Younger interviewees exhibited higher levels of case-specific knowledge regarding the Lelylijn and expressed distinct viewpoints regarding the project’s implications.

The qualitative findings revealed significant associations between different political streams and the evaluation of the Lelylijn project. Interviewees with varying voting identities exhibited distinct opinions regarding certain aspects of the project. However, correlations between individuals who were both in favor and against the project were also identified. When discussing the implications of the Lelylijn and the changes it would bring to the region, participants expressed diverse perspectives, particularly in terms of awareness and conceptualization. Both professional and non-professionals emphasized the potential for economic growth in the region and improved connectivity, as argued by Studio bereikbaar et al. (2021). From an economic and financial standpoint, many positive aspects were mentioned, such as increased facilities, reduced travel time, and a sense of recognition on a national level.

“There could be an increase in businesses in the North, that the North goes in an uphill bound-direction” (Participant 1).

“Connection to the rest of the Netherlands, will work for the better considering the image people have for the region of Heerenveen or even Friesland as a whole” (Participant 4).

The quantitative findings reveal a statistically significant inverse association between both voting for right-wing and BBB political streams and the evaluation of the Lelylijn project. In-depth interviews conducted with this voting identity brought forth concerns regarding the projected effects on local culture and the perceived transition towards an increasingly urbanized outlook. Emotions such as skepticism, mistrust and regional-rooted resentment, as posited by Huijsmans and van Miltenberg (2023) were frequently expressed. These sentiments were frequently tied to recent regional matters, with anticipations of forthcoming conflicts arising from the implementation of the Lelylijn project.

“You can lose the local atmosphere and culture” (Participant 3).

“In Friesland it is already getting a little crowded, and if the Lelylijn were to add even more houses it wouldn’t work for the best, we do not need so many houses” (Participant 5).

6.2. Debunking the narrative

Quantitatively, the analysis conducted demonstrates a significant relationship between individuals’ political stance and their level of support for the Lelylijn project. However, the absence of significant differences in extreme values challenges the prevailing notion of a strong segregating effect. As a result, a nuanced interpretation is warranted. Consequently, it becomes crucial to consider the multifaceted emotional responses associated with the evaluation of a project of this nature, such as the Lelylijn.

In their recent work, Huijsmans and van Hiltenberg (2023) underscored the importance of adopting a geographical perspective when examining the concept of “moral unease”. This notion encompasses sentiments of societal deterioration and a sense of powerlessness (Steenvoorden, 2016). However, it is crucial to disentangle correlation from the intertwined aspects of governmental resentment or institutional distrust, as mentioned by Lütjen (2022). In the specific context of the Lelylijn project, current discussion primarily focusses on its origin as a reflection of political behavior. In contrast, it could be worthwhile to investigate the potential associations between the Lelylijn and “moral unease” in order to ascertain potential transformations or changes.

During the interviews conducted with citizens, their perceptions regarding the impacts and potential improvements of the Lelylijn plan were explored. The findings revealed diverse perspectives, highlighting values associated with uncertainty and skeptical future perspectives. The protracted nature of negotiations, combined with a perceived lack of progress and sense of regional subordination, as discussed by Rodriguez Pose (2018), contributed to the prevailing sentiment of uncertainty among the interviewees. Notably, several participants emphasized the significance of effective communication throughout the planning and implementation process, as noted by Vanclay et al. (2015), as something which has been done too little.

“Influence and reconciliation of the region. Making clear agreement of which prior to the decision the public is informed and clarify what the intentions are” (Participant 1).

“But I really think that informing people in the right manner is a must for projects like these” (Participant 2).

The protracted nature of negotiations, coupled with the perceived lack of progress and a sense of regional subordination as revealed in the qualitative analysis, suggest a causal relationship between the devaluation of individuals within a project like the Lelylijn and the experience of “moral unease”, as described by Steenvoorden (2016). Furthermore, the sentiments expressed regarding the Lelylijn in the interviews align with the concept of “places that don’t matter” put forth by Rodriguez Pose (2018). This study places strong emphasis on the impact of political stance and shifting attitudes on the evaluation of the Lelylijn. Consequently, the influence of the project on feelings of moral unease could be explored further, as well as considering the possibility of the project itself as a causal factor in fostering sentiments of being left behind (Rodriguez Pose, 2018).

6.3. Converging perspectives

From a professional standpoint, similarities were identified among participants in their approach to the Lelylijn project. Both conservative and positivist perspectives emphasized the significance of transparency, communication, and the value of knowledge. Transparency emerged as a highly valued aspect among all professionals. Notably, participants 3 and 4, despite having divergent opinions about the Lelylijn, both underscored the importance of transparency and openness.

“The biggest failure risk is not being in contact with the citizens, politics should be open to signals and should tell a thought-through narrative itself” (Participant 4).

“I value transparency most highly” (...) *“You need to be very transparent in order to make things like these work”* (Participant 3).

Throughout the interviews, a prevalent sense of skepticism and criticism emerged regarding the proposed housing adjustments associated with the Deltaplan (Decisio et al., 2022). From a pro-Lelylijn professional standpoint, it was regarded as a mere gimmick that should not receive much attention. Conversely, in discussions with the representative of the BBB, it was considered an essential component of the coalition agreement. Furthermore, a conservative perspective emphasized the significant impact of the Deltaplan in terms of potential infringement upon local identity.

“Doubling the number of dwellings, which makes you lose the atmosphere and culture. Which is because they search for space, but doubling the number of dwellings in this timespan would ruin the supply of culture in the region”.

The existence of differing perspectives and narratives surrounding the external implications of the Lelylijn project highlight the potential for polarization among political streams. The effective utilization of knowledge, information and communication emerges as crucial factors that shape outcomes. The research findings reveal a significant presence of uncertainties and moderate decisiveness attitudes towards the

Lelylijn project. From the citizens' perspective, there is a clear demand for transparency and effective communication throughout the project's lifecycle. Moreover, these values are also highly regarded by professionals involved in the process. This consensus of importance aligns with the findings of Vanclay et al. (2015), who emphasized the importance of public participation. Consequently, the emergence of diverse perspectives can be facilitated through robust citizen engagement, accompanied by a focus on communication, transparency, and the value of knowledge.

7. Conclusion

This study investigates the impact of the evolving socio-political paradigm on the Lelylijn project. By utilizing the theoretical framework, it explores the localized resentment caused by disparities in specific regions of the Netherlands, which can be attributed to the concept of "moral unease" as proposed by Steenvoorden (2016). These outcomes of "moral unease" result in a discouraging outlook and reduced support for the government. To understand the political influence on evaluation of the Lelylijn project, a mixed methods analysis is employed in this study to examine potential correlations with the changing socio-political paradigm.

Current local perceptions of the Lelylijn in the municipality of Heerenveen are moderately positive. There is a noticeable correlation between patterns of governmental and right-wing voters and the political stream's stance towards the project. The political party BBB, which represents the paradigm shift, is associated with a skeptical perspective towards the Lelylijn, as indicated by a significant correlation between voting identity and decreasing support for the project. Overall, the political stance weakly influences support for the Lelylijn, with left-wing opposition showing no significant patterns, possibly related to skepticism and uncertainty values found in the qualitative analysis. Extreme values only show significant differences for right-wing opposition, debunking extreme segregation narratives from both critical and optimistic perspectives. Experiences of the Lelylijn vary among different age groups and have different impacts on daily life per individual. Optimistic perspectives underline the importance of connectivity and economic influx. Critical attitudes, on the other hand, emphasize regional attachment and feeling unheard of, similar to the findings of Rodrigues Pose (2018).

The changing patterns of voting behavior reflect a skeptical outlook towards the Lelylijn, but there are no strong direct correlations between understanding and considerations of the project and one's political perspective. Steenvoorden (2016) introduced the concept of "moral unease", which encompasses societal decline, feelings of powerlessness, and a sense of being left behind (Rodriguez Pose, 2018). These emotional patterns influence both political orientations and the evaluation of infrastructure projects like the Lelylijn. Consequently, one's political stance does not singularly determine the overall valuation of such projects. However, it can exert a reflection, as evidenced by significant outcomes in the quantitative analysis. Moreover, qualitative analysis reveals that certain specific aspects of a plan, exemplified by the Deltaplan (Decisio et al., 2022) in this instance, have the potential to engender misinterpretations and foster divergent interpretations. Hence, it is essential to acknowledge that the Lelylijn project itself may not presently serve as the primary catalyst for "moral unease," but rather, it could potentially become so in the future as these misinterpretations gain momentum and shape their own trajectory. Both professional and citizen perspectives, as observed in the qualitative analysis emphasize the significance of communication and transparency. This findings aligns with the research by Vanclay et al. (2015), which suggests that

maximizing public participation and involvement can enhance the acceptance of infrastructural projects, as exemplified by the case of the Lelylijn. Consequently, by implementing descaling measures, it is possible to reduce individuals' dissatisfaction manifested as "moral unease" and facilitate integration not only in physical but also socially across different regions.

Further research could explore the influences of additional stakeholders in relation to the Lelylijn project. By focusing solely on the political perspective, there is a limitation in terms of a one-sided adjustment. However, considering the multifaceted nature of the Lelylijn and similar projects, there is potential for examining the economic, ecological, and physical perspectives towards such projects. These dimensions could serve as fruitful avenues for further elaboration and analysis, providing a more comprehensive understanding of the project's implications

A reflexive examination reveals several notable limitations in this research. Firstly, the mixed methods approach employed in this study involved a relatively small sample size for both quantitative and qualitative measures. A larger number of respondents in the quantitative analysis would have yielded more robust results. Similarly, the limited number of interviews conducted in the qualitative analysis may have resulted in a lack of diverse perspectives. Furthermore, given that the Lelylijn project is still in the planning phase, perspectives and considerations surrounding it are subject to fluid changes. Consequently, this research is highly contingent upon the specific timeframe in which it was conducted. The dynamic and evolving nature of paradigms related to the project complicates the formulation of general statements that can effectively inform future research and policy.

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Appendix:

A) Interview and questionnaire guide

Questionnaire questions:

Online: via the use of Qualtrics, and physical: distributed via paper.

Introduction:

Informed consent: explanation of rights etc.

Name of the researcher

Aims and goals of the research

Questions:

- What is your age?
- What is your gender?

- Type of rurality/urbanity?
- Voting identity? Yes/no
- Political preference: (nominal) (Not obligatory)
- Government or anti-government vote: (binominal)
- Awareness: 9-point scale
- Lelylijn as a whole: 9-point scale
- Current implementation of the Lelylijn: 9-point scale.

Physical questionnaire example provided in appendix C.

Interview guide:

Various interview guides were used, these were adjusted per individual with whom the interview was conducted.

Interviews with individuals identified as citizens.

Introduction questions:

Good morning, afternoon, evening, how are you?

A lot on the schedule?

How were the travels?

Can you tell me a little about the region we are currently in?

What makes this region so special?

What made you want to elaborate further in my research?

Lelylijn questions:

What is your opinion about the Lelylijn?

Why is that?

Would your daily or weekly life be affected through the Lelylijn?

How?

What benefits/negatives are associated with it according to you?

How exactly?

What do you think of choices being made by national authorities that have an impact on a regional level?

(Link back to the questionnaire data)

What do you think will be the local perception towards the Lelylijn project?

How so?

How much confidence do you think people from this region have in such projects?

What difference is there between national and regional scale politics according to you?

How so?

Political implications :

To what extent does the national government take this region into account?

How so?

To what extent do you feel the connection between politics on a national level and what is happening in the region you live?

Can you give a possible explanation?

Do you think there is a difference in sentiment comparing this region to the Randstad region? If yes/no, why or why not?

Can you give an example?

To what extent are you happy with the decisions that are made with regards to your region?

How so?

How much decisiveness do you have on a local scale?

Everywhere? Or just here? Elaborate

In your opinion, how can trust improve itself on a local level (as there has been proof of increasingly less trust)?

Futuristic and planned behavior questions:

How confident are you in a successful outcome?

Relate back to the political opinion

What changes should be made for improvement?

Where?

To what extent is that realistic?

What effect might regional sentiment (as we have been talking about) have on such projects?

How do you think populist and anti-establishment voting will develop in the coming years?

What are your expectations for the future?

Variances were made for individual and perspective questions per professional. The following interview guide was leading throughout these interviews

Interviews with individuals identified as political professionals.

Introductory questions varied per individual. Examples:

Good morning, afternoon, evening, how are you?

Congratulations on the appointment as a candidate deputy, could you explain to me exactly what this means and what this could change for your current position?

We are currently in the municipality of Heerenveen, can you tell me something about the region we are in now?

What makes this region so special? And what makes it unique to you?

Specific questions:

What is the relationship of your position to the project: the Lely line?

What do you know exactly (from your position) about the project: the Lely line?

How would the physical living environment in the municipality of Heerenveen change if the Lely line were introduced?

And how do these changes differ within municipal boundaries? (From a possible urban/rural perspective)

What benefits are associated with the project?

What are the disadvantages associated with the project?

How could the Lely line change the daily lives of residents of the municipality of Heerenveen?

What is the position of the party you represent on the Lely line? (In this case the....).

What is your personal opinion about the lely line? (From positionality: living in the municipality of Heerenveen)

What do you think will be the local reaction to a final realization of lelylijn?

What is the sentiment in the region towards such projects?
 What effect might regional sentiment have on such projects?
 What difference is there between national and regional politics, beyond decisiveness?
 How much say and decisiveness does regional and/or provincial politics have in projects such as these?
 How much confidence do you think people from the Heerenveen region have in projects like this?
 How do you think trust can decrease or increase on a small scale?
 In the event of concrete realization of such plans, how would it improve local perception?
 What do you think of choices being made by national authorities that have an impact on a regional level?

What values do you think must be safeguarded within the realization of a project like this?
 How do you think the project will turn out?
 How confident are you in a successful outcome?
 What kind of changes should take place?
 What kind of future prospects does a region like this have?

B) Statistical data

The present study employed quantitative analysis to investigate research questions 1 and 2. To evaluate the collected data, a descriptive analysis was initially performed. This analysis encompassed an examination of the overall dataset, as well as a comparison between the collected data and the outcomes of the provincial elections. The primary descriptive statistics can be found in Table 1, Table 2 and Table 3.

| Data: | Valid N: | Gender percentages: | Mean age: | Self-identified urbanity/rurality: | Amount of people who voted: |
|----------|----------|--|---------------|---|---|
| Outcome: | 76 | Man: 53,9, Female: 39,5 Other: 5,6 % | 40,4247 years | Urban: 30,6 % Rural/Urban: 34,7 % Rural: 34,7 % | Did vote: 79,5 % Didn't vote: 20,5 % |

Table 1: Demographic statistics (Author, 2023).

| Relevant party & or groups towards the Lelylijn: | Governmental parties (CDA, CU, D66 & VVD): | BBB: | Left opposition (PVDA & GL): | Right opposition (FVD, FNP & PVV): | Other: | Total: |
|--|--|--------|------------------------------|------------------------------------|--------|--------|
| Share of votes within the dataset: | 21 | 14 | 13 | 7 | 4 | 59 |
| Percentage of total | 35,5 % | 23,7 % | 22,1 % | 11,9 % | 6,8 % | 100 % |

| | | | | | | |
|-------------------|--|--|--|--|--|--|
| votes in dataset: | | | | | | |
|-------------------|--|--|--|--|--|--|

Table 2: Data per political party, while taking out N of people who didn't want to disclose personal vote (Author, 2023).

| Question: | Awareness about the Lelylijn: | Lelylijn as a whole: | Current implementation of the Lelylijn: |
|-------------------------------|-------------------------------|----------------------|---|
| Median on a 1-9 scale rating: | 6 | 5,5 | 5 |
| Number of low values: | 6 | 9 | 15 |
| Number of moderate values: | 32 | 33 | 36 |
| Number of high values: | 35 | 28 | 22 |

Table 3: Descriptives about the Lelylijn questions (Author, 2023).

From a methodological standpoint, the collected data underwent testing to identify potential sampling bias, as stipulated by Burt et al. (2009). A comparison of the various sampling strategies employed was conducted to detect any indications of bias. Specifically, an analysis was conducted examining the demographics of age, gender, and participants' voting behavior. Various tests were conducted in order to examine this. To compare the variable of age, a two-sample t test was utilized. The prerequisites for this test include having ratio or ordinal data, a normal distribution or a sample size above 30, and the requirement that the groups being compared are independent. For both gender and voting identity, a chi-square test was performed. The requirements for this test involve having nominal and/or ordinal data. Additionally, no more than 20 % of the expected counts should be less than 5, and for individual counts, they should be greater than 1 (Burt et al., 2009).

The results of this analysis, presented in Table 4, reveal that only age exhibits significant differences between the two sampling strategies. Consequently, it is crucial to exercise caution when considering potential sampling bias, as highlighted by Burt et al. (2009), particularly in relation to age.

| Type of demographics: | Requirements met: | H0: | Significance level 2-tailed: | Conclusion: | Error risk: |
|-----------------------|-------------------|---|------------------------------|---------------|-------------|
| Age | Yes | In the population, the mean of both groups is equal | < 0,001 | Rejection H0 | Type 1 |
| Gender | Yes | In the | 0,335 | Acceptance H0 | Type 2 |

| | | | | | |
|-----------------|-----|--|-------|---------------|--------|
| | | population there is no difference between distributions of groups | | | |
| Voting identity | Yes | In the population there is no difference between distributions of groups | 0,358 | Acceptance H0 | Type 2 |

Table 4: Sampling strategy check for sampling bias (Author, 2023).

Furthermore, by incorporating the dataset from Wielinga (2023), which encompasses information on the provincial elections, a subsequent quality assessment can be conducted. Initially, an examination was conducted to assess the presence of sampling bias by scrutinizing the proportion of individuals who participated in voting. In order to conduct this assessment, a binomial test was employed. The prerequisites for this test include having a fixed number of trials (N), each trial being independent and having two possible outcomes, while the probability for each outcome remains constant from trial to trial. All requirements were met within the following outcome.

The results, presented in Table 5, reveal notable disparities in the percentages of individuals who cast their votes. Consequently, it is plausible that potential non-sampling errors may have occurred within the sample, as postulated by Burt et al. (2009).

| Question: | Distribution in sample | Target distribution (population) | H0: | Sig-level 2-tailed: | Conclusion: | Error risk: |
|--|------------------------|--------------------------------------|--|---------------------|--------------|-------------|
| Voting identity (whether people voted) | 79,45 % | 64,63 % according to Wielinga (2023) | In the population the proportions of the share of people who voted are equal | 0,008 | Rejection H0 | Type 1 |

Table 5: Outcomes binomial test accounting for “voting identity” (Author, 2023).

Table 6 displays the results of the analysis conducted to compare the allocation of votes across various political parties/streams with the corresponding data from Heerenveen (2023). This comparative analysis

aimed to explore the potential presence of sampling bias or missing values in the dataset. Once again, binomial testing was employed as the statistical approach, with similar prerequisites. These prerequisites necessitated a fixed number of trials (N), independence of each trial, and two possible outcomes with a constant probability for each outcome across trials. All these requirements were fulfilled in the present study.

Upon comprehensive examination of all the political streams subjected to analysis, no statistically significant differences were identified. This lack of significant differences indicates the absence of non-sampling errors within the dataset (Burt et al., 2009).

| Separation political stream: | Distribution in sample | Target distribution (population) | H0: | Sig-level 2-tailed: | Conclusion: | Error risk: |
|--|------------------------|---|---|---------------------|-----------------|-------------|
| In favor or against current government | 0,333 | 0,244 based on the data of Gemeente Heerenveen (2023) | In the population the proportion between measured and actual values are equal | 0,110 | No rejection H0 | Type 2 |
| BBB | 0,237 | 0,249 | In the population the proportion between measured and actual values are equal | 0,974 | No rejection H0 | Type 2 |
| Left influence: GroenLinks and PVDA | 0,220 | 0,205 | In the population the proportion between measured and actual values are equal | 0,826 | No rejection H0 | Type 2 |
| Outspoken critics: | 0,119 | 0,149 | In the population the proportion | 0,662 | No rejection H0 | Type 2 |

| | | | | | | |
|--|--|--|--|--|--|--|
| | | | between measured and actual values are equal | | | |
|--|--|--|--|--|--|--|

Table 6: Examinations share of votes per political stream compared to data from Gemeente Heerenveen (2023) (Author, 2023).

In conclusion, it is evident that only the aspect of voting patterns concerning attendance was inadequately addressed in this study. However, the examination of voting behavior regarding governmental parties and the BBB was conducted appropriately. Given the limited sample size of 76 participants, there is potential for significant improvement by expanding the sample size. Nonetheless, the inclusion of relevant actors associated with political influence, which is crucial for a comprehensive understanding in the context of this research, was effectively captured within the sample. Hence, meaningful analysis can be conducted based on these measurements.

C) Example physical questionnaire

Ervaringen met betrekking tot de Lelylijn.

Door deze vragenlijst in te vullen gaat u akkoord met het feit dat antwoorden anoniem en vergrendeld gebruikt worden in mijn onderzoek. Heeft u vragen, aanmerkingen, of iets anders wat u zou willen weten over dit onderzoek kunt u mij bereiken op M.H.Taconis@student.rug.nl.

Alvast erg veel bedankt voor het invullen en daarmee meehelpen aan het maken van mijn scriptie!

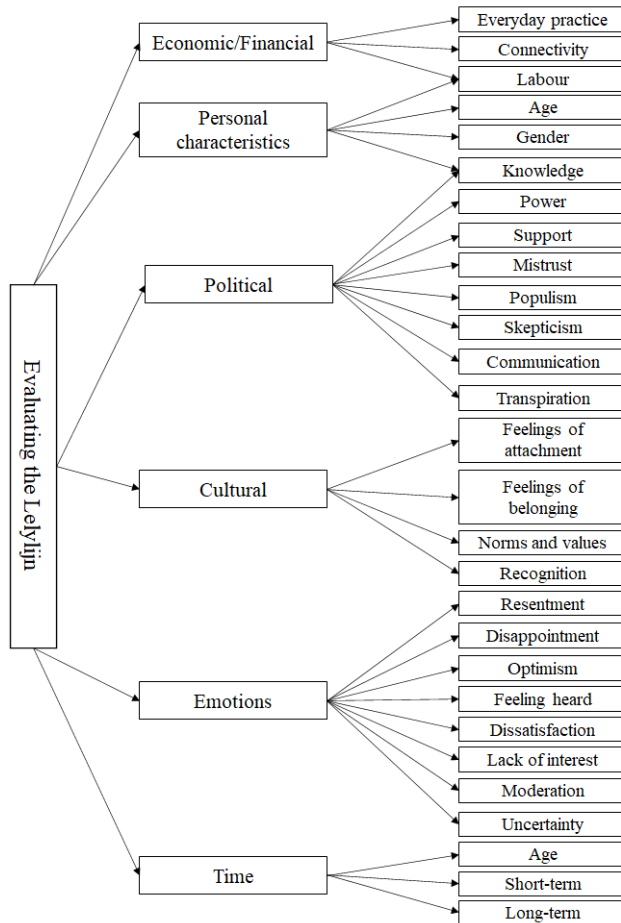
Namens: Maarten Taconis, student aan de Rijksuniversiteit Groningen, HGP

| | |
|---|--|
| 1 Wat is uw leeftijd? | |
| 2 Welke gender identificeert u zich mee? | |
| 3 Woont u in een stedelijk, platteland of deels stedelijk/plattelands gebied? | |

| | |
|--|--|
| 4 Heeft u gestemd bij de recente provinciale statenverkiezingen? | |
| <i>In het geval dat u 5a niet in wilt vullen kunt ook voor 5b kiezen</i> | |
| 5a Op welke partij heeft u gestemd of had u willen stemmen in de provinciale statenverkiezingen? | |
| 5b Heeft u tegen of voor de huidige regeringspartijen gestemd? | |
| 6 In hoeverre bent u zich bewust van de komst van de Lelylijn? (1: niet/10: wel) | |
| 7 Kunt u aangeven in hoeverre u voor of tegen het plan de Lelylijn bent? (1: volledig tegen/10: volledig voor) | |
| 8 Kunt u aangeven in hoeverre u voor of tegen de huidige manier van invoering van de Lelylijn bent? (1: volledig tegen/10: volledig voor) | |

Zou u graag verder uitleg geven over uw mening t.o.v. de politieke aspecten rondom de Lelylijn. Vult u dan hier uw e-mailadres in dan neem ik mogelijk contact op.

D) Qualitative code tree and the overview of participants



Qualitative code tree (author, 2023).

Overview interviewees (author, 2023).

E) Informed contents

Interview 1,2, 5 and 6 informed consent was done via conversational agreement.

For interview 3 and 4 informed consent was gathered via a written agreement.

The following piece of text is the written consent form:

Skepticism opulence: the Lelylijn

Consent to take part in research

I..... voluntarily agree to participate in this research study.

- I understand that even if I agree to participate now, I can withdraw at any time or refuse to answer any question without any consequences of any kind.
- I understand that I can withdraw permission to use data from my interview within two weeks after the interview, in which case the material will be deleted.
- I have had the purpose and nature of the study explained to me in writing and I have had the opportunity to ask questions about the study.
- I understand that participation involves partaking in a small interview.
- I understand that I will not benefit directly from participating in this research.
- I agree to my interview being audio-recorded.
- I understand that all information I provide for this study will be treated confidentially.
- I understand that in any report on the results of this research my identity will remain anonymous. This will be done by changing my name and disguising any details of my interview which may reveal my identity or the identity of people I speak about.
- I understand that disguised extracts from my interview may be quoted in the transcription of the interview and/or in the final bachelors thesis of Maarten Taconis.
- I understand that if I inform the researcher that myself or someone else is at risk of harm they may have to report this to the relevant authorities - they will discuss this with me first but may be required to report with or without my permission.
- I understand that signed consent forms and original audio recordings will be retained in a drive document secured by university security until 16-07-2023.
- I understand that a transcript of my interview in which all identifying information has been removed will be retained for 16-07-2025.
- I understand that under freedom of information legalization I am entitled to access the information I have provided at any time while it is in storage as specified above.
- I understand that I am free to contact any of the people involved in the research to seek further clarification and information.

Names, degrees, affiliations and contact details of researchers (and academic supervisors when relevant).

Signature of research participant

Signature of participant

Date

Signature of researcher

I believe the participant is giving informed consent to participate in this study

Signature of researcher

Date

F) Statistical measures taken

DATASET ACTIVATE DataSet1.

DESCRIPTIVES VARIABLES=AGE GENDER URBRUR Vote Politics2 Awareness Plan Implementation Survey
/STATISTICS=MEAN STDDEV VARIANCE MIN MAX.

FREQUENCIES VARIABLES=AGE GENDER URBRUR Vote Politics1 Politics2 Awareness Plan Implementation
Survey
/NTILES=4
/STATISTICS=RANGE MINIMUM MAXIMUM MEAN MEDIAN MODE SUM
/ORDER=ANALYSIS.

T-TEST GROUPS=Survey(1 2)
/MISSING=ANALYSIS
/VARIABLES=AGE
/ES DISPLAY(TRUE)
/CRITERIA=CI(.95).

CROSSTABS

```
/TABLES=GENDER BY Survey  
/FORMAT=AVALUE TABLES  
/STATISTICS=CHISQ CC PHI LAMBDA  
/CELLS=COUNT EXPECTED  
/COUNT ROUND CELL.
```

DATASET ACTIVATE DataSet1.

CROSSTABS

```
/TABLES=GENDER BY Survey  
/FORMAT=AVALUE TABLES  
/STATISTICS=CHISQ PHI  
/CELLS=COUNT  
/COUNT ROUND CELL.
```

CROSSTABS

```
/TABLES=Vote BY Survey  
/FORMAT=AVALUE TABLES  
/STATISTICS=CHISQ PHI  
/CELLS=COUNT  
/COUNT ROUND CELL.
```

FREQUENCIES VARIABLES=Vote Politics1 Politics2

```
/STATISTICS=MEDIAN MODE  
/ORDER=ANALYSIS.
```

NPAR TESTS

```
/BINOMIAL (0.6463)=Vote  
/STATISTICS DESCRIPTIVES  
/MISSING ANALYSIS.
```

NPAR TESTS

```
/BINOMIAL (0.244)=Politics2  
/STATISTICS DESCRIPTIVES  
/MISSING ANALYSIS.
```

RECODE Politics1 ('BBB'=1) ('1'=SYSMIS) (ELSE=2) INTO BBB.

VARIABLE LABELS BBB 'BBB'.

EXECUTE.

NPAR TESTS

```
/BINOMIAL (0.751)=BBB  
/STATISTICS DESCRIPTIVES  
/MISSING ANALYSIS.
```

RECODE Politics1 ('PVDA'=1) ('GL'=1) ('1'=SYSMIS) (ELSE=2) INTO PVDAGL.

VARIABLE LABELS PVDAGL 'PVDAGL'.

EXECUTE.

NPAR TESTS

```
/BINOMIAL (0.798)=PVDAGL
```

```
/STATISTICS DESCRIPTIVES  
/MISSING ANALYSIS.
```

```
RECODE Politics1 ('FNP'=1) ('PVV'=1) ('FVD'=1) ('I'=SYSMIS) (ELSE=2) INTO CRITICS.  
VARIABLE LABELS CRITICS 'crits'.  
EXECUTE.
```

```
NPAR TESTS  
/BINOMIAL (0.851)=CRITICS  
/STATISTICS DESCRIPTIVES  
/MISSING ANALYSIS.
```

```
RECODE AGE (18 thru 24=1) (25 thru 34=2) (35 thru 44=3) (45 thru 54=4) (55 thru 64=5) (65 thru  
74=6) (75 thru 84=7) (Lowest thru 85=8) (ELSE=SYSMIS) INTO AgeCohorts.  
VARIABLE LABELS AgeCohorts 'cohorts'.  
EXECUTE.
```

Change to the specifics about the data

```
CROSSTABS  
/TABLES=AgeCohorts BY Awareness  
/FORMAT=AVALUE TABLES  
/STATISTICS=CHISQ GAMMA D BTAU CTAU  
/CELLS=COUNT  
/COUNT ROUND CELL  
/BARChart.
```

```
NONPAR CORR  
/VARIABLES=AGE Awareness  
/PRINT=SPEARMAN TWOTAIL NOSIG FULL  
/MISSING=PAIRWISE.
```

```
CROSSTABS  
/TABLES=AgeCohorts BY Plan  
/FORMAT=AVALUE TABLES  
/STATISTICS=CHISQ GAMMA D BTAU CTAU  
/CELLS=COUNT  
/COUNT ROUND CELL  
/BARChart.
```

```
NONPAR CORR  
/VARIABLES=AGE Plan  
/PRINT=SPEARMAN TWOTAIL NOSIG FULL  
/MISSING=PAIRWISE.
```

```
CROSSTABS  
/TABLES=AgeCohorts BY Implementation  
/FORMAT=AVALUE TABLES  
/STATISTICS=CHISQ GAMMA D BTAU CTAU  
/CELLS=COUNT
```

```
/COUNT ROUND CELL  
/BARCHART.
```

```
NONPAR CORR  
/VARIABLES=AGE Implementation  
/PRINT=SPEARMAN TWOTAIL NOSIG FULL  
/MISSING=PAIRWISE.
```

```
CROSSTABS  
/TABLES=GENDER BY Awareness Plan Implementation  
/FORMAT=AVALUE TABLES  
/STATISTICS=CHISQ CC PHI LAMBDA  
/CELLS=COUNT  
/COUNT ROUND CELL  
/BARCHART.
```

Second phase analysis

```
NPART TESTS  
/M-W= Awareness Plan Implementation BY Politics2regeringspartijen(1 2)  
/MISSING ANALYSIS.
```

```
NPART TESTS  
/M-W= Awareness Plan Implementation BY BBB(1 2)  
/MISSING ANALYSIS.
```

```
NPART TESTS  
/M-W= Awareness Plan Implementation BY PVDAGL(1 2)  
/MISSING ANALYSIS.
```

```
NPART TESTS  
/M-W= Awareness Plan Implementation BY CRITICS(1 2)  
/MISSING ANALYSIS.
```

Next part

```
CROSSTABS  
/TABLES=Awareness BY Plan  
/FORMAT=AVALUE TABLES  
/STATISTICS=GAMMA D BTAU CTAU KAPPA  
/CELLS=COUNT  
/COUNT ROUND CELL.
```

```
NONPAR CORR  
/VARIABLES=Awareness Plan  
/PRINT=SPEARMAN TWOTAIL NOSIG FULL  
/MISSING=PAIRWISE.
```

```
CROSSTABS
```



```
/TABLES=Awareness BY Implementation
/FORMAT=AVALUE TABLES
/STATISTICS=GAMMA D BTAU CTAU KAPPA
/CELLS=COUNT
/COUNT ROUND CELL.
```

NONPAR CORR

```
/VARIABLES=Awareness Implementation
/PRINT=SPEARMAN TWOTAIL NOSIG FULL
/MISSING=PAIRWISE.
```

Next segment

CROSSTABS

```
/TABLES=Plan BY Implementation
/FORMAT=AVALUE TABLES
/STATISTICS=CHISQ GAMMA BTAU CTAU KAPPA
/CELLS=COUNT
/COUNT ROUND CELL
/BARCHART.
```

Other dataset

DATASET ACTIVATE DataSet2.

NPAR TESTS

```
/M-W= Plan BY Planorimple(1 2)
/MISSING ANALYSIS.
```

NPAR TESTS

```
/M-W= Plan BY Planorimple(1 2)
/MISSING ANALYSIS.
```

DATASET ACTIVATE DataSet1.

USE ALL.

COMPUTE filter_\$=(BBB = 1).

VARIABLE LABELS filter_\$ 'BBB = 1 (FILTER)'.
VALUE LABELS filter_\$ 0 'Not Selected' 1 'Selected'.
FORMATS filter_\$ (f1.0).
FILTER BY filter_\$.

EXECUTE.

NPAR TESTS

```
/M-W= Plan BY Planorimple(1 2)
/MISSING ANALYSIS.
```

USE ALL.

COMPUTE filter_\$=(PVDAGL = 1).

VARIABLE LABELS filter_\$ 'PVDAGL = 1 (FILTER)'.
VALUE LABELS filter_\$ 0 'Not Selected' 1 'Selected'.
FORMATS filter_\$ (f1.0).
FILTER BY filter_\$.

EXECUTE.

NPAR TESTS

/M-W= Plan BY Planorimple(1 2)
/MISSING ANALYSIS.

USE ALL.

COMPUTE filter_\$=(CRITICS = 1).
VARIABLE LABELS filter_\$ 'CRITICS = 1 (FILTER)'.
VALUE LABELS filter_\$ 0 'Not Selected' 1 'Selected'.
FORMATS filter_\$ (f1.0).
FILTER BY filter_\$.
EXECUTE.

NPAR TESTS

/M-W= Plan BY Planorimple(1 2)
/MISSING ANALYSIS.

Volgende onderdeel:

DATASET ACTIVATE DataSet2.

RECODE Awareness (1=1) (2=1) (3=1) (4=2) (5=2) (6=2) (7=3) (8=3) (9=3) INTO Awareness_groups.
VARIABLE LABELS Awareness_groups 'AWGRO'.
EXECUTE.

RECODE Plan (1=1) (2=1) (3=1) (4=2) (5=2) (6=2) (7=3) (8=3) (9=3) INTO Plangroups.
VARIABLE LABELS Plangroups 'PLGROUP'.
EXECUTE.

RECODE Implementation (1=1) (2=1) (3=1) (4=2) (5=2) (6=2) (7=3) (8=3) (9=3) INTO IMPLEMGROUPS.
VARIABLE LABELS IMPLEMGROUPS 'IMPLGRO'.
EXECUTE.

COUNT Moderatevalues=Awareness_groups Plangroups IMPLEMGROUPS(2).
VARIABLE LABELS Moderatevalues 'MODVAL'.
EXECUTE.

ONEWAY Moderatevalues BY BBB

/ES=OVERALL
/STATISTICS DESCRIPTIVES
/MISSING ANALYSIS
/CRITERIA=CILEVEL(0.95).

T-TEST GROUPS=BBB(2 1)

/MISSING=ANALYSIS
/VARIABLES=Moderatevalues
/ES DISPLAY(TRUE)
/CRITERIA=CI(.95).

ONEWAY Moderatevalues BY Vote

```
/ES=OVERALL  
/STATISTICS DESCRIPTIVES  
/MISSING ANALYSIS  
/CRITERIA=CILEVEL(0.95).
```

```
T-TEST GROUPS=Politics2regeringspartijen(1 2)  
/MISSING=ANALYSIS  
/VARIABLES=Moderatevalues  
/ES DISPLAY(TRUE)  
/CRITERIA=CI(.95).
```

```
T-TEST GROUPS=CRITICS(1 2)  
/MISSING=ANALYSIS  
/VARIABLES=Moderatevalues  
/ES DISPLAY(TRUE)  
/CRITERIA=CI(.95).
```

```
COUNT Extreme_Negative=Awareness_groups Plangroups IMPLEMGROUPS(1).  
VARIABLE LABELS Extreme_Negative 'EXNEG'.  
EXECUTE.
```

```
COUNT Extreme_Positive=Awareness_groups Plangroups IMPLEMGROUPS(3).  
VARIABLE LABELS Extreme_Positive 'EXPOS'.  
EXECUTE.
```

```
T-TEST GROUPS=BBB(1 2)  
/MISSING=ANALYSIS  
/VARIABLES=Extreme_Negative  
/ES DISPLAY(TRUE)  
/CRITERIA=CI(.95).
```

```
T-TEST GROUPS=CRITICS(1 2)  
/MISSING=ANALYSIS  
/VARIABLES=Extreme_Negative  
/ES DISPLAY(TRUE)  
/CRITERIA=CI(.95).
```

```
UNIANOVA Extreme_Negative BY Politics1  
/METHOD=SSTYPE(3)  
/INTERCEPT=INCLUDE  
/CRITERIA=ALPHA(0.05)  
/DESIGN=Politics1.
```

```
UNIANOVA Extreme_Positive BY Politics1  
/METHOD=SSTYPE(3)  
/INTERCEPT=INCLUDE  
/CRITERIA=ALPHA(0.05)  
/DESIGN=Politics1.
```

```
T-TEST GROUPS=Politics2regeringspartijen(1 2)  
/MISSING=ANALYSIS  
/VARIABLES=Extreme_Positive  
/ES DISPLAY(TRUE)
```

/CRITERIA=CI(.95).

DATASET ACTIVATE DataSet1.
T-TEST GROUPS=PVDAGL(1 2)
/MISSING=ANALYSIS
/VARIABLES=Extreme_Positive Extreme_Negative
/ES DISPLAY(TRUE)
/CRITERIA=CI(.95).

DATASET ACTIVATE DataSet1.
USE ALL.
COMPUTE filter_\$=(AgeCohorts = 1).
VARIABLE LABELS filter_\$ 'AgeCohorts = 1 (FILTER)'.
VALUE LABELS filter_\$ 0 'Not Selected' 1 'Selected'.
FORMATS filter_\$ (f1.0).
FILTER BY filter_\$.
EXECUTE.

FREQUENCIES VARIABLES=Awareness Plan Implementation
/STATISTICS=MEDIAN MODE
/ORDER=ANALYSIS.

USE ALL.
COMPUTE filter_\$=(AgeCohorts = 2).
VARIABLE LABELS filter_\$ 'AgeCohorts = 2 (FILTER)'.
VALUE LABELS filter_\$ 0 'Not Selected' 1 'Selected'.
FORMATS filter_\$ (f1.0).
FILTER BY filter_\$.
EXECUTE.

FREQUENCIES VARIABLES=Awareness Plan Implementation
/STATISTICS=MEDIAN MODE
/ORDER=ANALYSIS.

USE ALL.
COMPUTE filter_\$=(AgeCohorts = 3).
VARIABLE LABELS filter_\$ 'AgeCohorts = 3 (FILTER)'.
VALUE LABELS filter_\$ 0 'Not Selected' 1 'Selected'.
FORMATS filter_\$ (f1.0).
FILTER BY filter_\$.
EXECUTE.

USE ALL.
COMPUTE filter_\$=(AgeCohorts = 4).
VARIABLE LABELS filter_\$ 'AgeCohorts = 4 (FILTER)'.
VALUE LABELS filter_\$ 0 'Not Selected' 1 'Selected'.
FORMATS filter_\$ (f1.0).
FILTER BY filter_\$.
EXECUTE.

FREQUENCIES VARIABLES=Awareness Plan Implementation
/STATISTICS=MEDIAN MODE
/ORDER=ANALYSIS.

```
USE ALL.  
COMPUTE filter_$(AgeCohorts = 5).  
VARIABLE LABELS filter_$ 'AgeCohorts = 5 (FILTER)'.  
VALUE LABELS filter_$ 0 'Not Selected' 1 'Selected'.  
FORMATS filter_$ (f1.0).  
FILTER BY filter_$.  
EXECUTE.
```

```
FREQUENCIES VARIABLES=Awareness Plan Implementation  
/STATISTICS=MEDIAN MODE  
/ORDER=ANALYSIS.
```

```
USE ALL.  
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/ORDER=ANALYSIS.
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```

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```

G) Transcriptions in-depth interviews

Transcription interview 1:

SP1: Okay good afternoon, how are you first?

SP2: Well it's going well, I'm curious what questions you have for me

SP1: We are currently in the municipality of Heerenveen, could you tell me what that means for you, how you have a connection with the Heerenveen region?

Sp2: Municipality of Heerenveen, is part rural but also a bit city, from myself, everything can be found there, but you only have to cycle for fifteen minutes and then you are already on the heath and then you can enjoy nature in.

SP1: And what makes this region so special?

SP2: Well that, and that it is still quite accessible, in terms of highways, train, I think that is nice and convenient.

SP1: You find that useful, what is your most personal relationship/connection you have with the region?

Sp2: I am a football fan, so in that sense I have something with the region through the football club here. I am Frisian, and it is also Friesland that appeals to me.

SP1: Well, as we have already created a feeling in advance, my research is about the lily line. Can you tell me what you know about the lily line?

SP2: After I know, enough in that sense, to say that as far as I'm concerned it seems to me an improvement on what's there now, and a good opportunity to get a better connection between the north and the Randstad, and I don't know exactly where he goes and where and how exactly, but that is what I mainly know.

SP1: An improvement on what is now, where would an improvement be made?

Sp2: In travel time, and in how often the connection is there and I think that could ensure that many more people come to the north and that the north could therefore become more attractive.

SP1: the north will then become more attractive, what consequences would that have for the north?

SP2: Well, that has positive things and consequences, I see it mainly positive, that more people say, we can also sit down with companies in the north, so that there will be more activity in the north, and that the north will also be economically goes up, it could be that a lot of people come to the north and live comfortably there and continue to work in the Randstad for their work, but that is not just the intention, it is not the intention that this is just a kind of holiday resort. But I see advantages over disadvantages.

SP1: More advantages than disadvantages, in what ways, if any, could your daily or weekly life be affected by the lily line?

Sp2: I think more people will move up north if building is allowed, I think. And I think that has the effect that there are more facilities in the north, that there are train connections, but perhaps also more within areas, such as the bus, if you look at where you can get by bus in the countryside, that would fit nicely with that everything gets a bit of a beech because of that. 'Cause there's just more people not the very annoying ones that are very busy, but more that there are more facilities and that it has a positive influence.

SP1: You just mentioned that people could also live and work in the city, under what term would you rate this a bit, advantages or disadvantages, in general?

SP2: I would say I mainly see it as an advantage, but I also hear around me, then you have the sentiment of then you have those damn Dutch people and they are going to determine how things are going here, I think that is all a bit along, but it should not be the case that what you sometimes see in the polder that

there is an influence of we no longer want this, we no longer want that, of what was originally there. That is actually not the intention.

SP1: And you say, the environment, and you hear it sometimes here, what do you think is the current sentiment in the region? And then maybe more the different rural / urban part and the municipality in general?

Sp2: I think what I hear around me is that not everyone has formed an opinion about it yet, so it seems important to me that there is more communication, so if you want to get that done, then I would put more emphasis on focus on the positives. There needs to be more communication, if there is a lily line then this is going on and this could be and that could be and you could benefit from it and so on.

SP1: How much confidence do you think people generally have in projects that have quite an impact or impact on a particular region or area.

SP2: Well, I think that trust isn't that big, especially trust in government in general isn't that high right now from what I'm hearing, so I guess that's 50/50, maybe it's I still high, but at least it's not very high.

SP1: 50/50, and what effect could that have, let's say skeptical feeling towards such projects?

Sp2: Well, that people are going to work against it, and that people no longer want to go along, and that it will then become a long discussion and that it will take longer, and I would think it a great pity that that was put on hold and that the money then goes elsewhere and so on and so forth.

SP1: What do you think of choices that are made at national level, but which mainly have an impact at regional level?

SP2: Yes, in principle I'm in favor of whoever is closest being the best judge of what works best and how best to solve it, so I'd rather see it the other way around. Small to large, I am in favor of it

SP1: Bottom-up perspective, as you can put it so beautifully, I also see that you are aware that the lily line is coming, you have given a 9 on the scale of 1 to 10 and also positive about the plan and the current implementation of the plan, and you also voted for the CDA, which is a party that belongs to the government, the current government has also devised and implemented the idea. What do you think of the current sources of information, current available for regional residents, people in the region about the lily line?

Sp2: I just said that a bit, if they really want to make it work then they have to provide a lot more information, not just on paper but also with videos and things and that people can see really briefly, quickly what going on and what the benefits could be. I would like more information but not very long stories but more short things.

SP1: Which government agencies should do this? More national or regional

SP2: I would start again regionally, because nationally, because there is not so much confidence in national, I would regionally because there is more confidence there. Well, the money, and the decisions must ultimately also be determined nationally, so something has to be done there too. Because there it is more focused on politics and here it is more about getting people to agree to it.

SP1: So what do you think is the biggest difference between regional and national? As for such things

Sp2: National, must of course take into account other things in their country, regionally you can also look more at the region, so will also preach more for its own parish, but you can also judge what suits the people and the environment. And the money will be mainly national, so regional, you can ask for anything, but of course there must be money for it.

SP1: So, in your opinion, what kind of differences are there between certain regions? Within the Netherlands, within a province?

SP2: I do think that not all regions are treated equally well, I don't know, but at least there is something to do or that there are the same number of facilities and that there is the same amount of attention.

SP1: To what extent does the national government, the national political spectrum, take the Heerenveen region into account?

Sp2: Well, I don't know that very well, I have my doubts about that in that sense, but this would be something that you can say will it be taken into account? But in general I think that the rural area is not only about Friesland but also in general, so even more countryside, which seems to be a little less attention.

SP1: Where could this improve? The government, national perspective.

SP2: This is first of all about where the people from national politics come from, that must be a good start, that it is from all over the country, that would be a good start.

SP1: So what differences are there between some areas in the country and the area itself, do you think there are differences of sentiment, from the Randstad or another area in the Netherlands who might view this project in a different way than the region, who is affected?

Sp2: Yes, I think so, I find it difficult to estimate, imagine there is something very beautiful in Zeeland, and those people from that region can argue that very well and stuff, but I don't know that from here, but if you look nationally then you will also have to have it a bit everywhere, that always remains to be weighed. SP1: To what extent, are you satisfied with the decisions being made in relation to your region?

SP2: Well, yes, I find that difficult in that sense, because I don't quite have the overview, I also have something like that, for example, if you go a bit further towards the polder, where there is a bridge in the way, which you say would not get a viaduct in the way there, and that will then become money, and that money will go to other places in the Netherlands and I think so, I should be able to pay more attention and money there.

SP1: How much influence does the local/regional level have, such as the municipality of Heerenveen or the province of Friesland?

Sp2: Well, not even that much I think, but I'm not really sure, it seems that Randstad provinces have more to contribute, I'm not entirely sure but it comes across like that,

SP1: And where is this reflected, in perspective or sentiment for the lily line?

SP2: You notice that people think: "it probably won't come", it certainly costs too much again, so a bit, ooh they don't do it anyway, because the region doesn't matter. I do have the idea that a lot of money goes to Groningen as compensation for the gas story, this could be included in that. But the lily line is of course also something important and that could also be taken as a kind of compensation. That could be an extra incentive.

SP1: And you say that regional sentiment may be skeptical due to the low spending, but you also mentioned that an increase in people who may not be fully interested in the region, which of these 2 do you think would have a greater play a role in determining a positive or negative thought about the lily line?

Sp2: It will be a combination, I think.

SP1: Because it's quite paradoxical, one stems from a hope that it will come, but is skeptical about whether or not it will be realized and the other stems from a factual agreement that it will come but also that there will be negative consequences to sit.

SP2: Which one will prevail then, I'm not quite sure, looking at myself then, I'm not that skeptical, I can't really judge which one weighs the heaviest.

SP1: Then what values are important to you personally, in the sense of, this must be safeguarded in the sense of an implementation in a project like this, and in a change for the region?

Sp2: The influence of the region, the thinking along with the region and also the fact that there, very clear agreements where things have been communicated in advance or discussed with the region, it is then also clear what is intended and what is not.

SP1: so also the transparency aspect

SP2: For example about houses that will be there, you can say that a lot of people will come and if you have a lot of money, but you can also think, there will be more houses for people who are here, then our children can also continue to live here. It's just how you want to look at it.

SP1: How confident are you in a successful future of the plan like this? Sp2: Well I hope, but I'm not convinced yet that it will definitely come, because I still have to see it, also depends a bit on money things and how things are going with other things in the world, or in the Netherlands especially, how are the wars and other things. It all depends on each other, because in the end it is also money that needs to be there.

SP1: You were relatively positive about the plan and the current implementation, you are also quite informed, but there is also a certain skepticism about whether it will actually go ahead, there is quite a lot of evidence also that it has been approved from brussels, it was in the coalition agreement. So what makes the doubts so significant?

SP2: Something like, there are often things that are said but is it really about something, I want to see before believing.

SP1: So, what specific changes might be coming now besides the fact that we need to communicate more?

Sp2: The first steps, clarity, we're going to do it this way, and this is the plan, maybe the first money reservations, that people see there's money and there's a plan and they know where it's going and so on, drawings.

SP1: And could that improve sentiment on a local level as well?

SP2: If they do well then I would think, then I think that it could positively influence the sentiment, like oh yes there is also something in it, I hadn't thought of that yet, things like that.

SP1: To what extent do you think this is realistic?

Sp2: Yes, I hope so, but I don't know how realistic this is.

SP1: Well then, what are your expectations for the future on this subject, we have already discussed future expectations, but also in developments of regional confidence?

SP2: Yeah, of course I can't predict the future, so of course you don't know that, but I really hope it continues, and there are positive developments and people really start to think, oh look, it's going to happen and we really benefit from it.

SP1: Okay, do you think I missed something important, something you think is missing, something you say is important? Any questions and requests for me?

Sp2: No not really, no I think it's fine.

Transcription interview 2:

SP1: The research itself is about the Lely line, that the plan is there, but at the moment you also saw, especially in the recent elections, that there is not that much support for the government parties. The government parties are the ones who came up with it and want to implement it, so the question then is, how can you still introduce a project like this with support in a municipality like the one in Heerenveen. It's about political participation and do you feel heard, other projects are about noise pollution and things

like that. I've gone more politically. So, I mainly ask people about their opinion of the Lely line and their political preference. We are talking specifically about the region and or municipality of Heerenveen, can you tell us something about this region? In general, how you feel about it and what values and connection you have with it.

SP2: Well, I've been living in the municipality of Heerenveen since I was 6, so I'm quite familiar with it, and I feel like you have the city of Heerenveen, or village of Heerenveen, that's the center point, that's for this region's largest metropolitan area. Around it you have some nature and very small villages, and I think this is one of the most traditional regions of the Netherlands. In which Heerenveen is still a bit more modern and a bit more connected to the rest of the Netherlands, that's how I would describe it.

SP1: And traditionally how do you recognize that?

SP2: Yes, you still have a lot of people, a lot of farmers still live and work here and people also talk a lot of Frisian. And it's not all that formal wherever you go, especially in the villages, I think Heerenveen is something else.

SP1: That fits in well with the picture that the region paints, so a division between a rural part and a more urban one. Heerenveen is officially a village, the differences within the municipality are quite large. Feeding back to the Lely line, a project that could create a train connection between Groningen and Lelystad, reducing the relative distance between the two cities, among other things. What do you know about the Lely line?

SP2: Quite a lot, I've already done 2 projects myself, so I already know quite a lot, I know the route, and the process behind it and the challenges.

SP1: How is the route then?

SP2: Yes, from Lelystad to Groningen (laughs), he goes in the municipality of Heerenveen he goes, south of Joure, south of Heerenveen and then there will be a station somewhere near skoatterwald or belvedere, and then he will go underground under Oranjewoud and then he comes back above the ground, right?

SP1: As far as it is clear, there are still 2 options, also with regard to the lake at the bottom of Friesland that you can take along Joure and take Joure with you or that you pass under Joure, there is a good chance that towards the Oranjewoud belvedere, perhaps east a32 an extra station will be built and that will be underground, that very much depends on how the plans turn out. What is your specific opinion about the Lely line? What do you think of it in general?

SP2: Well, I think it is important, I think that in Heerenveen, where I live in the area, it would not necessarily have a very big influence, since you already have the connection here with, for example, Rotterdam and to Groningen by bus or train, it doesn't matter that much either, that might make a difference of 10 minutes, but I think that for example Drachten has no station at all, so if you don't have a car there, then yes, then you should actually come hard way, is my impression and also if you have that whole piece of it Groningen to Amsterdam would have to travel if you look at such a great distance then it can make quite a difference if you go by train instead of by car, so I think for Heerenveen specifically it might not be completely necessary, but I think it is necessary for the region, since there are more people who benefit from it.

SP1: You say that it could not influence Heerenveen very much, but in what exactly?

SP2: Yes, how could it affect Heerenveen, I think you, there will be more trains to Rotterdam anyway, it only runs once an hour in my opinion, so I think if that Lely line is added that there will be more become, I think that also maybe, not only Heerenveen specifically, but the whole of Friesland in total with costumes added that more residents will come, that it will become more attractive, perhaps the idea for people outside is that Heerenveen after all something more, is connected to the rest of the Netherlands, so

I think it would be very good for the image of Heerenveen and Friesland itself, I think Heerenveen itself doesn't matter much, since you already have trains here, Heerenveen junction with which you can go in all directions in the car, I think it's relatively easy for Heerenveen itself, it might be very good for the image from the outside.

SP1: You talk about the image from the outside, but let's say, the inhabitants, you also say yourself that you live in a lake, village area, what kind of image would it have if, for example, more houses and or more people could come, for the people who live in the Heerenveen area? Municipality of Heerenveen.

SP2: Heerenveen has already grown a lot, but I happened to see a speech by Hugo de Jonge yesterday and he also said that more new houses must be built everywhere in the Netherlands and whether the Lely line comes or not, there will be new houses anyway, and I don't even know, maybe there should be even more because of the Lely line, I don't know if that will make such a big difference, and as I said it has grown a lot in recent years and it is actually that bad again not changed, except if you live on the outskirts of the city in skoatterwald then you can see that there are new houses. I don't think it has gotten much worse; it also depends a bit on the location of the houses.

SP1: How would an implementation or realization affect you personally on a daily or weekly basis?

SP2: If the Lely line were to come, it would take quite a few years, so no idea.

SP1: But what if he were here now?

SP2: if it would be there now, depends a bit on the specific times, but I'm studying in Groningen so I'll probably take it almost every day then. The Lely Line.

SP1: So, it would be very helpful then?

SP2: Yes, if I'm honest I don't think it would even matter much in terms of time, maybe I can get out of bed fifteen minutes later, if a station comes to skoatterwald since I live on that side of Heerenveen, it makes a difference for I would like to cycle a bit, Marja that is very specific, I think it could make a difference of 15/20 minutes in total.

SP1: How much confidence do you think people in the region have in the Lelylijn project?

SP2: Of the people I talk to about it, especially around the provincial elections, we also talked about it with some friends, everyone is in favor of the Lely line, actually we all said to each other, we have to vote for a party that is in favor, so everyone I spoke to about it is in favor, but we are all young people, for example, we are not farmers, so we really have a real interest in having a better connection with the big city and we have less local interests, we don't mind if a piece of land is lost somewhere. In my opinion, the people I deal with, we are all politically in favor of the Lely line and we hope that it will be realized as soon as possible

SP1: And then what do you think the perception of the farmers or people who are more critical is? What will others think?

SP2: They will be a lot more negative, since they are, yes, locally oriented, so yes, they may not like the fact that a railway line will cross their country or that more people will come to Heerenveen at all, although would that seem unavoidable to me Marja, I can well imagine that they do not have a very good feeling about it, it is not for nothing that the farmers' movement is against it, of course.

SP1: It is still a bit debatable in the peasant citizen movement what they think about it, but that aside, what do you think, at the moment it is still a bit skeptical and exists among certain people in the region, but also positive thoughts How do you think this will develop as the plan is further realized?

SP2: yes, I also have experience with a similar project in Mexico, people were very against that at first because they could also take the train there because then they were gone quickly, and during the construction, problems also came up there, when once that project was underway, people started to be

more and more against it, and I think that's quite normal and I think people are also happy once the project is done, so to speak, I think during the construction people will be against it, but that is always the case, because it causes nuisance.

SP1: Would that be mainly due to nuisance alone or, in what other ways could problems arise?

SP2: Yes, I think mainly just nuisance, yes or, you often see that underlying problems bubble up, which may not have been thought of in advance, but yes, I couldn't think of that in advance what that should be but you sometimes see that, maybe they will come up with that otherwise it will mainly be a nuisance.

SP1: What kind of effect could nuisance, or friction, between people and a project, and between things that play here, create?

SP2: Difficult question, I wouldn't know, maybe if the station were added to that, for example skoatterwald or belvedere, quite a few people live there, so they will really get annoyed by this or whatever, but whatever consequences that would have then I don't know so I think, I don't know if that maybe, but of course it's the same area that is on the council's list to be expanded, so maybe that will put a stop to that a bit can be brought, but I think that will be a temporary problem.

SP1: So, in the long run, what kind of outcomes do you see?

SP2: In the long run I think it's good overall, whatever I say in terms of travel time it's maybe not quite, for Heerenveen at least not quite, that it's not has a lot of influence, but yes, I think that for the outside, it still gives the impression of yes, there is an extra train station, maybe people also prefer to travel by train than by bus, no idea, I can imagine that too good introduction, that is more comfortable, I think people from the outside have the idea that the Netherlands is a little more connected with the rest of the Netherlands, so I think there are more people who come to live here earlier or people who have already living and now being a student, for example, that they may have more of the impression that they can continue to live here, that is not necessarily necessary, anyway, in the long term I see it mainly positively.

SP1: Then a little more about the political aspects of projects that play a role here, it is of course a plan that is currently being financed with European money at a national level, even from Brussels, but it mainly affects a regional level, so a place like Heerenveen for example will soon have quite a lot of change due to a project like this, you already said yourself due to, among other things, the renovations that can take place, what do you think of choices that are made at national level and have a lot of influence at regional level?

SP2: Yes, of course it is always a bit crooked, said there from the city have a lot of influence on the lives of people here, on the other hand if you only decide locally, then there will never be a Lely line, yes, in this kind of big project, it's just necessary, I just see it, it's just no different, it has to be decided in that way or else that line just won't get there, so I do think it would be good for the region if he did get there, even if it might cause a bit of irritation, especially during the renovation of the project.

SP1: What do you think are the differences between national and regional political arrangements?

SP2: It's just very, regional is mostly very specific and very specific problems, I mean, what I just said I think this is one of the slightly more traditional areas of the Netherlands, I think, you see it for example in the farmers' protests that in the beginning the Hague also paid little attention to buying out the farmers, and they thought it was a good idea that they are very much connected to it through their own piece of land and I also think that that here too. That there are big differences between what people think nationally and locally. This will apply to Heerenveen, but also to other villages in the area. There will always be some difference of opinion and I don't think you will ever agree completely, but as I just said, I think it is important that they make national decisions otherwise the Lely line will not be there.

SP1: Do you think what different perspectives there are between, certain areas, you mentioned smaller villages and Heerenveen that there might be a difference, but what difference in perspective could there be between, for example, larger urban areas such as Groningen, which are here can also get a lot of influence and areas that do get the influence, such as Jubbega, Haskerdijken, Katlijk, Mildam, what kind of difference in perspective could there be between certain regions?

SP2: I think you are in Groningen, for example, then you mainly have more benefits than costs, then you can catch that train without just like that, without really having a lot of problems in your backyard or in your village. the construction, really different if you live in a small village for example, yes you do, then you would use a little less often, then you have more nuisance, so I think there is a difference in perspective, to on the other hand, here in the Netherlands the distances are relatively short, I live about 5/6 kilometers from Heerenveen. So, if so, I could also use that train, and if it comes then I would probably do that too, and I think that also applies to Jubbega and Haskerdijken, for example, they can, it is not very far from their home, they can also just use it, use that line, and I think it would benefit them too, at least some people, I don't think the differences are even that great.

SP1: Back to, differences between national and regional, to what extent do you think the national political environment takes into account an environment like that of Heerenveen?

SP2: I think nationally, almost not maybe, but of course it also feeds back, they also have to get in agreement with the municipality and landowners so I think maybe they take that very little into account in the original implementation but I think naturally it does come to mind, problems always arise, or issues always surface, so I think that in the end, there will be some kind of agreement, that they will grow closer to each other, because they never quite get it. will agree. Maybe they didn't take much into account in the original plans, but I don't think that should be a very bad thing if there is later feedback between national and regional politics.

SP1: But the Lely line could also be an example of an opportunity to think more about the region, nowadays you also see, of course, with the emergence of the BBB that a bit of a feeling has arisen in some areas of the country that in some regions in the country that are not thought of, what could a government, or political party, do to make the region more thought of?

SP2: I think we will, yes I can't think of anything else, but I think there should be an alternative anyway since the number of homes here in the north of the Netherlands is increasing very much, you will really do something have to do infrastructure, and I actually think that the Lelylijn is the easiest but also the most logical solution for this with a train, but if you don't do it then you would have to think of something else, but I wouldn't know, because it The road network has already been renewed between Heerenveen and Joure and in recent years in Groningen as well, so there is hardly any investment in that, and you also want to get rid of the cars a bit more anyway because that is greener, so if it doesn't go through then they have to come up with an alternative but actually I wouldn't think that's very smart because yes I think this is just the best idea.

SP1: Good to hear, what are your expectations regarding the future of the Lely line? In the survey you were reasonable, also positive about the current way of implementation, with a 9 on the scale of 10, do you still see that positive outcome? Also, because it is still in the planning phase?

SP2: Yeah, like I said just now, it's growing here so you have to do something other than, yeah aren't you going with the growth and there are few good alternatives, as I just said, maybe people will get a little skeptical if they are inconvenienced by the construction, but I don't think that once the Lely line is there that people will not be bothered by it or not, they will use the Lely line very often, so yes I don't really see

a lot of negative points, unless you really affected by it on a very local level, but yes it is also difficult to keep everyone happy

SP1: That's right, but nowadays it's a bit of a talking point and that's what makes it so interesting. Keeping everyone happy is of course a utopia a pink cloud, but what do you think if you could change one thing in the spectrum where we currently in, in the fact that the farmers' citizen movement is growing in the fact that there is dissatisfaction between farmers, what would be 1 things in which you would like to change with the introduction of the Lely line? But that can also be viewed from a completely different perspective?

SP2: Well I think the Lely line is actually the same as with the project, the project should learn from the nitrogen crisis, I think a decision was made then, behind the backs of the farmers, and without a whole discussion with them to feed, so I'm really all for the Lely line, even though they go through the land of the farmers, but I do think that you really should communicate that much better in advance, and not like the nitrogen crisis in which things went badly wrong actually, I think that a lot of annoyance was also taken out of that, I must honestly say that I actually that I am not even completely sure anymore to what extent they have been busy with communication, but yes I think that is really a lot must be better than how they handled it during the nitrogen crisis, I really don't have much against the plans themselves, I am also in favor of that, but if something needs to be improved, then that is really the communication.

SP1: Did I miss something important, something that you say needs to be reported or you should follow up on?

SP2: As far as I'm concerned, not really, I've told everything in my brain.

SP1: That's a lot or not

SP2: No, it's not too bad, but nothing really jumps out at me.

Transcription interview 3:

SP1: that was one of the things that moved forward, but I will come back to that in a moment, first I am curious about what the municipality of Heerenveen and/or the region of Heerenveen means to you, and what the region, where you have a has connection.

SP2: Yes, I live and was born in this municipality, and grew up and have never actually left it, in addition, I have always been politically interested, in 2010 I was asked for the FNP if I wanted to join them and since then I have been a member of the municipal council, and I come from a village, Jubbega, where if you wanted to achieve something, you had to do it yourself. And I also wanted to convey that idea to other villages and neighborhoods in the municipality of Heerenveen, if you want something then you have to come up with an idea and make a plan, and you have to have ideas and develop them, and not necessarily through me, but because of that thought, the municipality of Heerenveen has become a lot more independent and has received more ideas, the disadvantage is that it is currently a bit saturated, you can see that in the villages that if they have achieved something they want to achieve, it will drop somewhat .

SP1: So, what makes this region so special?

SP2: that I was born and raised there, yes, it is also a special part of Friesland, we talk polder Frisian, because people also went to work in the polder, workers went to work there and then they took the language with them to Jubbega. And the makeable that is for me the aspect that makes it special.

SP1: Explanation about the Lely line, what can you say about the Lely line from your position?

SP2: As a council member, we got an idea about the Lely line about $\frac{3}{4}$ years ago, then we discussed, what should we do with this as the municipality of Heerenveen, and then we responded positively to this with the city council, and then I voted in favor with the comment, know what you are getting into, what is a Lely line, what does it mean and so with a certain skeptical look, I still voted in favor with a sound to the outside world, because that will now be once thrown at you, then you were in favor and now you are against, I was not in favor then either, but I wanted to look at the possibilities, what was only the Lely line, and when the delta plan was added later, that is actually got in between a bit, so that made the opposition to the Lelylijn a bit bigger. I don't think that's a good approach to get a number of houses that make the Lely line profitable.

SP1: what exactly is the difference between the delta plan and the Lelylijn in your opinion?

SP2: delta plan has to do with the fact that houses have to be built because the Randstad has a major problem, and if we then build houses in the north, the problem in the Randstad will be solved, and we are not there to solve the Randstad's problems We have our own problems though

SP1: What would the Delta Plan change if it came about?

SP2: Doubling the number of homes, and then you lose the atmosphere and culture a bit, and that's because they are looking for space, but doubling the number of homes, at that time destroys the cultural offer in the region, and then to on the other side the Lelylijn, I did see the Lelylijn as a speed connection, but then it has to connect to Germany anyway, and you don't have to have a stop in every place. So, the Lely line, a connection from Amsterdam to Germany to the north, with Groningen as a stop, and Almere/Lelystad as a stop and Amsterdam. That's all, no intermediate stops. I live in Jubbega, and I am just as fast in Heerenveen as in Groningen, if that distance is viewed in Europe between Paris and Barcelona, that is a connection, there is no stop in between, and that is how I saw such a line, are you talking about sacrificing the landscape for it, yes or no, that is the idea of the Lely line. But not a slow train, but an express train that takes a few places.

SP1: How could the Lely line in Heerenveen change things here, when it comes?

SP2: When He Comes Indeed. Heerenveen is a car hub in the north, and that hub would be strengthened, so I think it would be good for the economy, and for Heerenveen in the long term, for companies to establish themselves in Heerenveen.

SP1: And could that also have an impact on the daily lives of people here?

SP2: No, not directly, not in the place of Heerenveen, not in that way, but in the region, because the Lelylijn would pass through areas where there is currently not much connection, that could change a lot for the infrastructure but also for the number of homes . But I don't think much will change for Heerenveen.

SP1: Heerenveen has a reasonable dichotomy, *EXPLANATION* , how could impact differ for a place like Heerenveen and the surrounding area? Would there be differences between the urban and rural parts of the municipality?

SP2: Well, that depends on what they are going to do with the delta plan and how many houses they want to build, and can you also go higher or should more landscape be used for houses, do you have to go up, because that is possible in the villages not, then you would eventually return to the city, so you would get a strengthening of the urban area.

SP1: you live in Jubbega, what is your personal opinion on what could change in your place of residence or in the region?

SP2: Nothing, I have a car, and the way I live you can't live without a car. And besides, I expect, I'm 68, that first of all I don't see the Lely line coming at all, and when it comes, I don't know how old I am

exactly. At least not in 10 years. It's a long-term idea, so I don't see it coming at all. The need for a railway line between Groningen and Germany is hardly there yet, and we have to pay for it. So, they say it costs 6 billion, and that is a broad estimate, and then the state wants to pay 3 billion, then the province would pay 1.5 billion and the municipalities too, we just recently received a letter from the municipality about this received about that distribution, that the municipalities that the benefit will not be included directly, but that you will have to pay for it.

SP1: *Public participation explanation*, following the Facebook post of the FNP, a message had already been posted there, how important do you think public participation is in such projects

SP2: That is very important, that is where support emerges, because you have to have support. On the other hand, at some point you also have to dare to make decisions. It is not the case that you have pros and cons with every proposal, and you have to take people with you, and in the first phase, at the beginning of the Lely line, no one was taken, that was just put down, this is what we intend to do, and no council or provincial council that took a decision on that, especially the delta plan story, and they are now trying to justify that with these kinds of models, but I think public participation is important.

SP1: And the reactions to that post weren't exactly very positive, I even brought a summary, these were the top reactions, none of these were very positive, most of them anyway. How successful is public participation if these are already the first reactions?

SP2: Reactions on Facebook I don't really care about that, I think that's very short-sighted, if you have a plan then you have to go deeper into it before you, what do you want with the plan and what about etc. that do you have on the city council. I also speak to friends of mine, who are also somewhat impulsive, you don't have the knowledge, then you sometimes have to make a different decision than the reactions occur. Facebook is not a good indicator for me.

SP1: that other thoughts also arise, how do you estimate that the Lely line is generally experienced in the region?

SP2: I think that in itself, because Heerenveen is an urban area, people see an advantage in that, because in addition to a train to Leeuwarden, there is also a train to Groningen, and a train to the west, then you have to cross Meppel, I actually think that is a much more important point, ensure that the bottleneck in Meppel, that the problem is solved there, then look further at a Lely line, and look at another form of public transport, that is hopeless, there are now there are no buses there, but they still have to run every hour, that can no longer be sold, it is nice that there is a connection, but there must be a different public transport system that ensures that villages can be reached but that they can also be taken to larger places or to schools, I do not have the egg of Columbus, but I think that should be looked at, that is a point of discussion, public transport in the villages, bus line provided. These problems will not change if the Lely line comes along.

SP1: What effect could regional sentiment have on projects like this?

SP2: that there will be no support and therefore no money, because it will soon be all about money,

SP1: And how could support play back into whether or not it comes?

SP2: it is often the case that with these projects and ideas there is often a Foeke, you will get that later in August, then 2 tons have to be reserved for further plan developments, and it continues like this, then there is a Foeke, and then so much has been invested, but you have to move on. And then sometimes what that participation has brought forward is ignored, because that participation does not immediately say no or yes, so an open answer, the governments then act on that, but they will continue.

SP1: How much can a regional politician decide, just like that?

SP2: In the end, the national decisions take precedence, if the second chamber says that it must come, then it will come, but the training will take even longer because then there will be processes and so on, from The Hague, but the question comes from the north the first question originally does not come from the Hague today, it is a problem with housing in The Hague, but the demand comes from the companies from the north.

SP1: how much support, feedback on the provincial council elections last March, how much support could a project like this still have if those who initiated the project, how much support is there if these parties have lost so much?

SP 2: The relationships were pretty clear, they all participated, of course it also depends on the coalition agreement, of course new agreements must now be made about that, FNP, is clearly against, among the PVDA, I hear voices, that this never had and that a railway line should have been built via the Afsluitdijk, that is also an option, and the BBB, they are not against it yet, but they say, we must first look at local public transport, we must improve that first, so I think right now it's about 40/60, 40 against 60: for.

SP1: In your opinion, what is the big difference between the national politics that determine a lot and the municipal decisions that are made?

SP2: It works through money, if the Hague says they think it's a good plan, and they release so many billions, then it's wise to get in here too, I think money is very decisive in that sentiment.

SP1: How does that sound to you/your position?

SP2: That you still have too little to say to The Hague,

SP1: What kind of reaction, FNP is active in Friesland and you in the municipality of Heerenveen, how much feeling do you have that something can be changed?

SP2: That is a difficult point, I think it is very difficult to change something, and it is also very difficult, because the national interest comes first, they say. I myself then suggested within the FNP that Friesland should have its own embassy in The Hague, for example. That you are there, close to the decisions, and not that you then have to get it from The Hague, but no, then you will have a lobbyist with whom you can steer something, that is an opportunity to do something with it.

SP1: The gap as it is sometimes said, you could change that, are there any other ways in which that gap can be reduced in your opinion?

SP2: Another system of elections

SP1: More influence regionally?

SP2: yes, which gets more influence regionally, then of course the number of votes, which is of course very difficult, because there are 10 million people who vote, if 8 million, says something but mainly live in a certain region, and other 2 million live in another region, if you always lose, then you should have an electoral system. I think you could exert more influence then.

SP1: More influence, what kind of influence could that have on public support and a project like the Lely line?

SP2: Then people have the feeling that it comes from themselves, and then it is not looked at, as it is now, everything that the Hague is doing is wrong at the moment, in 2002 we voted for Pim Fortuyn, later on Wilders and then on Baudet and now on van der Plas, but it is about sentiment, not that they are the same people, but the feeling of dissatisfaction somewhere, and that something has to be done differently and they understand that in politics in the Hague, they have not completely through them yet, but that does not mean that decisions will be different. Looking at the survey in the north, the majority, not against the Lely line, but they don't know how much it costs, the way is the big problem.

SP 1: I also saw in advance that the Lely Line did not objectively set up the public participation. Because dilemmas such as space, nature and housing were not asked about, how important are these aspects?

SP2: For us, the FNP, very important, we also call it the battle for space, how do you deal with space, you have to offer the possibility to make living possible, but you have to scale and pay attention to character, it is the battle for space, if a railway line goes straight through Friesland, then you ignore the story of nature scale and character, I have the idea, that is one of the greatest natural objections to such a Lelylijn, that is from a nature perspective, and from space of course, and that is the same reason that FNP is never in favor of a wind farm, that also has to do with space and visibility.

SP1: How can a plan such as the Lely line for the improvement or deterioration of, as the cause of the Lely line, cause more or less positive or negative feelings?

SP2: Positive, it is, and I also think that it is well received by young people that they have travel options towards, I wanted Germany too, but especially towards Amsterdam, and I can also imagine that young people are also more positive about the Lely line than elderly, I don't know if it's the same in your area.

SP1: *EXPLANATION Quantitative Lelylijn*

SP2: And of course people will be a bit more skeptical about it because there is degradation of nature, and for every plan that happens in nature, for example, I saw extinction rebellion, who are a lot for the climate, they went with a protest march walking through a forest where there are all kinds of young birds, so you can sometimes make mistakes, but I think that's the whole discussion a bit, outside living, how do you deal with nature and how do you give people the future, to give young people the opportunity to come back here too, because it shouldn't be at the end that people say, I have my job here and I'm going to live there, and then commute, no, then make sure it work also comes here, then there is no need to travel and the need for the Lely line is less.

SP1: Those are indeed those external things that come up again. Which values do you think are essential, within the project itself and the phase we are in now, the planning, so to speak, which values are then essential?

SP2: What do you mean values?

SP1: Norms and values, I mean which ones, such as transparency, or participation, which do you think are the most important parts of a process like this?

SP2: I think transparency is the most important, participation also, but it is very difficult because there is still little concrete, and I think that is transparency, because explain every time, the process is not there yet, and then you don't know yet what comes. Maybe it goes through Oranjewoud, if it goes through that there will be quite a bit of opposition, to the north, the municipality of Opsterland, they are quite opposed, because they only have burdens and no pleasures, so you have to be very transparent to ensure it works.

SP1: what effect could transparency have on local sentiment

SP2: That the opinion changes, that the importance of such a connection, that it can be good after all, for the future and that perhaps the disadvantages for nature, that these can be well explained and that it can be made smaller, for example, if you sit down along the highway, that the impact actually becomes much smaller than that is actually brought about, you can already see that, that the extreme, that it might go out, that might be good, that would be for all discussions to apply. Polder.

SP1: How do you think the project is going to play out from now on?

SP2: I don't think it will happen, but that has to do with money, that there won't be enough money, I think it won't be 6 but 10 billion later, I can't base that on exactly, everything will be more expensive, current estimates are from 2018 I think,

SP1: The current plan was released in 2019 and the delta plan has since been improved again, we have seen that nothing is completely cheap anymore. That also keeps changing.

SP2: That can of course be very different in 2 years' time, but it is also not a lot of work that needs to be done now, we are talking about a project that is estimated to be at least 2035.

SP1: *EXPLANATION OF CURRENT STATUS*

SP2: and of course, if we talk about money, then we must first make it available, and then it is about whether you vote for or against, you do not want to be against, because you want to be against, it must be substantiated are, but with those studies that are coming, then it might be better to say, I am against it because, the project shows that there is so much damage involved or that so much positivity comes out, that also comes back to perspiration, and participation, I find that a bit more difficult, a more difficult thing, because it is not yet concrete,

SP1: You also say that the project that asked 11 thousand people, 1900 from Friesland, that it would have been better at a later stage?

SP2: Another time later I think, we also had a discussion in Heerenveen about an asylum seekers' center, about the ultimate question, should Heerenveen have an asylum seekers' center, then in the end almost everyone was in favor, and a faction first wanted to conduct a survey among the population whether you could, then you are a councilor to give your opinion, and then not where or how and what or whether or not they can have an AZC, but it is the same for a Lelylijn, can Heerenveen have a Lelylijn? We have actually already answered that, by asking that the lobby move forward. And then that participation in that seems very difficult to me, because 9/10 people don't know what it's about exactly.

SP1: Apart from the Lely line, whether or not it will come, also take into account the increasing gap, what future prospects do you have for Heerenveen and/or the region itself? Also, with what is going on, especially towards that gap, the distance between the Randstad and the countryside?

SP2: I think that gap, is more of a generation gap, I think that gap under 40 is much smaller than over 40, so that gap I think is disappearing.

SP1: So, it takes time.

SP1: And how do you estimate that in 40 years the region will manifest itself in the Netherlands?

SP2: that's very philosophical, the internet has a very big role in that, and the AI, artificial intelligence, I think a lot has changed in the last 10 years, and a lot more is going to change in the next 10 years and you have to do that in co-developing, that you don't automatically dig in your heels because then you lose, you have to benefit from the development, the Heerenveen region has to do that too, it also has to benefit from the developments that are there, and you have to make sure that you keep your own identity, and that's the hardest part I think. I'm from Jubbega, when I left high school then I went to study, of my comrades I was the only one who went to school, they had money to hand, I only had the pocket money from a weekend job, one was a construction worker, and they could do whatever they wanted actually, that was a difference. That was actually the case until 1980, when there was still a sense of one's own and the rest of the world that fascinated less. After 1980, many more boys and girls went to college, then you saw a flattening of the extreme in Jubbega, it's all a bit more equal. On the one hand, that is a disadvantage, because the real self, went away, that became somewhat average, but on the other hand, the development of the people themselves, that average did improve. It will now also be a lust for unity in the future, I expect, and then it doesn't matter much whether you live in Heerenveen, Twente or The Hague, I think.

SP1: That's a thought that things change too.

SP2: We shouldn't close our eyes to that either

SP1: Did I miss something important or something you wanted to get back to?

SP2: Well, it is a development, suppose the Lelylijn comes, then the station will be in a different place, and then the main part of Heerenveen will be gone. The center of Heerenveen, it was discussed that it is actually not a pleasant center, and that will have to be carefully looked at what will soon be the center of Heerenveen. If the station then comes there, at a distance, is it still Heerenveen, or should the station be given a different name. Because when you get to the station in Leeuwarden, you are in the center, Amsterdam, in the center, in Heerenveen that is not the case. An option is to move the center in that direction, but then there is still a cloverleaf in between, so that is also not possible, then it is also a desert station.

SP1: Desert Station, nice term!

SP2: I only now think of that, because the effect on Heerenveen may be much smaller than is now claimed. I see even more opportunities for business.

SP1: Do you have any questions for me?

SP2: No not really

SP1/SP2: Conclusion talk

Transcription Interview 4:

Short consultation about the building and its surroundings

And about the candidacy of the interviewed person for victim in the provincial council

Explanation thesis

SP1: Could you tell us what kind of connection you have with Heerenveen?

SP2: Personally, I was born and raised here, in Heerenveen itself, my parents also come from the municipality of Heerenveen, my father comes from Katlijk and my mother from Jubbega and later in the Knipe, so I have a great connection with the municipality, only during my studies I lived in Arnhem for 4 years, because I studied in Velp, near Arnhem, and then, when that was finished, I said, I would like to go back to Friesland, so then I am back came to Heerenveen, and only then became politically active, in the city council and later became alderman.

SP1: What makes this region so special?

SP2: Well, for me that is just entrepreneurship, we do have it, we do have a special location, with highways, railway lines and waterways. It's something in the people that we here, because if you say on holiday that you come from Heerenveen, for example, then people know that from football, or from skating or something and that always seems like a lot, if you also tell that nowadays there are 50,000 inhabitants, but before that we were even smaller, that it is actually a very small municipality and people are always impressed by that, we are very enterprising, and I also think that we also underestimate that, because I also have a bit of a landscape background myself, the differences, in landscapes that we have with the Tsjonger, with the stream valley that lies there and the forests of Oranjewoud, and the villages of Akkrum, etc. with the water sports, etc. It's just a very diverse community.

SP1: I just mentioned the Lely line, which possibly, they are still in a planning phase, which would come through Heerenveen, what can you say about the Lely line from your position?

SP2: yes, look at us, it is of course a connection that has been on the map before, at that time it was still the Zuiderzee line, so we as the municipality of Heerenveen know that it will pass through the municipality of Heerenveen in almost all scenarios comes, and most likely it will pass on the north side of the place Heerenveen, and that we have said, then it also crosses highways, but also another railway line, so the question is what that means, whether there will also be a station there, for example, or not. But, in

any case, it has an impact in terms of infrastructure, and also for the accessibility of Heerenveen. Heerenveen is already an important boarding point, also for the Zwolle Leeuwarden train, so to speak, so I think just as many people get on the train in Heerenveen as in Leeuwarden, say, on the train to Zwolle, so that entire public transport connection is for us important and even more important, but that is more for Friesland, I think, is that Drachten is on the track and the connection with Groningen is improved, and that you are also less vulnerable, now everything has to pass Meppel and Zwolle, so for the infrastructure it is you less vulnerable. And that important connection is of course also necessary to remain attractive as a region, for living, working and recreation. So, for us, we really see it as an important development, but also, difficult, to fit it into the existing urban area, which is more the planning aspect, that is another thing.

SP1: Then how could it change the region physically?

SP2: Yes, look, in the end it only goes for a very small, short piece, through the municipality of Heerenveen, but with the place where everything is already together, so there, there we are now, that has only just started, then we draw and calculate at the same time, because we actually want to look at how it could be there, and what does it mean in terms of adjustments. But that is of course an area, because in fact it will probably be parallel to the highway, but there is just all infrastructure, buildings, everything, not at all equipped for a possible station or something, so if you make such plans then you have to think about that too. And that there should also be a branch to Leeuwarden, which Leeuwarden would like and which I also understand, but a train cannot make a right-angle bend, so that is always a very long bend, which you then make, that is also very striking in the landscape.

SP1: So, it would have a lot of physical effects for Heerenveen?

SP2: Yes, it is far-reaching, further on, too, but then it will soon leave the municipality, so you are indeed in Opsterland and then you also pass nature reserves and other areas, so it also has an impact there.

SP1: That's right, we now have the physical aspects that could change, but how could a day-to-day life of someone who lives here change?

SP2: Yes, it all depends, if you live right next to it, you can hear and see it, but then you can also walk to a train station, so to speak. I understand that people also see that there is a threat, incidentally, the current railway line, I think 12 trains per hour go over it, so that is quite a lot of train traffic already on the existing railway line, and there are also houses nearby, etc. , and that's okay. So, it's not quite the case that you can't live or work or live in the area at all, but I think in particular that connection, the fast connection of course in that direction, maybe it will be extended, from Groningen to Germany, please. That also makes Heerenveen a beautiful and special place to live and work, so I think that accessibility for people in particular will give an impulse.

SP1: You also mentioned that they are threats, what kind of threats could they be?

SP2: Particularly where the line itself will be, so you have to do something about the infrastructure, but people also see a threat that people may come here, live, work, who otherwise wouldn't come here, and some see that too as a threat, at the same time, we also know that the number of people who, say, will be of retirement age in a few years, is very large in this region, and that there is a lot of work to be done in the meantime. Also, in care for the same group of people, for example, so we also need people, and then it may be a threat to some people, but we may also have to talk about, how can it be an opportunity? How can it benefit you?

SP1: the conversation, I don't know if you saw it but I think last week the results of a public participation came out, *explain*, how important is such a process of public participation?

SP2: that is important, but I noticed, because we did the g1000 then, for the center of Heerenveen, and we also learned a lot from that, so you need that the question you ask is very concrete and very clear about

what possibilities there are to change or adjust things, so to speak. So, I thought it was very nice that a survey was already being held, and it also indicated useful tips and things like that, but later when you become more concrete, you have to weigh up politics, that for the general interest, there must be such a connection, it always has to lie somewhere, and then look with participation at how could you do it in a way that creates opportunity and or at least causes as little nuisance as possible.

SP1: And are you also familiar with the delta plan?

SP2: Well, I don't know it off the top of my head but I know it was made at some point.

SP1: There are also some hooks and knots attached to that, the fact that external things are being thought up, and being carried out as a potential project, what do you think of that?

SP2: I heard a deputy say recently, the delta plan no longer exists, so that is also special, I think the delta plan was once made at the request of the second chamber, because they said, before we do such an infrastructure project, then do we want to know what does that mean for other subjects, and it was also made without the involvement of municipalities, so the province had it drawn up, so that's why I said, I don't know it anymore, so actually I think it's just a wrong order, that a province would have done that, because it concerns themes that the municipality is about, about living and working, recreation, etc. That is also one of the things that we keep introducing, which is why we are now also going to draw and calculating, the moment you start working with such a line, you first have to sit down with the government and the municipality, what does that mean? And giving substance from that angle, and I think that the delta plan was ever intended that way, like oh, what could it do, a number of homes have been mentioned that have completely taken on a life of their own, well we always have to make forecasts, etc. substantiate how many homes are needed for this in a municipality, for example, well we are nowhere near those numbers mentioned in that plan, so as far as I am concerned it has actually been a finger exercise that is quickly forgotten.

SP1: it did have some effect on the provincial council elections, did it have any effect, especially because it is almost a kind of taboo to include that, what kind of picture can be painted, for example, by considering such plans completely in the light of to make?

SP2: Look, that has actually ended up in a kind of electoral battle and polarization, people are also trying to put a little more force in favor and opponents in my opinion, and that plan has also been used a bit, that's why it has a bit of a different weight and received a different load than it should have, but okay, yes the plan does exist, so I understand that people seize that, and I still think it is difficult to operate for a province because it is going not pay it yourself, so it also depends on the national government and Brussels, so it has to lobby there, but you also want to try to get all municipalities on board, it is very clever that so far it has all been done in this way in Brussels and in The Hague falls into place, I think, that is really the merit of the province, but getting the municipalities involved properly, that is the next thing, especially if you are going to elaborate more.

SP1: How did the province do a good job here?

SP2: Lobbying to the Hague and to Brussels, to indicate the importance of the line, but also to get money reserved for it, it also involves a lot of money, infrastructure is always a difficult thing, of course we have in the Netherlands some experience with lines, the Betuwe line, the north-south line that were difficult to get out of, etc. so they are always, also a bit political banana peels, let me put it this way, so it's a good thing that it worked out like this, but , the story is also solid, useful and necessary, but I think that is especially important, that's what the story started with, try to approach it from an infrastructure, it is necessary for the fast connection, to be less vulnerable in terms of connection and also if you make a map of the Netherlands where all connections are located, then you also see, just something is missing from

there, so I think that is also a very logical story and if you are really going to build it then, with sounding, then you also have to build it up with the municipality and residents and what is needed, and what opportunities does it offer around that,

SP1: That landslide, that change in the political spectrum of the provincial elections, but also of the municipal elections, because I don't think any government party is among the largest 2 or 3 here.

SP2: You mean national parties, then it is the ChristenUnie, they are now participating,

SP1: How could that change it too, or at least from the provincial perspective?

SP2: I find that a difficult one, look, I think I might still experience it, and maybe you will too, and if the Lely line comes, it will take a long time, and these people will also be here for 4 years, but it is a long-term project, so it would be a shame if the parties that are there now say we are going to stop, because then you have done all the work in Brussels and The Hague for nothing, plus that also, that there is money ready there, it could very well be that they say, mark the place, or a new investigation or something, but well, yes look, the voter is always right, on the other hand, of course they don't just have looked at the Lely line, in this case it was mainly a protest vote against the Hague, also because of other topics, perhaps that something of panache and speed is being buttered in, that could be, but on the other hand the story could also lead to it that it is getting firmer, if I am always busy with plans then I also think it is good that people criticize because then I also see it a bit as free advice whether your plans are a bit good enough. But criticism can also be used a bit incorrectly, such as now more with polarization, which is quite a shame because then the conversation disappears a bit into the background.

SP1: How is polarization especially reflected in this?

SP2: I also spoke with the FNP, I also have the feeling that it has been very much portrayed as a threat to Friesland, because then all kinds of people will come here and we shouldn't all want that and so on. but I just don't think that's right, there are no reports that show that, that something like this happens, and at the same time, people also very much deny the challenge that Friesland faces, when it comes to quality of life, when it comes to keeping good things here people for employment, etc. so they have no other solution for that and in a polarization you see that people selectively shop for facts and substantiation of point of view, and that has also taken place here, in my opinion.

SP1: How would this polarization best be counteracted?

SP2: Yes, that is a profession in its own right, so to speak, I am always very fond of, also looking at someone else, what keeps you busy and how can we have the good part of the conversation about that, and also yes, well just what I just said, then just ask Do you see the challenges that lie there and what solution do you have for that, and then see how you can get there together, and if someone is really against it, then you have to do it in a to be at peace at some point,

SP1: As the provincial council elections have also shown, there has been a protest vote, how do you estimate the sentiment in the municipality of Heerenveen about the Lelylijn?

SP2: Yes, I find that difficult to interpret, I don't think the survey fully makes that statement, does it?

SP1: *Survey Explanation*

SP2: yes well, again what I said, I think the impact for Heerenveen is limited so I think in general, people are positively critical, and then the criticism is mainly about where does it come from and what does it look like out? And what about the risk that is always associated with major infrastructural plans, that people also have all kinds of concerns, that is all possible, and how do we do it, but I think that many residents are positive.

SP1: And how might that sentiment from the region feedback into a final decision? Or an implementation.

SP2: that is also something like that, who ultimately plans this line, if it becomes a government integration decision, for example, you are perhaps even better at it than I am with the current instruments, from the training, but if the government just decides, he will come lying here then, it is more of a kind of consultation with the government that can do that, but I think that when it comes to concerns about integration and where the municipality is concerned, we will just get to work with that ourselves, we will even though, we have to do that anyway, also because we want to plan housing in that area, make a master plan for the area, but yes, we don't do that behind the desk, we will also look at that together with people.

SP1: Looking at it together with people, does that also become a public participation?

SP2: Yes, I think so, also, it's a bit high about it, but I think that what you just said about public participation, you want a question that is as concrete as possible, and that's not possible at the moment, so I think it's mainly a kind of joint sketch, and whether meeting is,

SP1: And how do you guarantee that there will be extensive thought?

SP2: Yes, that is difficult when it comes to participation, we have when it comes to that, for example, do we have networks among young people that we can use that we have used in the past, so that could be possible, but we haven't talked about it here yet so, you could do a kind of g1000 setup again, but I don't know

SP1: How important are young people in this case (explanation of motion)

SP2: They are of course important in all planning, but of course also, because this is a project that takes longer before it is ready, it is mainly intended to see how, do you make the area livable for the future, because that is very important, and at the same time, I also understand that, young people are not always involved with those things, so it is quite difficult to involve them. I just said, we already have quite a bit of experience with being presented with short, concrete questions that they then respond to, and of course you're in a different vibe when you're young, so you're not looking forward to it up, can you join the discussion so that we can make a decision in a year's time, that is just going much too slowly, but that is the challenge of being able to address that group, at the same time you should not tar them all with the same brush, there is also a whole group of young people who are just very much, we have just established a new housing vision, we have also had a lot of contact with young people, they are just very busy with it, can I buy a house in the future, and how does my living career out, they signed up and contributed ideas and so on.

SP1: what age range was this?

SP2: between the ages of 20 and 30, but good if you're talking about living because below that you're renting a room just like that, that's also important, but I also thought it was nice that that group did report and come along wanted to think

SP1: And that is also the group that is referred to in such projects?

SP2: That was certainly the case with the housing vision, I also think that with such an infrastructure project, you can of course go even younger, but I think that, then you could also work with education, for example, but in particular that group of, because that is also somewhat what you see happening, you graduate, in a different place, you do not have a university here, you cannot study here, so you leave Friesland, and then you get people back to, for example, knowledge and their commitment to give them a place here

SP1: That the region also remains attractive. Just feedback on the fact that things are already being planned at the municipal level and that also on a small scale, how much say does a municipal or a regional authority have in this case? In this case that is the Lely line.

SP2: In this case that is very complicated, I don't know if you can also find that on the website, a kind of set-up has been made with a steering committee and all official and administrative representation, but that is of course not just Friesland, we are going by several provinces and several municipalities, from Friesland there is a municipality that is sitting at the table, that is the municipality of Leeuwarden, which represents the municipalities and the province of Friesland is sitting at the table, and they have therefore also tried to get the aldermen of the municipalities where who continues to let them participate in the discussion, but then of course, what I just said also applies, will it be a national integration or will we be able to hitch a ride now, or will we ultimately only be able to respond to the plan or will our asked to come up with a plan ourselves, and we are not that far yet in the development of the Lely line, I estimate myself also because we are a few municipalities on the route that are very much against, so that a province or a rich will say of we, pull the cart, we are then the government, which then offers the participation and brings the options and then the municipality can respond to that,

SP1: How do you think this would be best done?

SP2: I think the way we're doing it right now that's kind of the maximum achievable also because the whole thing has to work at some point as well, so I think if you, I think the survey was also the number of stops, a such a question, from where should it stop etc., so I think that if everyone just starts drawing for themselves then I don't think it will work out, so you do need some kind of coordination from above and with us it is therefore very complicated because it goes through the urban area, but that is where we have the most knowledge of what the future prospects are there and it is also due to a very old industrial area, you could say, do we want to remove that or is there something developing differently, that is all local knowledge, and we can now also contribute that.

SP1: So how essential is knowledge in this case?

SP2: Very important, and also, I have to be careful with what exactly you write down in your thesis, but you see that it is also difficult for the Ministry and The Hague to properly develop the knowledge for an area themselves, they really rely on that provinces and municipalities to transfer that knowledge

SP1: There's really leaning there?

SP2: Yes, that's right.

SP1: You could say that that leaning through the feeling of the gap is not visible everywhere, do you think that leaning could be felt or mentioned more emphatically?

SP2: Yes, but that will also happen soon, of course we are still in the phase of setting up the entire project, and calculations and drawing are starting, and that will also come out soon, and then you will also see that municipalities there being involved, and I also think that what I just said, that that lobby has been very much there in Brussels and The Hague, that now that step has to be made towards those municipalities, I think the project organization also sees that, so I think that will happen soon.

SP1: what term will that be?

SP2: I hope for the summer

SP1: Even before the summer, that is also possible with the fact that there is still a bit of uncertainty provincially

SP2: That is possible, it is also necessary, the agreement has been made with the government that, in the next 2 years, the financing of the total will be clear, and for that we first have to calculate what it costs and for that we first have to plan a bit in outline, and 2 years sounds like a long time, but for such a drastic project that is quite short, so a lot of work has to be done, so we really have to get to work.

SP1: So how essential is it to have a concrete plan for progress?

SP2: In the end, the route may still be different or something, but in particular, for calculating what it should cost, and that is also the experience that people have had with other lines in which they really first budgeted on a very global plan and then get to work and then everybody's going to wish, and add, which makes the price of a line like that all of a sudden more than go upside down, so I think it's really good that now, they've turned it around, there they have also learned from the government, that they say we are going to draw and calculate right now and see what we come across and put that on money, and that is important.

SP1: Let's see, go back 1 more time, especially those political hooks and knots are important for my thesis, how do you think that trust on a regional scale in political decisions can occasionally decrease?

SP2: Well, I'll just project it on this line then, that's also your subject, I think in particular the fact that parties are so outspoken against it and lose sight of why are we doing this again, that that does not help, I also think that these are large projects that take a long time, so also what I just said, that it is quite difficult for people to recognize themselves in that and to play a role in it, at the same time there has also been research from the fries social planning bureau, which also says, we asked people, and many people have quite an idea of the values of a line, and what that means, so I think yes, the greatest risk of prejudice is not being in contact with the inhabitants, politicians must above all be open to signals and also tell the story well themselves. Of course, you have a representative club that has to make the decisions and weigh the interests

SP1: Is that also the fact that makes it difficult, the fact that there is a representation and the fact that there must be a plan, but also some kind of accountability from a certain ideology?

SP2: That's democracy, and I don't think we have a better alternative to that, I've said jokingly, if we were on holiday in France and a line was built there, I also got into a conversation with someone who lives there was in politics, and that was a local municipality, there are a lot of mayors in those villages, he said one day we just received a letter, with a railway line coming through your city, so to speak, the larger, higher government decides that and now we will soon be building a railway line with you, so we do have a form in the Netherlands in which we can participate in many discussions and decisions, and again it is a large infrastructure, there at a certain point, it will also have very nasty consequences for people, and you have to arrange that well if it goes through your house or through your garden, then it has to be arranged there.

SP1: which, values: norms and values, are essential, of safeguarding such a project, or at least of the interests of people in such a project?

SP2: What exactly do you mean?

SP1: I mean, we just talked about participation, transparency for example.

SP2: Yes, so I think good information, transparency, and I also think involve people in time, not when the whole plan is ready, that you don't really, and clarity about it, where do you have influence and where do you not on, honest story

SP1: Could this project reduce the often-cited gap between the Randstad and the countryside?

SP2: Well, think you have this project there, if you think about decision making, and people involvement, well look it is, of course, if you read the report, every regional delta, you also see that in the periphery of the country is simply investing much less in infrastructure and also in other things by the government, because the focus has been on regions where economic growth was, so in that sense I think that if that is partly the cause of a gap then it can that also play a role in this.

SP1: For the future, how successful do you see the future of the Lely line?

SP2: Yes, well, look, we haven't talked about it yet, that of course there will also be a financial question soon, with the other government, so it's very nice that it has been successful in The Hague and Brussels, but they will soon say, what are you going to pay for yourself, and yes, the whole game still has to be put on the car, and to be honest I am worried that a municipality like Heerenveen, but also others, simply does not have enough money sitting, I think the biggest risk is the fact that we do not get the co-financing, that is a risk, also the fact that we are divided as a north, so Groningen axes, Drenthe, also have some other connections where pleading for them, that usually doesn't help either, would you prefer to hear a percentage?

SP1: No, you don't have to

SP2: Okay, no, but those are just some risks that are still in that trajectory, so that in the north it will not work out financially, that there will be some kind of split, or that another connection will be used,

SP1: So that a division arises,

SP2: That also went completely wrong last time at the Zuiderzee line, that was almost completely done, and then Almere or something like that was one of those municipalities and they said, we are no longer participating, yes

SP1: Then it ends quickly, how do you see the future prospects of Heerenveen as a region itself?

SP2: If that line doesn't come you mean?

SP1: If the line does not or does, otherwise a comparison with each other,

SP2: Look, 1/3 of the inhabitants of the province live here, who live in this region, southeast Friesland, we have a large part of the economic interest, is also in this region, so I think it will remain that way , because it is the first region you encounter when you drive down to the north, but you do notice that infrastructure and standing still, the vulnerability that is, that is of course also an important part for companies to establish themselves here, but also for companies that are already here, we also have discussions with, for example, a hospital here, see say, we do want to bring specialists here, but they also want good connections, and we used to be able to hire people binding us, with that we said that there is a theater here in Heerenveen, for example, but those people want to go to a Ziggodome or larger facilities where the real bands perform, and they just want to be there within an hour or within a considerable time, and that has Heerenveen as an advantage over Leeuwarden, because they are half an hour further, so we are in a nice circle where you have the advantages of the peace and space, and of the area, but also the rapid development and economic growth, and that remains with Heerenveen

SP1: Heerenveen is quite stable in that sense, well then, I have written down most of the questions I wanted to ask, I have asked them, are there any things that you say, we need to talk about that, or that is important to name?

SP2: we talked about residents and of course politics, which are of course the municipal councils and the provincial councils, and that's what I thought for a moment when you said what could be a threat, look it's always aldermen and deputies who know each other can always be found, in this case also a very large club, but to get all municipal councils, etc., to get them at the same flying height and to get them together, that is quite difficult, and municipal councils are of course mainly there for their own municipality, but because this is of course an overriding interest, you will of course also want to have a municipality that is on the route together once,

SP1: from Flevoland to Groningen?

SP2: yes, for example yes, in the end there are the people who have to decide, and then it helps that these people are well connected, so that is really complicated with this kind of project, in the beginning that is also that that, in any case, municipal councils are still much too busy, but it is also still too abstract, and

later in the process they can no longer exert much influence, so it is always a bit of a search, how do you do it and in what way , I think that is something to think about, we always have steering groups and things like that, which then include day-to-day management, actually there must also be some kind of other side that represents those other groups

SP1: City councils still too busy?

SP2: yes, well yes, I was also a member of the municipal council myself, but if you look at what, all of the municipality, we have all been given additional tasks these days, which the municipal council all have to make decisions about, then it takes a lot of time to sit

SP1: That's everything in the municipality?

SP2: That is of course about care, but also spatial planning, all kinds of changes, new laws and regulations, sustainability, climate change, all of this ends up in the municipal council, and the municipal council must of course think something about it, that is very, that is a lot topics, but it is very diverse, so it is quite difficult to divide time and energy properly

SP1: and then specialization becomes even more important?

SP2: yes, but my party still has a reasonable size in terms of faction, but there are also people who have to do it all alone, those are one-man factions

SP1: are they still here in Heerenveen?

SP2: yes, there are enough of them, well it's also about meeting time and which topics you all have to follow, that's quite a job

SP1: I also want to believe that, *Explanation choice Heerenveen*,

SP2: Well, we do have a few areas in the city where the composition is somewhat different, but what we see, also in that housing survey, that many people come from Heerenveen or come from the immediate vicinity, we do not have a lot of imports, or neighborhoods where there is a completely different feeling or something, so I think that many residents of Heerenveen sympathize with the outer villages and the countryside, they often have something to do with that

SP1: Could, then, the sense of threat of sentiment from people coming in from the outside, could that also be amplified?

SP2: Yes, people are excited about any change, and the fact that we don't have enough housing, for the current demand, and then when you ask about a connection to bring even more people here, people also think of where are they working on it now, first solve today's problems, we should do that too, but because it is such a long process, we have to start it, otherwise it won't be over, I don't dare to make a prediction

SP1: *Conversation about data*

SP2: Yes, and then, you have also seen that with the Betuwe line, whether or not you extend it, we also have to conduct those kinds of discussions well, towards Germany, that is not all there is to it yet.

SP1: What could a connection with Germany also mean for Heerenveen?

SP2: Well, whether we notice that right away, you are of course getting a little closer, to the north side of Germany, we already have activity here, the dairies have a lot of relationships with the north side of Germany, so those have also indicated, Heerenveen is still possible, but we do not want to go further south, for example, if you then have a fast train connection, for example, that would be nice

SP1: And Rotterdam

SP2: that's right, that's why it's also included in that European network, because that connection will also get better

SP1: And of course, it's a sustainable solution

SP2: Yes, you assume that, look at that discussion, do we sometimes have people on that train, of course we are also very attached to our car in the north, etc., but well there you would with price etc. also have to take a good look at it, I also think that if I go to The Hague then I love to go by train then you can also do something on the way,

SP1: *Conversation about Randstad costs, and example training,*

SP1: Do I Have Any Questions?

SP2: No, I think it would be fun research, I'm curious about the results

Transcription interview 5:

- 1- It is good for the youth, I am no longer able to take the train every day, but for the younger generation it is important that there is more connection with the big city. I haven't voted for a while and I wouldn't know who to vote for, but I am for the Lely line.
- 2- I am a bit against it, it is already very busy here in Friesland and if that Lely line were to come, it would be very full, we don't need that many houses here. I don't think that's a good idea to preserve the charm of the region.
- 3- Saves a lot of travel time for students, which in turn gives extra time for their studies. In addition, this is a solution for the current room problem in Groningen.
- 4- I'm a little afraid that it won't happen at all, I really have the feeling that the idea will eventually go wrong on certain ideas and feelings from above. I'm in favor, of course, but just a little afraid that it's not going to be him after all.

H) Codes qualitative analysis (Dutch)

| document | quotation | codes |
|----------------------|--|--|
| Interview #1.docx | el landelijk maar toch ook wel een beetje stad, | Everyday practice, Culture |
| Interview #1.docx | kwartier te fietsen en dan zit je al op de heide en dan kun je lekker de natuur in. | Everyday practice, Culture |
| Interview #1.docx | rij goed bereikbaar is, qua snelwegen, trein, | Connectivity, Time, Everyday practice |
| Interview #1.docx | Ik ben wel een voetbalfan, dus ik heb in die zin wel iets met de regio door de voetbalclub hier. | Feelings of attachment |
| Interview #1.docx | el mooi en handig | Positive feelings Short term, |
| Interview #1.docx | verbetering van wat er nu is, | Connectivity, Time, Positive feelings |
| Interview #1.docx | betera verbinding tussen het noorden en de randstad | Connectivity, Optimism |

| | | |
|----------------------|---|---|
| Interview #1.docx | reistijd, | Time, Short term, Everyday practice Optimism, Positive feelings, Economic/Financial |
| Interview #1.docx | noorden komen en dat daardoor het noorden dus aantrekkelijker zou kunnen worden, | |
| Interview #1.docx | positie | Positive feelings |
| Interview #1.docx | we kunnen in het noorden ook gaan zitten met bedrijven zodat er dus dan ook meer bedrijvigheid in het noorden komt, en dat het noorden ook economisch omhoog gaat | Economic/Financial Feelings of belonging, Trustlevels, Negatief feelings Resentment, Scepticism Economic/Financial, Everyday practice Optimism, Everyday practice |
| Interview #1.docx | daar lekker gaan wonen en voor hun werk in de randstad blijven werken maar dat is niet alleen maar de bedoeling | |
| Interview #1.docx | het is niet de bedoeling dat dit alleen maar een soort vakantieoordje wordt | |
| Interview #1.docx | oorden gaan wonen, als er gebouwd mag worden | |
| Interview #1.docx | eer voorziegingen zijn in het noorden | |
| Interview #1.docx | treinverbindingen, maar misschien ook wel meer binnen gebieden, zoals bijvoorbeeld de bus, als je kijkt waar je met de bus in het platteland wel kan komen dan zou dat daar mooi bij passen dat alles een beetje de beuk erin krijgt daardoor. | Connectivity, Culture, Positive feelings Feelings of dissatisfaction |
| Interview #1.docx | niet de hele vervelende die het heel druk hebben | |
| Interview #1.docx | eer dat er meer voorzieningen zijn en dat het een positieve invloed heeft | Positive feelings |
| Interview #1.docx | Ik zou zeggen ik zie het voornamelijk als voordeel maar ik hoor om me heen ook wel, | Positive feelings Resentment, Negatief feelings, Mistrust, Populism |
| Interview #1.docx | dan heb je het sentiment van dan heb je die verrekte hollanders en die gaan hier even bepalen hoe het gaat, | |
| Interview #1.docx | volgens mij valt dat allemaal wel een beetje mee | Optimism Scepticism, Norms and values, Disappointment, Resentment |
| Interview #1.docx | maar het moet niet zo zijn dat wat je soms in de polder ook wel ziet dat er een invloed komt van we willen dit niet meer, we willen dat niet meer, van wat er van oorsprong altijd was. Dat is eigenlijk niet de bedoeling. | |
| Interview #1.docx | denk dat wat ik om me heen hoor, is dat nog niet iedereen er een mening over gevormd heeft, dus het lijkt me belangrijk dat er meer gecommuniceerd wordt dus als je dat graag voor mekaar wil hebben dan zou ik dus meer de nadruk leggen op de positieve dingen. | Uncertainty, Moderate values, Communication |
| Interview #1.docx | n niet zo heel erg groot is, vooral het vertrouwen in de overheid in het algemeen is al niet zo hoog momenteel als ik het zo allemaal hoor, dus ik | Resentment, Feelings of being |

| | | |
|-------------------|--|--|
| Interview #1.docx | denk dat dat 50/50 is, misschien zit ik dan nog hoog, maar het is in ieder geval niet heel hoog. tegen gaan werken | heard, Populism, Scepticism Negatief feelings, Mistrust |
| Interview #1.docx | n een lange discussie worden en dat het dan langer gaat duren, en dat zou ik wel heel jammer vinden dat dat op de lange baan geschoven | Long term, Time Short term, Trustlevels, Communication, Time |
| Interview #1.docx | dan moeten ze veel meer informatie geven, en dan niet alleen maar op papier maar ook met filmpjes en dingen en dat mensen echt kort | |
| Interview #1.docx | , in principe ben ik ervoor dat degene die het dichtste bij zit het beste kan oordelen over wat het beste werkt en hoe het het beste opgelost kan worden | Communication, Trustlevels |
| Interview #1.docx | zou meer informatie willen hebben maar niet hele lange verhalen maar meer korte dingen | Communication Trustlevels, Scepticism, Mistrust |
| Interview #1.docx | omdat er niet zoveel vertrouwen is in nationaal | Trustlevels, Positive feelings |
| Interview #1.docx | meer vertrouwen is | Recognition, Feelings of belonging, Feelings of attachment, Culture |
| Interview #1.docx | zal ook meer voor haar eigen parochie preken, | |
| Interview #1.docx | En het geld zal wel vooral nationaal zijn, dus regionaal, kan je wel van alles vragen maar er moet natuurlijk wel geld voor zijn. | Economic/Financial |
| Interview #1.docx | ouja het geld, en de beslissingen moet uiteindelijk ook nationaal bepaald worden dus daar moet ook wat gebeuren. | Economic/Financial |
| Interview #1.docx | en weet ik niet | Moderate values, Uncertainty |
| Interview #1.docx | maar in ieder geval dat er wat te doen is of dat er evenveel voorzieningen zijn en dat er evenveel aandacht voor is. | Everyday practice, Transparency, Feelings of being heard |
| Interview #1.docx | Nouja, dat ik weet ik niet heel goed, daar heb ik in die zin een beetje mijn twijfel over, maar dit zou iets zijn waarvan je kan zeggen wordt er wel rekening mee gehouden? Maar over het algemeen vind ik dat het platteland gebied dat gaat niet alleen over friesland maar ook over het algemeen, dus nog wel meer platteland, dat lijkt wel over iets minder aandacht voor is. | Recognition, Feelings of belonging, Feelings of being heard, Uncertainty, Scepticism |
| Interview #1.docx | over waar de mensen uit de nationale politiek vandaan kome | Everyday practice |
| Interview #1.docx | dat vind ik wel moeilijk inschatten | Uncertainty |

| | | |
|-------------------|--|---|
| Interview #1.docx | die zin moeilijk, omdat ik niet helemaal het overzicht heb | Uncertainty |
| Interview #1.docx | n dat wordt dan geld, en dat geld gaat naar andere plekken in ne | Economic/Financial Negatief feelings, |
| Interview #1.docx | en dat vind ik dan wel, daar zou ik dan wel meer aandacht en geld naar toe mogen. | Resentment, Disappointment |
| Interview #1.docx | ouja niet eens zoveel denk ik, maar dat weet ik niet zo goed, het lijkt wel of randstad provincies meer in te brengen hebben, ik weet het niet helemaal zeker maar het komt wel zo over, | Uncertainty, Mistrust Resentment, Negatief feelings, |
| Interview #1.docx | “het zal wel niet komen”, kost zeker weer te veel, zo een beetje, ooh ze doen het toch niet, want de regio, die doet er niet toe | Scepticism, Populism |
| Interview #1.docx | ompensatie genomen kunnen worden | Economic/Financial |
| Interview #1.docx | an nog wel een extra stimulans kunnen zijn. | Optimism |
| Interview #1.docx | Welke zal dan de overhand hebben, dat weet ik niet helemaal zeker, als ik naar mezelf kijk dan zou, ik ben niet zo sceptisch, ik kan niet helemaal goed inschatten welke dan het zwaarst weegt. | Uncertainty, Scepticism, Moderate values |
| Interview #1.docx | De invloed van regio, het meedenken van de regio en ook het dat daar, hele duidelijke afspraken waar vantevoren ook dingen gecommuniceerd zijn of met de regio besproken, ook is dan duidelijk is wat de bedoeling is en wat niet. | Communication |
| Interview #1.docx | ingen voor mensen die hier zijn, dan kunnen onze kinderen ook hier blijven wonen. | Long term, Time, Positive feelings |
| Interview #1.docx | ijvoorbeeld over woningen die er komen, je kunt zeggen dat er veel mensen komen en als je die met veel geld | Economic/Financial, Transparency |
| Interview #1.docx | ou ik hoop, maar ik ben er nog niet van overtuigd dat het zeker kom | Uncertainty |
| Interview #1.docx | van geld dingen af en hoe het gaat met andere dingen in de wereld | Economic/Financial, Everyday practice |
| Interview #1.docx | elijk is het ook geld wat er moet zijn. | Economic/Financial |
| Interview #1.docx | , ik wil eerst zien dan geloven | Uncertainty |
| Interview #1.docx | De eerste stappen, duidelijkheid, we gaan het zo doen, en dit is het plan, misschien de eerste geldreserveringen, dat mensen zien dat er geld is en dat er een plan is en ze weten waar het langs gaat enzovoort, tekeningen. | Communication Short term, |
| Interview #1.docx | ou ik denken, dan denk ik dat dat het juist het sentiment positief zou kunnen beïnvloeden, van oja er zit ook wel iets in, dat had ik nog niet bedacht, | Trustlevels, Recognition, Optimism |

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| Interview #1.docx | ik hoop erop, maar ik weet niet hoe realistisch dit is | Uncertainty |
| Interview #1.docx | uurlijk niet in de toekomst kijken | Time, Long term |
| Interview #1.docx | ht gaan denken, oh kijk eens, het komt voor elkaar en we hebben er echt wat aan. | Optimism |
| Interview #2.docx | Nou ja ik woon al sinds mijn 6e in de gemeente Heerenveen, | Feelings of belonging, Feelings of attachment |
| Interview #2.docx | e meest traditionele regio's van Nederland | Feelings of attachment, Feelings of belonging, Culture, Norms and values |
| Interview #2.docx | eel wat mensen, hier wonen en werken nog heel veel boeren en mensen praten ook heel veel fries. | Culture, Norms and values |
| Interview #2.docx | Ja van Lelystad naar Groningen (lach), hij gaat in de gemeente Heerenveen gaat hij, ten zuiden van Joure door, ten zuiden van Heerenveen en dan komt er ergens een station bij skoatterwald of belvedere, en dan gaat hij ondergronds onder Oranjewoud door en dan komt hij daarna weer boven de grond toch? | Connectivity |
| Interview #2.docx | t wel belangrijk is | Positive feelings |
| Interview #2.docx | waar ik dan in de buurt woon dat het niet perse heel veel en een hele grote invloed zou hebben | Moderate values |
| Interview #2.docx | al de verbinding hebt met bijvoorbeeld Rotterdam en met bus of trein naar Groningen toe, maakt ook niet zo heel veel uit, dat zal misschien 10 minuten schelen, maar ik denk dat bijvoorbeeld drachten dat heeft helemaal geen station, dus als je daar geen auto hebt ja dan, dan kom je eigenlijk best wel moeilijk weg, is zo mijn indruk en ook als je dat hele stuk van Groningen naar Amsterdam zou moeten afleggen als je zo'n grote afstand bekijkt dan kan dat wel best wat schelen als je met de trein gaat in plaats van met de auto, | Connectivity |
| Interview #2.docx | dus ik denk dat het voor Heerenveen specifiek het misschien niet helemaal nodig is, maar ik denk dat het voor de regio wel meer nodig is, aangezien er toch wat meer mensen zijn die profiteren daarvan. | Positive feelings |
| Interview #2.docx | et Heerenveen kunnen beïnvloeden, ik denk dat je, er zullen sowieso, meer treinen naar Rotterdam, die rijdt maar 1 keer in het uur volgens mij, dus ik denk dat als die Lelylijn er bij komt dat dat er meer worde | Connectivity |
| Interview #2.docx | er toch wel meer inwoners gaan komen | Everyday practice, Long term |

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| Interview #2.docx | geconnecteerd is met de rest van Nederland, dus ik denk dat voor het imago zelf van Heerenveen en van Friesland het wel erg goed zou zijn, i | Positive feelings, Optimism |
| Interview #2.docx | aangezien je hier al treinen hebt, knooppunt Heerenveen waarmee je in de auto alle kanten op kan gaan, ik denk dat het relatief meevalt voor Heerenveen zelf | Moderate values |
| Interview #2.docx | misschien moeten het er nog wel meer worden door de Lelylijn, ik weet niet of dat zo'n heel groot verschil gaat maken | Uncertainty, Moderate values |
| Interview #2.docx | ik denk niet dat het er heel erg slechter op is geworden, hangt ook een beetje van de locatie van de huizen af. | Positive feelings, Moderate values |
| Interview #2.docx | 1 wat jaren duren, dus geen idee. | Long term |
| Interview #2.docx | is hij er nu zou zijn, hangt een beetje van de specifieke tijden af, maar ik studeer in Groningen dus ik hem waarschijnlijk bijna elke dag nemen dan. De Lelylijn. | Everyday practice |
| Interview #2.docx | tot het qua tijd niet eens heel veel zou uitmaken | Moderate values |
| Interview #2.docx | , scheelt het voor mij wel een stukje fietsen, Marja dat is wel heel specifiek, ik denk dat het wel 15/20 minuten zou kunnen schelen in totaal. | Everyday practice, Connectivity |
| Interview #2.docx | iedereen wat wel voor de Lelylijn, eigenlijk zeiden we allemaal tegen elkaar, we moeten wel stemmen op een partij die daar voor is, dus iedereen die ik erover sprak die is wel voor, maar wij zijn ook allemaal wel jongeren, | Age, Positive feelings, Optimism, Recognition |
| Interview #2.docx | dus wij hebben echt wel echt belang bij dat we betere connectie hebben met de grote stad en wij hebben wat minder lokale belangen, | Feelings of attachment |
| Interview #2.docx | Voor mijn gevoel, de mensen met wie ik omga, wij zijn allemaal politiek voor de Lelylijn en we hopen dat het ook zo snel mogelijk gerealiseerd wordt | Positive feelings |
| Interview #2.docx | Die zullen wel een stuk negatiever zijn, | Scepticism, Populism, Negatief feelings |
| Interview #2.docx | het misschien wat minder leuk vinden dat er een spoorlijn door hun land heen komt of dat er überhaupt meer mensen naar Heerenveen zullen komen | Feelings of dissatisfaction |
| Interview #2.docx | zou ik denken Marja, ik kan het me wel goed voorstellen dat ze daar niet een heel goed gevoel bij hebben, | Scepticism |
| Interview #2.docx | daar waren mensen eerst erg voor omdat ze daar ook de trein konden pakken want dan waren ze snel weg, en tijdens de constructie, | Positive feelings |

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| Interview #2.docx | kwamen er ook nog problemen opborrelen daar, toen het eenmaal bezig was dat project, dat mensen steeds meer tegen begonnen te zijn | Communication, Time |
| Interview #2.docx | n ik denk dat dat wel redelijk normaal is en ik denk dat mensen toch ook wel blij zijn als het project er eenmaal staat zeg maar | Positive feelings, Optimism |
| Interview #2.docx | k denk dat tijdens de constructie er mensen tegen zullen zijn maar dat is altijd zo, want het levert overlast op. | Moderate values, Scepticism |
| Interview #2.docx | woon overlast, ja of, je ziet dat wel vaker dat er onderliggende problemen op komen borrelen, | Time, Communication |
| Interview #2.docx | cht, maar ja dat zou ik ook zo van tevoren niet zo kunnen bedenken wat dat zou moeten zijn, maar dat zie je soms ook wel eens, misschien komen ze daar nog wel op anders zal het vooral overlast zijn. | Moderate values |
| Interview #2.docx | g, ik zou het zo snel niet weten | Uncertainty |
| Interview #2.docx | dus die zullen echt wel geïrriteerd hierdoor raken of wat dan ook, | Scepticism |
| Interview #2.docx | maar wat voor gevolgen dat dan zou hebben dat weet ik niet, dus ik denk, ik weet niet of dat misschien, | Uncertainty |
| Interview #2.docx | maar ik denk dat dat een tijdelijk probleem zal zijn. | Time, Short term Optimism, Time, Long term |
| Interview #2.docx | Op de lange termijn denk ik dat het over het algemeen wel goed is, wat ik ook zeg qua reistijd is het misschien niet helemaal, voor Heerenveen tenminste niet helemaal, dat het niet heel veel invloed heeft maar ja ik denk dat toch voor buitenaf toch een beetje de indruk krijgt van ja daar is toch een extra treinstation, misschien dat mensen ook liever met de trein rijden dan met de bus, geen idee, dat kan ik me ook wel goed voorstellen, | Connectivity |
| Interview #2.docx | at is comfortabeler, ik denk dat mensen van buitenaf toch meer het idee hebben dat Nederland iets meer verbonden is met de rest van Nederland, | Connectivity |
| Interview #2.docx | ie hier al wonen en nu bijvoorbeeld student zijn, dat die toch misschien meer de indruk hebben dat ze hier kunnen blijven wonen dat hoeft niet perse | Everyday practice, Feelings of belonging |
| Interview #2.docx | p lange termijn zie ik het vooral positief in. | Long term, Time, Positive feelings |
| Interview #2.docx | Ja, het is natuurlijk altijd een beetje krom aangezien, | Resentment |
| Interview #2.docx | us ik denk wel dat het goed zou zijn voor de regio als hij er wel zou komen dan, ook al zou het misschien een beetje irritatie opleveren tijdens vooral de verbouwing van het project misschien wel. | Positive feelings |

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| Interview #2.docx | eel invloed hebben op de levens van mensen hier, | Everyday practice |
| Interview #2.docx | ik bedoel, wat ik zonet al zei ik denk dat dit een van de iets traditionelere gebieden van Nederland is, ik denk dat, je ziet het bijvoorbeeld ook bij de boerenprotesten dat in het begin dat daar door den haag ook weinig aandacht aan werd besteed aan de uitkoop van de boeren, | Populism, Disappointment |
| Interview #2.docx | en die dachten dat het een goed idee is dat zij daar heel erg verbonden aan zijn door eigen stuk land en ik denk ook dat dat hier ook is | Feelings of attachment |
| Interview #2.docx | , ik denk dat het toch wel belangrijk is dat ze nationaal beslissingen nemen anders komt de Lelylijn er niet. | Economic/Financial |
| Interview #2.docx | ld dan heb je vooral meer baten dan lasten, dan kun je zo die trein pakken zonder zomaar, zonder dat in jouw achtertuin of in jouw dorp echt dat je heel veel last hebt van de constructie, | Positive feelings, Optimism, Moderate values |
| Interview #2.docx | dan dat je meer overlast hebt, dus ik denk dat er wel een verschil is in perspectief, aan de andere kant, hier in Nederland zijn de afstanden relatief kort, ik woon zo'n 5/6 kilometer van Heerenveen af. | Everyday practice, Connectivity |
| Interview #2.docx | die kunnen, het is niet heel ver van hun huis af, zij kunnen het ook gewoon gebruiken, gebruik maken van die lijn, en ik denk dat zij er ook iets aan zouden hebben, in ieder geval sommige mensen, ik denk dat die verschillen niet eens zo groot zijn. | Connectivity, Everyday practice Populism, |
| Interview #2.docx | Ik denk dat nationaal, bijna niet misschien, | Resentment, Recognition |
| Interview #2.docx | r ik denk dat vanzelf het wel komt opborrelen, | Time |
| Interview #2.docx | maar ik denk niet dat dat een heel slecht ding moet zijn als er later nog wordt teruggekoppeld tussen de nationale en regionale politiek. | Moderate values, Positive feelings |
| Interview #2.docx | je zal toch ook echt iets aan infrastructuur moeten doen, en ik denk dat eigenlijk de Lelylijn de meest makkelijk maar ook de meest logische oplossing daarvoor is met een trein, maar doe je het niet dan zou je toch iets anders moeten bedenken, maar ik zou dan niet weten, want het wegennetwerk is al best wel vernieuwd tussen Heerenveen en Joure en de laatste jaren in Groningen nu ook | Connectivity |
| Interview #2.docx | eigenlijk zou ik dat niet heel slim vinden want ja ik denk dat dit gewoon het beste idee is | Moderate values |
| Interview #2.docx | us daar valt nauwelijks in te investeren, en sowieso wil je ook wat meer van de auto's af want dat is groener, | Economic/Financial Populism, |
| Interview #2.docx | ien dat mensen een beetje sceptisch worden als ze de overlast ondervinden van de constructie | Resentment, Mistrust, Scepticism |

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| Interview #2.docx | als de Lelylijn er eenmaal is dat mensen er weinig last van hebben dan wel niet, | Economic/Financial, Time, Positive feelings |
| Interview #2.docx | de Lelylijn heel vaak gaan gebruiken, dus ja ik zie eigenlijk niet super veel negatieve punten, tenzij je echt op een heel lokaal vlak er door getroffen wordt, | Everyday practice, Optimism |
| Interview #2.docx | het is ook moeilijk om iedereen tevreden te houden | Moderate values |
| Interview #2.docx | helemaal voor die Lelylijn ook al gaan ze door het land van de boeren heen | Optimism |
| Interview #2.docx | maar ik vind wel dat je dat echt van te voren veel beter moet communiceren | Communication |
| Interview #2.docx | ik denk dat daar ook wel heel veel ergernis uit gehaald is | Populism |
| Interview #2.docx | t eerlijk zeggen dat ik eigenlijk dat ik niet eens meer helemaal zeker weet in welke mate zij bezig zijn geweest met communicatie | Communication, Uncertainty |
| Interview #2.docx | over de plannen zelf heb ik echt niet veel op tegen, | Optimism |
| Interview #2.docx | de communicatie. | Communication |
| Interview #3.docx | Ja ik woon en ben geboren in deze gemeente, en opgegroeid en er eigenlijk nooit meer uit geweest, daarnaast altijd politiek geïnteresseerd geweest, in 2010 werd ik gevraagd voor de FNP of ik bij hun wilde en sinds dien zit ik in de gemeenteraad, en ik kom uit een dorp, Jubbega, waarin het geldt dat als je iets bereiken wil dan moest je het zelf doen. En dat idee wilde ik ook over brengen op andere dorpen en wijken in de gemeente Heerenveen, als je wat wil dan moet je met een idee komen en een plan maken, en je moet ideeën hebben en deze ontwikkelen, en niet perse door mij, maar door die gedachte is de gemeente Heerenveen wel een stuk zelfstandiger geworden en heeft het meer ideeën gekregen, het nadeel is dat het momenteel een beetje verzadigd, dat zie je in de dorpen dat als ze iets bereikt hebben wat ze willen bereiken dan zakt het wat in. | Feelings of belonging, Culture |
| Interview #3.docx | Ja ik woon en ben geboren in deze gemeente, en opgegroeid en er eigenlijk nooit meer uit geweest, daarnaast altijd politiek geïnteresseerd geweest, in 2010 werd ik gevraagd voor de FNP of ik bij hun wilde en sinds dien zit ik in de gemeenteraad, en ik kom uit een dorp, Jubbega, waarin het geldt dat als je iets bereiken wil dan moest je het zelf doen. En dat idee wilde ik ook over brengen op andere dorpen en wijken in de gemeente Heerenveen, als je wat wil dan moet je met een idee komen en een plan maken, en je moet ideeën hebben en deze ontwikkelen, en niet perse door mij, maar door die gedachte is de gemeente Heerenveen wel een stuk zelfstandiger geworden en heeft het meer ideeën gekregen, het nadeel is dat het momenteel een beetje verzadigd, dat zie je in de dorpen dat als ze iets bereikt hebben wat ze willen bereiken dan zakt het wat in. | Feelings of belonging, Culture |

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| Interview #3.docx | een bijzonder stukje Friesland, we praten polder fries | Culture, Feelings of belonging |
| Interview #3.docx | ers gingen daar aan het werk en toen namen ze de taal mee naar Jubbega. En het maakbare dat is voor mij wel het aspect wat het bijzonder maakt. | Everyday practice, Culture Moderate values, Uncertainty, Scepticism |
| Interview #3.docx | toen heb ik voorgestemd met de opmerking, weet waar je aan begin | Scepticism |
| Interview #3.docx | met een bepaalde sceptische blik, | Scepticism |
| Interview #3.docx | want dat wordt nu wel eens voor de voeten gegooid, toen was je voor en nu bent u tegen, ik was toen ook niet voor, | Time, Moderate values |
| Interview #3.docx | dus daardoor werd de tegenstand t.o.v. de Lelylijn een stukje groter. Wat om een aantal huizen te krijgen waardoor de Lelylijn rendabel wordt dat vind ik niet een goede insteek. | Populism, Negatief feelings, Scepticism |
| Interview #3.docx | en wij zijn er niet om de problemen van de randstad op te lossen, wij hebben onze eigen problemen wel | Resentment, Negatief feelings Scepticism, Resentment, Negatief feelings, |
| Interview #3.docx | en dan raak je de sfeer en cultuur een beetje kwijt | Everyday practice, Culture |
| Interview #3.docx | Lelylijn, ik zag de Lelylijn wel als een snelheidsverbinding maar dan moet het sowieso aansluiten bij Duitsland, en je hoeft ook niet in elke plek een halte. Dus, de Lelylijn, een verbinding van Amsterdam met Duitsland naar het noorden toe, met Groningen als halte, en Almere/Lelystad als halte en Amsterdam. Meer niet, geen tussenhaltes. Ik woon in Jubbega, en ik ben even snel in Heerenveen als in Groningen, als die afstand in Europa bekeken wordt tussen Parijs en Barcelona, dat is een verbinding, daar zit geen stop tussen, en zo zag ik zo'n lijn ook, heb je het daarvoor over om het landschap ervoor op te offeren, ja of nee, dat is het idee van de Lelylijn. Maar niet, een stoptrein, maar een sneltrein die een paar plekken meeneemt. | Connectivity |
| Interview #3.docx | Is hij komt inderdaad. Heerenveen is een autoknooppunt in het noorden, en dat knooppunt zou versterkt worden, dus ik denk voor de economie, en voor Heerenveen opzicht zou het op lange termijn wel goed zijn, om voor bedrijven zich in Heerenveen zich te vestigen. | Connectivity, Economic/Financial |
| Interview #3.docx | Nee, niet direct, niet in de plaats Heerenveen, zodanig niet, wel op de regio, want de Lelylijn zou wel door gebieden gaan waar momenteel niet zoveel verbinding is, | Moderate values |
| Interview #3.docx | Nee, niet direct, niet in de plaats Heerenveen, zodanig niet, wel op de regio, want de Lelylijn zou wel door gebieden gaan waar momenteel niet zoveel verbinding is, | Moderate values |

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| Interview #3.docx | dat zou voor de infrastructuur maar ook voor het aantal woningen veel kunnen veranderen. | Everyday practice, Connectivity |
| Interview #3.docx | Nou dat hangt erva | Uncertainty |
| Interview #3.docx | us dan krijg je een versterking van het stedelijke gebied | Economic/Financial |
| Interview #3.docx | us dan krijg je een versterking van het stedelijke gebied | Economic/Financial |
| Interview #3.docx | zoals ik woon dan kun je niet zonder een auto. | Connectivity, Everyday practice |
| Interview #3.docx | En daarnaast, ik verwacht, ik ben 68, dat ten eerste ik zie de Lelylijn helemaal niet komen, en als hij komt dan weet ik niet hoe oud ik dan precies ben. Binnen 10 jaar in ieder geval niet. Het is een lange termijn idee, dus ik zie hem helemaal niet komen. | Uncertainty, Scepticism, Age, Long term, Time |
| Interview #3.docx | De behoefte nu van een spoorlijn tussen Groningen en Duitsland die is er nog nauwelijks, en wij moeten betalen. Dus ze zeggen het kost 6 miljard, en dat is een ruime schatting, en dan wil het rijk 3 miljard betalen dan zou de provincie, 1,5 miljard betalen en de gemeenten ook nog, we hebben toevallig afgelopen tijd van de gemeente een brief hierover gekregen over die verdeling, dat de gemeenten dat het voordeel er niet direct in zal zitten, maar wel dat je eraan mee moet betalen. | Scepticism, Economic/Financial |
| Interview #3.docx | Dat is wel erg belangrijk, daar komt draagvlak naar boven | Transparency, Recognition |
| Interview #3.docx | Dat is wel erg belangrijk, daar komt draagvlak naar boven | Transparency, Recognition |
| Interview #3.docx | want je moet wel draagvlak hebben. | Support |
| Interview #3.docx | een gegeven moment ook beslissingen durven nemen | Norms and values |
| Interview #3.docx | . Het is niet zo dat je bij elk voorstel heb je voor en tegenstanders, en je moet mensen meenamen, en in de eerste fase, in het begin van de Lelylijn is niemand meegenomen, dat is gewoon neergelegd, dit zijn we van plan, en geen raad of provinciale staten die daar een beslissing over nam, vooral het deltaplan verhaal, en dat proberen ze nu recht te praten met dit soort modellen, maar ik vind publieke participatie wel belangrijk. | Transparency, Scepticism |
| Interview #3.docx | Het is niet zo dat je bij elk voorstel heb je voor en tegenstanders, en je moet mensen meenamen, en in de eerste fase, in het begin van de Lelylijn is niemand meegenomen, dat is gewoon neergelegd, dit zijn we van plan, en geen raad of provinciale staten die daar een beslissing over nam, vooral het deltaplan verhaal, en dat proberen ze nu recht te praten met dit soort modellen, maar ik vind publieke participatie wel belangrijk. | Transparency, Scepticism |
| Interview #3.docx | eacties op facebook daar heb ik niet zoveel mee, dat vind ik heel kort door de bocht, als je een plan hebt dan moet je daar wat dieper inzitten voordat je, wat wil je met het plan en hoe zit het met etc. dat heb je in de | Knowlegde, Moderate values |

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| | gemeenteraad. Ik spreek ook wel vrienden van mij, die ook wel enigszins impulsief zijn, van je hebt de kennis niet, dan moet je soms een andere beslissing nemen dan dat de reacties zich voor doen. Facebook is voor mijn geen goede graadmeter. | |
| Interview #3.docx | dat mensen daar hun voordeel wel in zien, | Positive feelings, Support |
| Interview #3.docx | een trein naar Leeuwarden ook een trein naar Groningen, en een trein naar het westen dan moet je over Meppel, dat vind ik eigenlijk, een veel belangrijker punt, zorgen dat de bottleneck in Meppel, dat daar het probleem opgelost wordt, kijk dan verder naar een Lelylijn, en kijk naar een andere vorm van openbaar vervoer, dat is hopeloos, er zijn nu bussen daar zit geen kop in, maar die moeten wel nog elk uur rijden, dat is ook niet meer te verkopen, het is mooi dat er verbinding is maar er moet een ander systeem met openbaar vervoer, | Economic/Financial, Connectivity, Scepticism, Everyday practice, Feelings of dissatisfaction |
| Interview #3.docx | het openbaar vervoer in de dorpen, buslijn verstrekt. Als de Lelylijn komt dan veranderen deze problemen niet. | Feelings of dissatisfaction |
| Interview #3.docx | dat er geen draagvlak komt en daardoor geen geld | Support |
| Interview #3.docx | nu straks om geld, | Economic/Financial |
| Interview #3.docx | het is vaak wel zo, dat bij deze projecten en ideeën er zit vaak een Foeke, je krijgt dat er straks in augustus dan moet er 2 ton, reserveren voor verdere planontwikkelingen, en dat gaat zo door, dan zit er een Foeke, en dan is er zoveel geïnvesteerd, maar je moet wel verder. | Economic/Financial |
| Interview #3.docx | ie participatie naar voren heeft gebracht, want die participatie zegt niet direct nee of ja, dus een open antwoord, daar acteren dan de overheden op | Support, Transparency |
| Interview #3.docx | Uiteindelijk dan gaan de nationale beslissingen voor, als de tweede kamer zegt dat het moet komen dan komt het er ook | Populism |
| Interview #3.docx | FNP, is duidelijk tegen | Negatief feelings |
| Interview #3.docx | hoor ik stemmen opgaan, dat dit nooit had gemoeten en dat er een spoorlijn via de afsluitdijk had moeten komen, dat is ook een optie | Scepticism |
| Interview #3.docx | en de BBB, die zijn nog niet tegen, maar die zeggen, we moeten eerst kijken naar het lokale openbaar vervoer, dat moeten we eerst verbeteren, dus ik denk dat het momenteel is dat het ongeveer 40/60 is, 40 tegen 60: voor. | Uncertainty |
| Interview #3.docx | Het werkt via geld, als den haag zegt dat ze het een goed plan vinden, en ze zetten zoveel miljard los, dan is het verstandig om hier ook in te stappen, geld is volgens mij toch heel bepalend in dat sentiment. | Economic/Financial |

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| Interview #3.docx | Dat je nog te weinig te vertellen hebt t.o.v. Den Haag, | Scepticism, Populism |
| Interview #3.docx | Dat is een moeilijk punt, volgens mij, is het heel lastig om iets te veranderen, en het is ook heel moeilijk, omdat het landsbelang gaat voor, dan zeggen ze | Resentment, Norms and values, Populism |
| Interview #3.docx | dicht bij de beslissingen, en niet dat je dan: het moet van den haag krijgt, maar nee dan krijg je een lobbyist te zitten, waarmee je wat kan sturen, dat is een mogelijkheid om er iets mee te doen. | Everyday practice |
| Interview #3.docx | dat regionaal meer invloed krijgt, dan is natuurlijk het aantal stemmen, dat is natuurlijk erg lastig, want er zijn 10 miljoen mensen die stemmen, als 8 miljoen, iets zegt maar vooral in een bepaalde regio wonen, en andere 2 miljoen wonen in een andere regio, aan verlies je het altijd, dan zou je een verkiezingsstelsel moeten hebben. Dan zou je meer invloed kunnen uitoefenen denk ik. | Support |
| Interview #3.docx | Dan hebben mensen meer het gevoel dat het bij hun zelf vandaan komt, en dan wordt er niet gekeken naar, zoals het nu gaat, alles wat den haag doet, is op het moment verkeerd, in 2002 stemden we op Pim Fortuyn, later op Wilders en toen op Baudet en nu op van der Plas, | Populism, Scepticism, Short term, Mistrust |
| Interview #3.docx | ar het gaat over sentiment, niet dat dat dezelfde mensen zijn, maar het gevoel van onvrede ergens, en dat het iets anders moet en dat snappen ze in politiek den haag, dat hebben ze nog niet helemaal door, maar het is daarmee niet gezegd dat beslissingen anders worden. Kijkend naar de enquête in het noorden, dan is de meerderheid, niet tegen de Lelylijn, maar ze weten niet hoeveel het kost, de manier waarop is het grote probleem. | Knowlegde, Uncertainty |
| Interview #3.docx | jkheid bieden om wonen mogelijk te maken | Everyday practice |
| Interview #3.docx | an ga je een beetje voorbij aan het verhaal van aard schaal en karakter heb ik het idee, dat is een van de grootste natuurbezwaren tegen zo'n Lelylijn, dat is vanuit een natuur perspectief, en vanuit de ruimte natuurlijk, en dat is dezelfde reden dat FNP nooit voor een windmolen park is, dat heeft ook met de ruimte en met zicht te maken. | Scepticism, Negatief feelings |
| Interview #3.docx | Positief, is wel en ik denk ook dat dat goed bij jongeren aan slaat is dat ze reismogelijkheden hebben richting, ik wilde Duitsland ook, maar met name richting Amsterdam, en ik kan me ook voorstellen dat jongeren ook positiever zijn over de Lelylijn dan ouderen, ik weet niet of het in jouw omgeving ook zo is. | Economic/Financial, Everyday practice, Connectivity, Positive feelings, Age, Time |
| Interview #3.docx | En natuurlijk zullen mensen er wat sceptischer er op zijn want er is aantasting van de natuur, en voor elk plan dat er in de natuur gebeurt, ik zag bijvoorbeeld extinctie rebellion, die heel wat voor het klimaat zijn, die gingen met een protestmars door een bos heen lopen waar allemaal jonge vogeltjes zitten, je kan daar dus ook wel eens fouten in maken, | Scepticism |

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| Interview #3.docx | ik heb mijn werk hier en ik ga daar wonen, en dan maar forenzen, nee zorg dan dat het werk hier ook naar toe komt, dan hoeft dat reizen niet en dan is de noodzaak van de Lelylijn weer minder. | Feelings of belonging, Feelings of attachment, Populism |
| Interview #3.docx | Dan vind ik transparantie het belangrijkste | Transparency, Norms and values |
| Interview #3.docx | participatie ook wel, maar het is heel moeilijk omdat er nog weinig concreets is, en ik vind dat transparantie, want leg elke keer uit, het traject is er nog niet, en dan weet je nog niet wat er komt. | Uncertainty, Knowledge, Support, Everyday practice |
| Interview #3.docx | dus daarom moet je heel transparant zijn om te verzekeren | Transparency |
| Interview #3.docx | Dat de mening veranderd, dat het belang van zo'n verbinding, dat het toch wel goed kan zijn, voor de toekomst en dat misschien de nadelen voor de natuur, dat deze goed uitgelegd kunnen worden en dat het kleiner gemaakt kan worden, als je bijvoorbeeld langs de snelweg gaat zitten, dat eigenlijk de impact veel kleiner wordt dan dat eigenlijk wordt gebracht, dat zie je ook al, dat het extreme, dat dat er misschien uitgaat, dat is misschien ook wel goed, dat zou voor alle discussies gelden. Polderen. | Transparency, Knowledge, Support, Positive feelings, Communication, Feelings of being heard |
| Interview #3.docx | Ik denk dat het er niet komt, maar dat heeft met geld te maken, dat er geen genoeg geld komt, ik denk dat het niet om 6 maar om 10 miljard zal gaan straks, waarop precies dat kan ik niet baseren, alles wordt duurder, inschattingen van nu komen uit 2018 volgens mij, | Economic/Financial |
| Interview #3.docx | Dat kan natuurlijk over 2 jaar ook weer heel anders zijn, maar het is ook niet een put werk wat nu gedaan moet worden he, we praten over een project wat over op zijn minste 2035 ingeschat wordt. | Time, Economic/Financial |
| Interview #3.docx | en natuurlijk, als we dan over geld praten, dan moeten we dat eerst wel beschikbaar stellen, en dan gaat het erom moet je dan voor of tegen stemmen, | Economic/Financial |
| Interview #3.docx | je wil niet tegen zijn, omdat je tegen wil zijn, het moet wel onderbouwd zijn, maar met die onderzoeken die komen dan kun je misschien beter zeggen | Knowledge |
| Interview #3.docx | ik ben er tegen omdat, uit het project blijkt dat er zoveel schade bij komt kijken of toch wel zoveel positiviteit er uit komt, | Uncertainty |
| Interview #3.docx | at komt ook weer terug op transparantie, | Transparency, Support |
| Interview #3.docx | en participatie, dat vind ik dan toch een beetje lastiger, een moeilijker iets, omdat het nog niks concreets is, | Uncertainty |
| Interview #3.docx | en dan niet waar of hoe en wat of wel of niet een azc kunnen hebben, maar het is hetzelfde voor een Lelylijn, kan Heerenveen een Lelylijn hebben? | Knowledge, Uncertainty |

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| Interview #3.docx | meer een generatiekloof is, ik denk dat die kloof onder de 40 veel kleiner is dan boven de 40, dus die kloof die verdwijnt denkt ik. | Age, Long term |
| Interview #3.docx | ar gaat dus tijd overheen. | Long term |
| Interview #3.docx | <p>at is heel filosofisch, internet heeft daar een hele grote rol in, en het AI, kunstmatige intelligentie, ik denk dat de laatste 10 jaar heel veel veranderd is, en de komende 10 jaar gaat er nog veel meer veranderen en daar moet je in mee ontwikkelen, dat je niet automatisch de hakken in de grond steekt want dan verlies je, je moet profiteren van de ontwikkelen, dat moet de regio Heerenveen ook, die moet ook mee gaan profiteren van de ontwikkelingen die er zijn, en je moet zorgen dat je je eigen identiteit bewaart, en dat is het moeilijkste denk ik. Ik kom uit Jubbega, toen ik van de middelbare school ging toen ging ik leren, van mijn kameraden was ik de enige die ging leren, zij hadden geld om handen, ik had alleen het zakgeld van een baan in het weekend, de een was bouwvakker, en die konden doen wat ze wilden eigenlijk, dat was een verschil. Tot 1980 was dat eigenlijk zo, toen was er nog een gevoel van het eigen en de rest van de wereld dat boeide minder. Na 1980, kwamen er veel meer jongens en meiden die gingen studeren, daarna zag je een vervlakking in Jubbega van het extreme, het is allemaal wat meer gelijk. Aan de ene kant is dat een nadeel, want het echte eigene, ging weg, dat werd wat gemiddeld, maar aan de andere kant de ontwikkeling van de mensen zelf, dat gemiddelde ging er wel op vooruit. Het wordt nu in de toekomst ook een eenheidslust, verwacht ik, en dan maakt het niet zoveel uit of je nu in Heerenveen, Twente of den haag woont, denk ik.</p> | Uncertainty, Time |
| Interview #3.docx | <p>ou het is wel een ontwikkeling, stel dat de Lelylijn er komt, dan komt het station op een andere plek, en dan is het voornaamste gedeelte van Heerenveen er van weg. Het centrum van Heerenveen, dat werd omstreeks besproken dat het eigenlijk geen gezellig centrum is, en dat moet er straks nog wel goed gekeken worden naar wat straks nog het centrum van Heerenveen is. Als het station dan daar komt, op afstand, is het dan nog wel Heerenveen, of moet het station dan een andere naam gegeven worden. Want als je in Leeuwarden bij het station komt, dan ben je in het centrum, Amsterdam, in het centrum, in Heerenveen is dat niet zo. Een optie is om het centrum dan die kant op te schuiven, maar dan zit er nog een klaverblad tussen, dus dat kan ook niet, is het dan ook een woestijnstation dan.</p> | Economic/Financial, Everyday practice |
| Interview #3.docx | <p>Dat bedenk ik nu pas, want het effect op Heerenveen, kan nog veel kleiner zijn dan dat nu beweerd wordt. Voor bedrijvigheid zie ik wel nog meer mogelijkheden.</p> | Moderate values |
| Interview #4.docx | <p>Persoonlijk, ik ben hier geboren en opgegroeid, in de plaats Heerenveen zelf, mijn ouders komen ook uit de gemeente Heerenveen, mijn vader komt uit Katlijk en mijn moeder uit Jubbega en later in de Knipe, dus ik heb een grote verbintenis met de gemeente,</p> | Feelings of attachment, Feelings of belonging |

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| Interview #4.docx | alleen tijdens mijn studie heb ik 4 jaar in Arnhem gewoond, want ik studeerde in Velp, vlak bij Arnhem, en daarna, toen dat klaar was, toen heb ik gezegd, ik wil graag weer terug naar Friesland, dus toen ben ik weer naar Heerenveen gekomen, en daarna pas politiek actief, in de gemeenteraad en later wethouder geworden. | Everyday practice, Age, Time |
| Interview #4.docx | Nou ja, voor mij zelf is dat gewoon wel het ondernemerschap, wij hebben toch wel, wij hebben een bijzondere ligging toch wel, met snelwegen, spoorlijn en vaarwegen. Het zit wat in de mensen dat wij, hier, want als je bijvoorbeeld op vakantie verteld dat je uit Heerenveen komt, dan kennen mensen dat van de voetbal, of van het schaatsen ofzo en dat lijkt natuurlijk altijd heel veel, als je dan ook verteld dat er tegenwoordig zijn het 50.000 inwoners, maar hiervoor waren we nog kleiner, dat het eigenlijk een hele kleine gemeente is en daar zijn mensen altijd wel van onder de indruk, we zijn heel ondernemend, en ik vind ook, dat onderschatten we ook wel, want ik heb zelf ook wel een beetje een landschap achtergrond, de verschillen, in landschappen die wij hebben met de Tsjonger, met heet beekdal wat daar ligt en de bossen van Oranjewoud, en de dorpen Akkrum enz. met de watersporten enz. Het is gewoon een hele diverse gemeente. | Culture, Everyday practice |
| Interview #4.docx | ja kijk wij, het is natuurlijk wel een verbinding die wel eens eerder op de kaart heeft gestaan, toen was het nog de Zuiderzee lijn, dus wij weten als gemeente Heerenveen wel dat hij, in bijna alle scenario's wel door de gemeente Heerenveen heen komt, en meest waarschijnlijke is dat hij dan aan de noord kant van de plaats Heerenveen langs komt, en dat wij hebben gezegd, dan kruist hij dus ook snelwegen, maar ook een andere spoorlijn, dus het is even de vraag wat dat betekend, of daar ook een station komt bijvoorbeeld, of niet. Maar, hoe dan ook heeft het qua infrastructuur, en ook voor de bereikbaarheid van Heerenveen, impact. Heerenveen is al een belangrijk opstappunt, ook voor de trein Zwolle Leeuwarden zeg maar, dus volgens mij stappen er in Heerenveen net zo veel mensen op de trein als in Leeuwarden zeg maar, in de trein richting Zwolle, dus die hele OV verbinding is voor ons belangrijk en nog belangrijker is, maar dat is meer voor Friesland denk ik, is dat drachten aan het spoor komt en de verbinding met Groningen verbeterd, en dat je ook minder kwetsbaar bent, nu moet alles langs Meppel en Zwolle, dus voor de infrastructuur wordt je minder kwetsbaar | Everyday practice, Connectivity, Knowledge |
| Interview #4.docx | Dus voor ons, wij zien het echt wel als een belangrijke ontwikkeling, maar ook, lastig, om in bestaande stedelijk gebied, dat is meer het planologische, om het daar ook op in te passen, dat is dan weer een volgende. | Moderate values, Uncertainty |
| Interview #4.docx | Maar dat is natuurlijk een gebied, want eigenlijk komt hij dan waarschijnlijk parallel aan de snelweg, maar daar zit gewoon allemaal infrastructuur, bebouwing, van alles, helemaal niet ingericht ook op een eventueel station ofzo, dus als je dat soort plannen maakt dan moet je daar ook goed over nadenken. En dat er ook nog een aftakking naar Leeuwarden moet komen, wat Leeuwarden graag wil en wat ik ook wel snap, maar een trein kan niet een haakse bocht maken, dus dat is altijd een | Economic/Financial, Knowledge |

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| | hele lange bocht , die je dan maakt, dat is ook heel aangrijpend in het landschap. | |
| Interview #4.docx | Ja het is wel ingrijpend, verderop ook, maar dan is hij al vrij snel de gemeente uit dus, | Moderate values Negatief feelings, |
| Interview #4.docx | Ja, dat hangt er helemaal vanaf, als je er vlak naast woont, dan hoor en zie je hem, maar dan kan je ook lopend naar een treinstation zeg maar. Ik snap dat mensen ook zien dat er bedreiging zijn | Feelings of dissatisfaction, Everyday practice |
| Interview #4.docx | overigens is het zo dat de huidige spoorlijn, daar gaan volgens mij 12 treinen per uur, overheen, dus dat is best veel treinverkeer al op de bestaande spoorlijn, en daar staan ook huizen dichtbij enzovoort, en dat gaat ook. | Moderate values, Economic/Financial, Connectivity |
| Interview #4.docx | Dus, het is ook niet helemaal zo dat je er helemaal niet in de buurt kunt wonen of leven, of werken, maar met name denk ik die verbinding, de snelle verbinding natuurlijk die kant op, misschien wordt hij nog wel doorgetrokken, van Groningen naar Duitsland, toe. Dat maakt Heerenveen ook wel een mooie en bijzondere plek ook wel om, te wonen en te werken, dus ik denk dat met name die bereikbaarheid voor mensen een impuls zal geven. | Connectivity |
| Interview #4.docx | aar mensen zien ook een bedreiging dat mogelijk mensen hiernaartoe komen, wonen, werken, die hier anders niet zouden komen, en sommige zien dat ook als bedreiging, | Populism |
| Interview #4.docx | weten we ook dat het aantal mensen dat zeg maar, over een paar jaar de leeftijd heeft dat ze stoppen met werken, in deze regio heel groot is, en dat er ondertussen wel heel veel werk moet worden verzet. Ook in bijvoorbeeld de zorg weer voor dezelfde groep mensen, dus we hebben ook wel mensen nodig, en dan is het misschien voor sommige mensen een bedreiging maar moeten we misschien ook het gesprek hebben van, hoe kan het een kans zijn? Hoe kan het je wat opleveren? | Optimism, Positive feelings, Moderate values, Economic/Financial |
| Interview #4.docx | weten we ook dat het aantal mensen dat zeg maar, over een paar jaar de leeftijd heeft dat ze stoppen met werken, in deze regio heel groot is, en dat er ondertussen wel heel veel werk moet worden verzet. Ook in bijvoorbeeld de zorg weer voor dezelfde groep mensen, dus we hebben ook wel mensen nodig, en dan is het misschien voor sommige mensen een bedreiging maar moeten we misschien ook het gesprek hebben van, hoe kan het een kans zijn? Hoe kan het je wat opleveren? | Optimism, Positive feelings, Moderate values, Economic/Financial |
| Interview #4.docx | dus je hebt wel nodig dat de vraag die je stelt heel concreet is en heel duidelijkheid over wat voor mogelijkheden er zijn om dingen te veranderen of aan te passen, zeg maar. Dus, ik vond het heel mooi dat er nu al een enquête werd gehouden, en die heeft ook wel nuttige tips en dat soort dingen aangegeven, maar straks als je concreter wordt, dan moet je politiek afwegen, dat voor het algemeen belang, moet er zo'n verbinding komen, die moet altijd ergens gaan liggen, en vervolgens kijken met | Everyday practice, Knowlegde, Communication |

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| | participatie van hoe zou je het dan op een manier kunnen doen, dat dat kans creëert en of in ieder geval zo weinig mogelijk overlast geeft. | |
| Interview #4.docx | st nog zeggen, het deltaplan bestaat niet meer, dus dat is ook bijzonder, volgens mij is het deltaplan ooit gemaakt op verzoek van de tweede kamer, omdat die zeiden, voordat wij zo'n infrastructuur project doen, dan willen we weten wat betekend dat dan voor ander onderwerpen, en het is ook gemaakt zonder betrokkenheid van gemeenten, dus de provincie heeft het laten opstellen, dus vandaar dat ik zei, ik ken het maar meer ook niet, dus eigenlijk vind ik het gewoon een verkeerde volgorde, dat een provincie dat zou heeft gedaan, want het gaat over thema's waar de gemeente over gaat, over wonen en werken, recreëren etc. | Moderate values |
| Interview #4.docx | Dat is ook een van de dingen die wij nu steeds inbrengen, daarom gaan we nu zelf ook tekenen en rekenen, op het moment dat je met zo'n lijn aan de slag gaat dan moet je eerst met de overheid en gemeente om tafel, van wat betekend dat dan? En vanuit die invalshoek invulling geven, en ik denk dat het deltaplan ooit zo bedoeld is, van oh, wat zou het kunnen doen, daar zijn een aantal woningen genoemd die helemaal een eigen leven zijn gaan leiden, nou wij moeten ook altijd met prognoses enz. | Knowlegde, Economic/Financial |
| Interview #4.docx | nou wij komen bij lange na niet aan die aantallen die daar in dat plan genoemd zijn, dus wat mij betreft is het eigenlijk een vingeroefening geweest die, is maar snel weer vergeten. | Moderate values |
| Interview #4.docx | Kijk, dat is eigenlijk in een soort, verkiezingsstrijd en polarisatie terechtgekomen, men probeert ook meer een beetje geforceerd voor en tegenstanders volgens mij neer te zetten, en daar is dat plan ook wat in gebruikt, daarom heeft het ook een beetje een ander gewicht en een ander lading gekregen dan dat het zou moeten hebben, maar goed, ja het plan bestaat wel, dus ik snap dat mensen, dat aangrijpen, | Knowlegde, Populism |
| Interview #4.docx | n ik vind nog steeds ook dat het lastig opereren voor een provincie is omdat die, die gaat niet zelf betalen, dus die is ook afhankelijk van rijksoverheid en Brussel, dus die moet daar een lobby voeren, maar je wil ook alle gemeenten proberen mee te krijgen, het is heel knap dat het tot nu toe allemaal in Brussel en in den haag zo op zijn plek valt denk ik, dat is echt de verdienste van de provincie, maar de gemeenten goed aangehaakt krijgen, dat is wel de volgende, zeker als je meer gaat uitwerken. | Economic/Financial, Knowlegde |
| Interview #4.docx | obbyen naar den haag en naar Brussel toe, om het belang van de lijn aan te geven, maar ook geld daar voor gereserveerd te krijgen, het gaat ook om heel veel geld, infrastructuur is altijd een lastig iets, we hebben in Nederland natuurlijk wat ervaring met lijnen, de Betuwelijn, de noord-zuid lijn die moeilijk uit konden enz. dus het zijn altijd, ook een beetje politieke bananenschillen, laat ik het maar zo zeggen, dus het is maar goed dat het al zo gelukt is maar, het verhaal staat ook wel stevig, nut en noodzaak, maar ik vind dat je dan vooral, daar begon het verhaal ook mee, probeer het vanuit een infrastructuur te benaderen, hij is wel nodig voor de snelle verbinding, om minder kwetsbaar te zijn qua verbinding en ook als je een | Everyday practice, Moderate values, Economic/Financial, Communication |

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| | kaartje maakt van Nederland waar alle verbindingen opstaan dan zie je ook, gewoon van daar mist iets, dus dan is dat volgens mij ook wel een heel logisch verhaal en als je hem dan ook echt gaat aanleggen dan, met peiling, dan moet je hem vooral ook op gaan bouwen met gemeente en inwoners en wat is er dan nodig, en wat bied het aan kansen daar om heen, | |
| Interview #4.docx | g, en deze mensen zitten hier ook weer voor 4 jaar, maar het is wel een project voor de lange adem, | Long term, Time |
| Interview #4.docx | artijen die er nu zijn zeggen we gaan stoppen, want dan heb je al het werk in Brussel en den haag ook voor niks gedaan, plus dat ook, dat daar geld klaar ligt, het zou best kunnen dat ze zeggen, pas op de plaats, of een nieuw onderzoek ofzo, maar goed, | Economic/Financial |
| Interview #4.docx | a kijk, de kiezer heeft altijd gelijk, aan de andere kant die hebben natuurlijk ook niet alleen maar naar de Lelylijn gekeken, in dit geval was het ook vooral een proteststem tegen den haag, ook vanwege andere onderwerpen, misschien dat iets van schwung en snelheid wordt ingeboterd, dat zou kunnen, maar van de andere kant zou het verhaal er ook toe kunnen leiden dat het juist steviger wordt | Populism |
| Interview #4.docx | ik ook altijd bezig ben met plannen dan ben ik dan vind ik ook het goed dat mensen kritiek leveren want dan zie ik het ook een beetje als gratis advies of je plannen een beetje goed genoeg zijn. Maar kritiek kan ook een beetje verkeerd gebruikt worden, zoals nu meer met polarisatie, dat is best jammer want dan is het gesprek verdwijnt dan een beetje naar de achtergrond. | Communication, Moderate values, Knowlegde |
| Interview #4.docx | ik heb vooral ook het gevoel dat, het heel erg neer gezet is als een bedreiging voor Friesland, want er komen dan allemaal mensen hier naar toe en dat moeten we allemaal wel niet willen en zo | Populism |
| Interview #4.docx | maar dat vind ik gewoon niet terecht, er zijn ook geen rapporten die dat aantonen, dat zoiets gebeurd, en tegelijkertijd, ontkennen mensen ook heel erg de uitdaging waar Friesland voor staat, als het gaat om leefbaarheid, als het gaat om hier houden van goede mensen voor werkgelegenheid enz. | Positive feelings, Optimism, Norms and values, Support |
| Interview #4.docx | en in een polarisatie zie je dan dat mensen selectief gaan shoppen in feiten en onderbouwing van standpun | Populism |
| Interview #4.docx | ook bij een ander kijken van, wat houdt jou nou bezig en hoe kunnen we daar nou het goeie van het gesprek over voeren, | Communication |
| Interview #4.docx | n dan kijken hoe je daar dan bij elkaar komt, | Communication |
| Interview #4.docx | a nou, nogmaals wat ik zei, ik denk dat de impact voor Heerenveen beperkt is dus ik denk dat over het algemeen, mensen positief kritisch zijn, en dan zit de kritiek vooral in van waar komt hij dan en hoe ziet het er dan uit? | Support, Optimism, Positive feelings |
| Interview #4.docx | En van hoe zit het dan met risico dat altijd aan grote infrastructurele | Uncertainty |

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| | plannen zit, dat mensen ook allemaal zorgen hebben van kan dat allemaal maar, en hoe doen we | |
| Interview #4.docx | dat is ook wel weer zoiets, wie plant uiteindelijk deze lijn, als het bijvoorbeeld een rijks inpassingsbesluit wordt, jij zit er met de huidige instrumenten misschien nog beter in dan ik, vanuit de opleiding, | Norms and values, Economic/Financial |
| Interview #4.docx | maar ja dat doen we niet achter het bureau, dat gaan we ook samen met mensen naar kijken. | Communication |
| Interview #4.docx | soort inspraakronde bij het rijk dat dat kan, | Communication, Moderate values, Transparency |
| Interview #4.docx | is het een beetje hoog over, maar ik denk dat wat je zonet zij bij publieke participatie wil je een zo concreet mogelijk vraag, en dat lukt momenteel nog niet, dus ik denk dat het vooral een soort gezamenlijke schets, en of bijeenkomst wordt, | Economic/Financial, Communication, Uncertainty |
| Interview #4.docx | ben we bij jongeren bijvoorbeeld netwerken die we kunnen inzetten die we ook in het verleden hebben ingezet, | Age |
| Interview #4.docx | e planvorming zijn zij natuurlijk belangrijk, maar natuurlijk ook, omdat dit een project is wat langer duurt voordat hij er ligt, dan is het ook vooral bedoeld om te kijken hoe, maak je het gebied voor de toekomst leefbaar want dat is heel belangrijk, en tegelijkertijd, dat snap ik ook wel, zijn jongeren ook niet altijd al met die dingen bezig, dus het is best wel lastig om ze erbij te betrekken. Ik zei zonet al, we hebben er nu al best een beetje ervaring mee dat we korte concrete, vragen worden voorgelegd waar ze dan wel op aanslaan, en je zit natuurlijk in een andere vibe als je jong bent dus je zit dan niet erop te wachten op, kun je meepraten zodat wij over een jaar een besluit kunnen maken, dat gaat gewoon veel te traag allemaal, maar dat is de uitdaging om die groep aan te kunnen spreken, tegelijkertijd je moet ze ook niet allemaal over een kam scheren, er is ook een hele groep jongeren die gewoon heel erg, we hebben net een nieuwe woonvisie vastgesteld, daarin hebben we ook veel contact gehad met jongeren, die zijn daar gewoon heel erg mee bezig, van kan ik in de toekomst een huis kopen, en hoe ziet mijn woon carrière er uit, die hebben zich aangemeld en meegedacht enzovoort. | Age, Communication, Everyday practice |
| Interview #4.docx | ussen de 20-30 jaar, maar goed als je het over wonen hebt want daaronder dan ben je een kamer aan het huren zomaar, dat is ook belangrijk, maar ik vond het ook wel mooi dat die groep zich wel meldde en wel mee wilde denken | Optimism, Age, Communication |
| Interview #4.docx | e kunt natuurlijk nog jonger gaan, maar ik denk dat, dan zou je bijvoorbeeld ook met het onderwijs samen kunnen werken, maar met name die groep van, want dat is ook een beetje wat je ziet gebeuren, je studeert af, op een andere plek, je hebt hier geen universiteit, je kunt hier niet studeren, dus je gaat uit Friesland, en je krijgt dan mensen weer terug om bijvoorbeeld hun kennis en hun inzet om hun hier dan een plekje te geven | Everyday practice, Economic/Financial, Long term, Connectivity, Feelings of attachment |

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| Interview #4.docx Interview #4.docx | In dit geval is dat erg ingewikkeld, ik weet niet of je dat ook op de website kunt vinden, er is een soort opzet gemaakt met ook een stuurgroep en allemaal ambtelijke en bestuurlijke vertegenwoordiging, maar dat is natuurlijk niet alleen Friesland, we gaan door meerdere provincies en meerdere gemeenten, vanuit Friesland is een gemeente die daar aan tafel zit, dat is gemeente Leeuwarden, die vertegenwoordigd de gemeenten en de provincie Friesland zit aan tafel, en die hebben dan ook getracht dan ook de wethouders van de gemeenten die waar die door heen gaat om die ook mee te laten praten, maar vervolgens geldt natuurlijk, wat ik net ook al zei, wordt het een rijks inpassing of kunnen we nu wel meeliften, of kunnen we uiteindelijk alleen nog maar reageren op het plan of wordt ons gevraagd om zelf ook met een plan te komen, en zo ver zijn we nog niet in de ontwikkeling van de Lelylijn, ik schat zelf in ook omdat we op de route een paar gemeenten zijn die heel erg tegen zijn, dus dat een provincie of een rijk gaat zeggen van wij, trekken de kar, wij zijn dan de overheid, die dan de inspraak biedt en de opties brengt en dan kan de gemeente daar op reageren, | Power, Economic/Financial |
| Interview #4.docx | Ik denk dat zoals we het nu doen, dat wel een beetje het maximale haalbaar ok omdat het geheel moet op een gegeven moment ook werken, dus ik denk dat als je, volgens mij was bij de enquête ook het aantal haltes, een zo'n vraag, van waar moet hij stoppen enz., | Moderate values Communication |
| Interview #4.docx | e meeste kennis van wat daar dan aan toekomstperspectief hebben en het komt ook door een heel stukje oud bedrijventerrein, dan zou je kunnen zeggen, willen we dat wel weghalen of er iets anders ontwikkelen, dat is allemaal lokale kennis, en die kunnen we nu ook inbrengen. | Knowlegde |
| Interview #4.docx Interview #4.docx | Heel belangrijk, en ook, ik moet oppassen met wat je precies in je scriptie opschrijft, maar je ziet dat ook gewoon voor ministerie en den haag het lastig is om goed de kennis te ontwikkelen zelf voor een gebied, daar leunen ze echt op provincies en gemeenten om die kennis over te brengen Ja, maar dat gaat binnenkort ook wel gebeuren, | Knowlegde, Communication, Power Short term, Communication |
| Interview #4.docx | tuurlijk nu nog in de fase dat hele project opzet, en rekenen en tekenen begint, en dat gaat straks ook wel naar buiten komen, en dan zie je ook wel dat gemeenten daar bij aangehaakt zijn, en ik denk ook dat wat ik net zei, dat die lobby er heel erg is geweest in Brussel en den haag, dat nu die slag wel gemaakt moet worden naar die gemeenten toe, dat ziet de projectorganisatie denk ik ook wel, dus dat gaat denk ik straks dan ook wel gebeuren. | Communication, Optimism, Economic/Financial |
| Interview #4.docx | wel, het moet ook, de afspraak met het rijk is gemaakt dat, de komende 2 jaar duidelijkheid komt op de financiering van het totaal, en daarvoor moeten we eerst uitrekenen wat het kost en daarvoor moeten we eerst de plannen een beetje in hoofdlijnen hebben, en 2 jaar klinkt lang maar voor | Economic/Financial, Short term |

zo'n ingrijpend project is dat best kort, dus er moet heel veel werk gebeuren dus er moet echt aan de slag gegaan worden.

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| Interview #4.docx | Uiteindelijk kan de route dan nog anders worden ofzo, maar met name, voor het berekenen van wat het moet gaan kosten, en dat is ook de ervaring wat men bij andere lijnen heeft gehad waarin ook echt eerst, op een heel globaal plan begroot is en vervolgens aan de slag en dan gaat iedereen wensen, en toevoegen, waardoor de prijs van zo'n lijn ineens meer dan over de kop gaat, dus ik denk dat het heel goed is dat ze nu, het omgedraaid hebben, daar hebben ze ook van geleerd bij het rijk, dat ze zeggen van we gaan nu meteen tekenen en rekenen en kijken wat we tegenkomen en dat op geld zetten, en dat is wel belangrijk. | Economic/Financial, Power |
| Interview #4.docx | , ik denk dat met name het feit dat partijen zo uitgesproken tegen zijn en daar een beetje uit het oog verliezen van waarom doen we dit ook alweer, dat dat niet helpt, ik denk ook dat het grote projecten zijn die lang duren, dus ook wat ik net zei, dat het best wel lastig is voor mensen om daar, zich in te herkennen en daar ook een rol in te spelen | Uncertainty, Populism, Resentment |
| Interview #4.docx | bij, bij de waarden van een lijn, en wat dat betekend, dus ik denk dat ja | Norms and values, Trustlevels |
| Interview #4.docx | het grootste afbreukrisico is door niet in contact te staan met de inwoners, politiek moet vooral openstaan voor signalen en zelf ook het verhaal goed vertellen. Je hebt natuurlijk een vertegenwoordigende club die de besluiten moet nemen, en belang moet wegen | Power, Knowledge, Communication, Transparency |
| Interview #4.docx | Dat is de democratie, en volgens mij hebben we niet een beter alternatief daarvoor, ik heb wel eens gekscherend gezegd, als we op vakantie waren in Frankrijk en daar werd ook een lijn aangelegd, toen raakte ik ook in gesprek met iemand die daar in de politiek zat, en dat was dan een lokale gemeente, burgemeesters zijn daar veel in die dorpen, hij zei we kregen op een dag gewoon een brief, met er komt een spoorlijn door je stad zeg maar, de grotere, hogere overheid beslist dat en nou binnenkort komen we bij jullie een spoorlijn aanleggen, dus wij hebben in Nederland wel een vorm waarin we heel veel kunnen meepraten, en meebeslissen, en nogmaals het is grote infrastructuur, daar op een gegeven moment, heeft het voor mensen ook hele nare gevolgen, en dat moet je dan goed regelen als het door je huis gaat of door je tuin gaat, dan moet dat daar geregeld worden. | Communication, Power |
| Interview #4.docx | goede informatievoorziening, transparantie, | Transparency |
| Interview #4.docx | Nou ja, denk dat je daar nou dit project, als je nadenkt over besluitvorming, en betrokkenheid van mensen, nou ja kijk het is natuurlijk wel, als je het rapport, elke regiodelta ook leest dan zie je ook dat er in de periferie van het land gewoon veel minder geïnvesteerd wordt ook in infrastructuur en ook in andere dingen door de overheid, omdat er ingezet is op regio's waar de economische groei zat, dus in die zin denk ik dat als dat mede de oorzaak is van een kloof dan kan dat mede een rol hierin spelen. | Power, Economic/Financial |

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| Interview #4.docx | <p>dat het natuurlijk straks ook nog een financiële vraag komt, bij de andere overheid, dus het is heel mooi dat het succesvol is geweest in den haag en Brussel, maar die gaan straks zeggen, wat gaan jullie nou zelf nou meebetalen, en ja hele spel moet nog op de wagen, en daar maak ik mij eerlijk gezegd wel zorgen over, dat een gemeente als Heerenveen, maar ook andere gewoon niet ruim in de centen zitten, ik denk dat het grootste afbreukrisico zitten in het feit dat we de cofinanciering niet bij krijgen, dat is wel een risico, ook het feit dat we als noorden verdeeld zijn, dus Groningen-assen, Drenthe, hebben ook nog wat andere verbindingen waar ze voor pleiten, dat helpt meestal ook niet, wil je het liefst een percentage horen?</p> | Economic/Financial, Uncertainty, Scepticism |
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| Interview #4.docx | <p>r dat zijn gewoon nog wat risico's die in dat traject nog zitten, dus dat in het noorden het en financieel niet lukt, dat er een soort splitsing leid</p> | Uncertainty, Economic/Financial |
| Interview #4.docx | <p>lemaal misgegaan bij de Zuiderzee lijn, dat was ook al vrijwel helemaal rond, en toen was het Almere ofzo een van die gemeentes en die zei, we doen niet meer mee, ja</p> | Power, Economic/Financial |
| Interview #4.docx | <p>ijk er wonen hier 1/3 van de inwoners van de provincie, die wonen in deze regio, zuidoost Friesland, we hebben een groot deel van het economische belang, ligt ook in deze regio</p> | Economic/Financial |
| Interview #4.docx | <p>Kijk er wonen hier 1/3 van de inwoners van de provincie, die wonen in deze regio, zuidoost Friesland, we hebben een groot deel van het</p> | Economic/Financial |

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| | economische belang, ligt ook in deze regio, dus dat zal denk ik ook wel zo blijven, | |
| Interview #4.docx | maar je merkt wel dat infrastructuur en stilstaan, de kwetsbaarheid dat dat wel, dat is natuurlijk wel een belangrijk onderdeel ook voor bedrijven om zich hier te vestigen, maar ook voor bedrijven die hier al zitten, we hebben ook gesprekken met | Economic/Financial, Connectivity |
| Interview #4.docx | maar die mensen willen naar een Ziggodome of grotere voorzieningen | Everyday practice |
| Interview #4.docx | n dat heeft Heerenveen als voordeel op Leeuwarden, want zij zitten weer een halfuur verder, dus wij zitten wel in een mooie cirkel waar je de voordelen hebt van de rust en de ruimte, en van het gebied, maar ook wel de snelle ontwikkeling en economische groei, en dat blijft bij Heerenveen | Everyday practice, Economic/Financial |
| Interview #4.docx | en het over inwoners gehad en natuurlijk de politiek, dat zijn natuurlijk de gemeenteraden en de provinciale staten, en dat dacht ik nog even toen je zei wat zou een bedreiging kunnen zijn, kijk het is altijd, wethouders en gedeputeerden die weten elkaar altijd wel te vinden, in dit geval ook een hele grote club, maar om alle gemeenteraden enz., om die op dezelfde vlieghoogte te krijgen en bij elkaar te krijgen dat is best wel lastig en gemeenteraden, zijn er natuurlijk vooral voor hun eigen gemeente, maar omdat dit natuurlijk een overslaande belang is wil je natuurlijk ook wel een gemeente, die aan de route liggen straks een keer bij elkaar, hebben, | Connectivity, Power, Uncertainty |
| Interview #4.docx | a bijvoorbeeld ja, uiteindelijk zitten daar wel de mensen die moeten beslissen, en dan helpt het wel dat deze mensen goed aangesloten zijn, dus dat is bij dit soort projecten ook echt wel ingewikkeld, in het begin is dat ook wel nog dat dan dat, sowieso hebben gemeenteraden het nog wel veel te druk, maar is het ook nog te abstract, | Negatief feelings |
| Interview #4.docx | en later in het proces kunnen ze niet veel invloed meer uitoefenen, dus het is altijd een beetje zoeken, naar hoe doe je het en op welke manier, dat vind ik wel iets om over na te denken, we hebben altijd stuurgroepen en dat soort dingen, waar dan dagelijks bestuur in zitten, eigenlijk moet er ook een soort andere kant die die ander groepen vertegenwoordigd | Power |
| Interview #4.docx | ja nou ja, ik heb zelf ook in de gemeenteraad gezeten maar als je kijkt naar wat, de gemeente allemaal, we hebben tegenwoordig er allemaal taken bij gekregen, waar de gemeenteraad allemaal beslissingen over moet nemen dan gaat daar nog wel veel tijd in zitten | Power |
| Interview #4.docx | Dat gaat natuurlijk over zorg, maar ook ruimtelijke ordening, allemaal wijzigingen, nieuwe wet en regelgeving, verduurzaming, klimaatverandering, dat alles landt in de gemeenteraad, en de gemeenteraad moet daar natuurlijk iets van vinden, dat is wel heel, dat zijn veel onderwerpen, maar het is wel heel divers, dus dat is best wel moeilijk om tijd en energie daar goed in te verdelen | Power, Uncertainty, Economic/Financial, Scepticism |
| Interview #4.docx | chien, maar wat wij zien, ook in dat woononderzoek dat veel mensen in | Feelings of belonging, |

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| | Heerenveen komen of uit de directe omgeving komen, we hebben niet heel veel import, of wijken waar dan een heel ander sentiment leeft ofzo, dus ik denk wel dat heel veel inwoners van Heerenveen meevoelen met de buitendorpen en het buitengebied, die hebben daar wel iets mee vaak | Recognition, Feelings of attachment |
| Interview #4.docx | elke verandering vinden mensen spannend, en het feit dat we hebben te weinig woningen, voor de huidige vraag die er is, en als je dan vraagt over een verbinding om nog meer mensen hiernaartoe te halen, dan denken mensen ook van waar zijn ze nu mee bezig, los eerst de problemen van vandaag maar op, dat moeten we ook doen, maar omdat het zo'n lang traject is moeten we dat wel in gang zetten, anders dan ligt hij er niet over, daar durf ik geen voorspelling over te doen | Uncertainty, Everyday practice, Populism |
| Interview #4.docx | Ja en dan, de Betuwelijn daarmee heb je dat ook wel gezien, of je hem wel of niet doortrekt, dat soort discussies die moeten we ook wel goed voeren, naar Duitsland toe, dat is allemaal nog niet in kannen en kruiken. | Uncertainty |
| Interview #4.docx | Nou, of wij dat nou direct merken, je komt natuurlijk wel iets dichterbij, de noord kant van Duitsland te zitten, we hebben nu ook wel al bedrijvigheid hier zitten, de zuivelfabrieken die hebben veel relaties met de noordkant van Duitsland, dus die hebben ook wel aangeven, Heerenveen kan nog net, maar we willen niet verder naar het zuiden afzakken, bijvoorbeeld ook, als je dan bijvoorbeeld een sneltreinverbinding hebt dat zou wel mooi zijn | Economic/Financial, Connectivity |
| Interview #4.docx | Ja, daar ga je wel vanuit, kijk die discussie, hebben we ook nog wel eens, krijgen we wel mensen in die trein, we zijn natuurlijk in het noorden ook wel erg gehecht aan onze auto enz., maar goed daar zou je met prijs enz. ook nog eens goed naar moeten kijken, ik vind zelf ook dat als ik naar den haag ga dan vind ik het heerlijk om met de trein te gaan dan kun je onderweg ook nog wat doen, | Connectivity, Everyday practice |
| Interview #5 small notes.docx | et is goed voor de jeugd, | Long term, Age |
| Interview #5 small notes.docx | ar ik ben wel voor de Lelylijn. | Support, Positive feelings |
| Interview #5 small notes.docx | belangrijk iets dat er meer verbinding met de grote stad komt. | Connectivity |

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| Interview #5 small notes.docx | Ik ben een beetje tegen, het is hier in Friesland al erg druk en als die Lelylijn er zou komen dan zou het wel erg vol worden, zoveel huizen hebben we hier niet nodig. Om de charme van de regio te bewaren lijkt me dat geen goed idee. | Disappointment, Culture, Populism |
| Interview #5 small notes.docx | cheelt voor studenten heel veel reistijd wat weer extra tijd voor de studie geeft. Daarnaast is dit een oplossing voor het huidige kamerprobleem in Groningen. | Everyday practice, Connectivity |
| Interview #5 small notes.docx | Ik ben een beetje bang dat het er helemaal niet komt, heb heel erg het gevoel dat het idee uiteindelijk toch spaak gaat lopen op bepaalde ideeën en gevoelens van bovenaf. Ik ben voor, wel te verstaan, maar gewoon een beetje bang dat het hem toch niet gaat worden. | Uncertainty, Scepticism |