Interreg Euro-MED

Co-funded by the European Union

Streets for Citizens

D1.1.1 Baseline Study with a Good Practice Catalogue

https://streetsforcitizens.interreg-euro-med.eu/

Project full title: TACTICAL URBANISM - new innovative solutions for sustainable mobility in the cities to mitigate negative environmental impacts in urban life and make cities more liveable places.

Mission: Promoting green living areas

Programme priority: Greener MED

Specific objective: RSO2.4: Promoting climate change adaptation and disaster risk prevention, resilience, taking into account ecosystem-based approaches

Work package: WP1 The Concept

Activity: A1.1 Baseline information

Deliverable: D1.1.1 Baseline Study with a Good Practice Catalogue

Partner in charge (Author): DUCoR

Partners involved: JS Ptuj, IPOP, ENVIPARK, MOI, ANEL, FAMCP, AREANATejo, ANCI Lazio, OCS

Version: 3

Date of production: 13 June 2025

Table of Contents

PART 1:
Baseline Study

1 Introduction

Effective sustainable mobility management is a key issue in cities to mitigate/eliminate negative environmental impacts of urban life. Small and medium sized cities are usually lagging behind in addressing the climate emergency, forwarding energy transition, encouraging soft mobility and greening urban areas. The Streets for Citizens project tackles prevalent territorial challenges, including high rates of car ownership, traffic congestion, and road safety concerns. Additionally, it addresses the scarcity and declining quality of green spaces and community areas within urban environments. To foster a shift towards sustainable urban mobility and greener streets, there's a fundamental need for individuals to comprehend the implications of their transportation choices and be willing to embrace alternatives to car usage. Therefore, the primary objective of the project is to empower the public sector and related entities to engage citizens actively and enhance their commitment to addressing mobility and public space challenges in functional urban areas.

The Work Package 1 Activity 1.1 of the Street for Citizens project is aimed at laying the foundations of successful project implementation by collecting and presenting baseline information on mobility and environmental management in the urban areas within the partnership; as well as sharing best practices, examples of tactical urbanism interventions. Following the preparation of partner-level **baseline situation papers,** the main insights and conclusions are synthesised in this comprehensive **partnership-level Baseline Study**, highlighting the main issues and challenges related to sustainable urban mobility and public spaces.

The current document is divided into **several chapters within the two main parts: the Baseline Study and the Good Practice Catalogue.**

- In **"The project**" chapter, readers are led through the main ideas behind the project itself, with an overview of the administrative information, the background, main challenges, objectives, the partnership, the logic and structure of the project itself, as well as its workplan.
- **"The Baseline Study"** chapter presents the role of the Baseline Study in the project, its methodology, logic and structure.
- The **"Quick introduction to Tactical Urbanism"** chapter helps readers to familiarize with the term and approach, its origin, its definition, as well as its main characteristics. Furthermore, potential benefits and possible challenges are also presented. The **"Partner profiles"** chapter summarises the Baseline Situation Papers of each pilot city. Cities are introduced shortly, then their collected statistical data are presented in an easy-to-understand form, highlighting the main characteristics of their demography and society, economy and labour market, mobility, public spaces and green areas.
- The **"Synthesis of partner information"** chapter is based on the partner profiles, presenting the synthesis of partner information, that can help to orient the detailed design of various content outcomes of the project.
- In the **"Main challenges and their implications for our project"** chapter a summary of the challenges identified by pilot cities is presented. In the end, concluding thoughts are shared with recommendations for the forthcoming project and pilot activities, showing how Streets for Citizens project will help partners in addressing those challenges.

- The second part of the document is the **Good Practice Catalogue**, which is a collection of good practices from the field of tactical urbanism. 21 good practices were collected from both European and other countries. These good practices of different categories can serve as an idea book for pilot cities, as well as examples worth learning from.

2 The project

2.1 What is "Streets for Citizens"?

Streets for Citizens is a **transnational cooperation project funded by the INTERREG Euro-MED program**. The project addresses challenges most cities in the program area face: high rate of car ownership and extremely car-oriented urban mobility with all their negative consequences.

While cars demand more and more space in our cities, the expansion of spaces for cars – streetscape and parking spaces – would only be possible at the expense of public spaces and green areas. This, however, is unacceptable – cities already face shortage of quality public spaces and struggle to provide access to attractive green areas, parks to their residents. The only solution is **to reduce car-dependency and encourage people to use more sustainable ways of getting around, like public transport, walking or biking.**

Our project will use **tactical urbanism approach and methods to implement small-scale interventions** in order to test solutions and demonstrate the benefits of reducing car-dependency – and eventually contribute to changing the travel behaviour of people, encourage them to abandon their cars and shift to more sustainable forms of mobility whenever possible.

The project has been supported under the "**Greener MED" programme priority and contributes to the Programme specific objective RSO2.4** "Promoting climate change adaptation and disaster risk prevention, resilience, taking into account ecosystem-based approaches", being part of the **mission "Promoting green living areas".**

More information at: https://streetsforcitizens.interreg-euro-med.eu/

10 partners

7 countries

33 months

2.2 Background, challenge and objectives

Effective sustainable mobility management is a key issue in cities to mitigate/eliminate negative environmental impacts of urban life. Certain bigger cities in the MED area have already made significant progress in addressing environmental problems (in mobility, energy, and urban development) – including high level ambient noise, air pollution, waste/water, and the negative effects of climate change. Investment projects have been implemented to ensure compliance with regulations, and the capacity of the public sector and related entities have improved in addressing the top-down aspects of environmental management. **Small and medium sized cities**, however, especially those from IPA countries **are lagging behind** in addressing the climate emergency, forwarding energy transition, encouraging soft mobility and greening urban areas.

The Streets for Citizens project **tackles prevalent territorial challenges, including high rates of car ownership, traffic congestion, and road safety concerns**. Additionally, it addresses the **scarcity and declining quality of green spaces and community areas** within urban environments. To foster a shift towards sustainable urban mobility and greener streets, there's a fundamental need for individuals to comprehend the implications of their transportation choices and be willing to embrace alternatives to car usage.

However, many local authorities in small to medium-sized towns lack the necessary expertise and resources to effectively raise awareness and trigger behavioral change among their citizens. Therefore, **the primary objective of the project is to empower the public sector and related entities to engage citizens actively and enhance their commitment to addressing mobility and public space challenges in functional urban areas.** The anticipated outcome is a more proactive involvement of citizens in such initiatives.

2.3 The partnership

The partnership aligns with the project's objectives, covering a wide geographical area and encompassing partners with diverse expertise. Partners were selected based on their relevance to identified needs and their capacity to address the main challenges at technical and political levels. They are committed to ensuring that project participation benefits their territories, fostering socio-economic development through a Responsible Research and Innovation (RRI) framework.

With 10 partners from 7 countries, including one from the IPA area, the consortium spans a significant portion of the Euro-MED area. This collaboration facilitates the creation of common practices, generation of new knowledge, and implementation of tested tactical urbanism solutions to promote green and smart mobility. Project activities, responsibilities, and budget allocations are evenly distributed among partners.

To ensure an integrated territorial approach, partners are divided into three groups:

1. **Territorial demonstration partners (TDP):** TDPs are responsible for on-the-ground implementation of experimental and demonstration urban revitalization and sustainable mobility initiatives.
2. **Knowledge providers (KP):** KPs are experts in specific topics related to green solutions, sustainable mobility, and energy, providing guidance and hands-on support to TDPs.
3. **Partners with dual roles:** these partners act as territorial demonstration partners while also collaborate with knowledge providers in their respective areas of expertise.

Table 1 The partnership

PP	Name of the partner in English	Country	Category	Main field of expertise
LP	The Public Service Company Javne službe Ptuj d.o.o.	Slovenia	TDP	planning and implementing various public projects in the field of sustainable

				mobility and environmentally friendly use of public spaces
PP2	IPoP – Institute for Spatial Policies	Slovenia	KP	urban revitalization, urban development expertise; sustainable mobility at the strategic and tactical level, bottom-up approach, people-centred approach
PP3	ENVIRONMENT PARK – Science and Technology Park for environment	Italy	KP	environmental expertise, place-based solutions; green approaches
PP4	Municipality of Ioannina	Greece	TDP	sustainable mobility, tactical urbanism, climate neutrality
PP5	Association for Responsible Urban Development and Communication	Spain	KP	communication/dissemination, participation process, ICT, urban mobility development
PP6	Nicosia Development Agency	Cyprus	TDP	supporting its member-municipalities regarding the implementation of their development plans
PP7	Federation of Municipalities Regions and Provinces of Aragón	Spain	TDP	defending the interests of local administrations to boost sustainable development
PP8	Regional Energy and Environment Agency from North Alentejo	Portugal	TDP + KP	energy, environment, mobility and awareness-raising/ environmental education
PP9	Regional Association of Italian Towns in Lazio - ANCI Lazio	Italy	TDP	promote interests and specificities of Local Authorities, providing support to its members and participating in institutional

				debates where decisions on local autonomies are taken
PP10	Municipality of Centar Sarajevo	Bosnia and Herzegovina	TDP	improvement of the business environment, attracting investments, increasing the competitiveness of economic entities, reducing unemployment and improving the overall quality of life

Source: own editting

The project consortium comprises of a **balanced mix of local partners, research institutions, development agencies, sectoral agencies, and NGOs**, ensuring a diverse range of perspectives and expertise. Representatives from various geographical levels (local authorities, regional development agencies, research institutions) contribute to an integrated territorial approach.

The Lead Partner (The Public Service Company Javne službe Ptuj d.o.o.), with extensive experience in managing EU projects in Slovenia, is supported by external experts to ensure effective project implementation. All partners demonstrate the capacity to manage transnational projects, supported by experienced staff with a wide range of expertise.

To guarantee the sustainability of project outcomes, partners responsible for communication, dissemination, and knowledge transfer (ENVIRONMENT PARK – Science and Technology Park for environment, Association for Responsible Urban Development and Communication, Regional Association of Italian Towns in Lazio - ANCI Lazio, and The Public Service Company Javne službe Ptuj d.o.o.) will disseminate project knowledge across the Euro-MED area. Leveraging their networks with local and regional authorities, they will facilitate communication and collaboration with other cities and institutions interested in adapting the solutions developed

2.4 Logic and structure

To achieve its objectives, the project leverages existing knowledge to **develop a tactical urbanism methodology**, which serves as the foundation for partners to create **territorial roll-up mobility action plans.** These plans outline long-term strategies and demonstration actions tailored to the specific needs of each partner city or region. Drawing insights from pilot projects, the partnership **further refines and disseminates solutions** customized to the target demographic. Furthermore, to amplify project impact, partners collaborate on recommending specific interventions and policy proposals, backed by signing a **letter of commitment.**

The project adopts a multifaceted approach, borrowing and adapting concepts and best practices from tactical urbanism. Partners utilize these strategies to implement solutions and pilot projects, testing their effectiveness in real-world settings. The project capitalizes on the collective experience of knowledge providers and municipalities from various countries in the region, fostering a transnational exchange of ideas and methodologies.

Key innovative aspects of the project include the utilization of **new participatory tools, digital solutions, and communication methods to engage stakeholders effectively**. It embraces **principles of design thinking and learning-by-doing**, prioritizing a people-centered approach to urban development. Through its comprehensive approach and innovative strategies, the Streets for Citizens project aims to catalyze positive change, promoting sustainable urban mobility and enhancing the quality of life in urban areas across the region.

2.5 Workplan

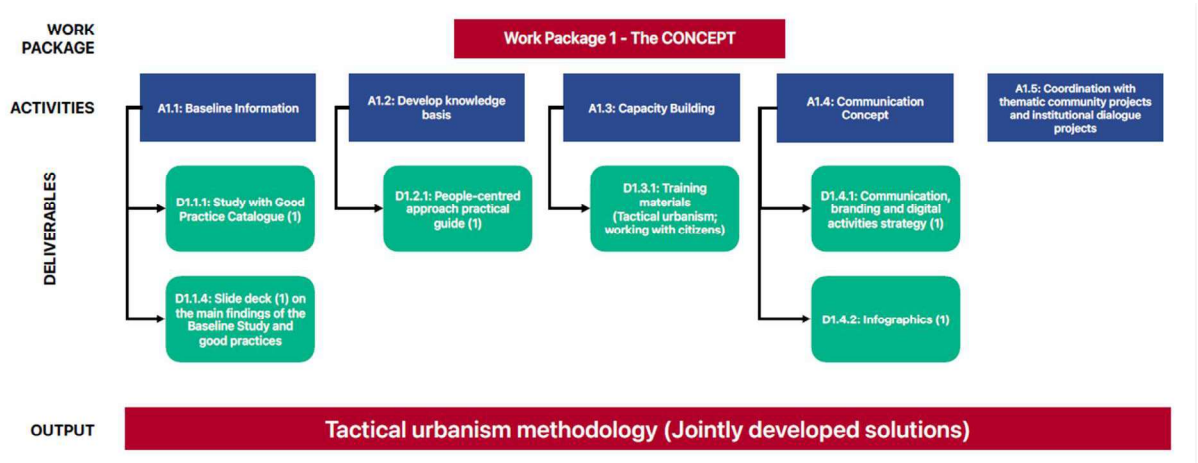
The workplan of the Streets for Citizens project consist of four work packages:

- WP1: The CONCEPT,
- WP2: The PREPARATION,
- WP3: The DEMONSTRATIONS,
- WP4: The FUTURE.

During the whole project lifetime, the communication activities, and the coordination with thematic community projects and institutional dialogue projects are continuous.

In WP1 five activities are planned to be implemented with the main focus on collecting baseline information, developing the knowledge basis, and building local capacities (Figure 1). Besides the numerous deliverables, the **main output produced is the Tactical urbanism methodology** (Jointly developed solution).

Figure 1 WP1 The CONCEPT



Source: own editting

In WP2 there are four main activities planned with emphasis on building citizen engagement and developing roll up plans. The **main outputs of this work package will be the Territorial roll up mobility action plans** (Strategies and action plans jointly developed).

Within WP3 five activities will be implemented. Its main directions include testing new approaches in transnational demonstration actions, assessing transnational demonstration actions and monitoring the carbon footprint.

The work in WP4 will be divided into four activities and their main elements will include designing tactical urbanism solutions and preparing policy proposals position papers and capitalization. It will result in two outputs: the Tactical urbanism EURO-MED Toolkit (Jointly developed solutions) and the Position paper with a "letter of commitment" (Organisations cooperating across borders).

3 The Baseline Study

3.1 The Baseline Study in the project

In the Streets for Citizens project, as part of **Work Package 1 ("The Concept"), Activity 1.1 ("Baseline information") is aimed at laying the foundations of successful project implementation** by collecting and presenting:

- baseline information on mobility and environmental management in the urban areas within the partnership;
- best practices, examples of tactical urbanism interventions.

This activity involves the **preparation of 7 Baseline Situation Papers** by city partners, presenting the state of affairs, key issues and challenges in the policy areas covered by this project. To ensure that these partner level Baseline Situation Papers are prepared using the same methodology, are built on similar datasets and prepared using the same structure (enabling comparability and more efficient partnership level analysis), the WP Leader (PP5) developed **a joint methodology and template** to review and present the baseline situation by city partners.

Following the preparation of partner-level baseline situation papers, **the main insights and conclusions are synthesised in a comprehensive partnership-level Baseline Study** (Deliverable 1.1.1), highlighting the main issues and challenges related to sustainable urban mobility and public spaces. **This document is this deliverable.**

The main findings are also presented (using a more **concise, visually pleasing format**, and more accessible language) in a **slide deck** (Deliverable 1.1.2), which can be used for promotional purposes and when engaging local stakeholders.

3.2 The methodology

The preparation of the Baseline Study consisted of several consecutive steps during the first period of project implementation.

As a first step, the Association for Responsible Urban Development and Communication as the responsible partner started the joint work with other knowledge provider partners with the aim of preparing for the first partner meeting. IPoP – Institute for Spatial Policies, ENVIRONMENT PARK – Science and Technology Park for environment and Regional Energy and Environment Agency from North Alentejo were involved and based on their comments, the presentation of WP1 for the first partner meeting was finalised.

During the first partner meeting in Zaragoza, the Association for Responsible Urban Development and Communication held a workshop, where city partners and knowledge providers started their cooperation and valuable inputs were collected for the Methodology to Review Baseline Situation. In addition to the workshop, the tasks of WP1 were presented to the partnership at the Zaragoza meeting. Each partner had the chance to ask questions and provide feedback and suggestions to the planned work within WP1.

Based on the feedback gathered at the meeting in Zaragoza, the Association for Responsible Urban Development and Communication prepared the Methodology to Review Baseline Situation, including a **template** with chapter titles, explanation of expected content, maximum

character numbers for narrative chapters, and tables for data. This document was shared with **partners,** who could **use it to prepare their respective "Partner level baseline situation paper".** These documents were analysed and formed the basis for the present Baseline Study.

At the same time, IPoP – Institute for Spatial Policies and ENVIRONMENT PARK – Science and Technology Park for environment were involved in the preparation of a **Good Practice Catalogue,** as they contributed to the development of the Good Practice Template. IPoP – Institute for Spatial Policies, ENVIRONMENT PARK – Science and Technology Park for environment, Association for Responsible Urban Development and Communication, Federation of Municipalities Regions and Provinces of Aragón, Regional Association of Italian Towns in Lazio - ANCI Lazio and Municipality of Centar Sarajevo collected Good Practices. After reviewing all the Good Practices, the Association for Responsible Urban Development and Communication used the finalised versions as inputs to the Good Practice Catalogue.

3.3 Logic and structure of the Baseline Study

The logic behind the Baseline Study was to provide our target audience – primarily our partners, but also later other interested cities outside the partnership with a context before diving into the main parts of the document. Without doubts, the most important sections of the present document are those that present information about the Baseline Situation Papers and the Good Practice. However, it is useful to have an initial idea about the project, the deliverable and the topic, as well. This idea led to the structure of the Baseline Study.

In "The project" chapter, readers are led through the main ideas behind the project itself, with an overview of the administrative information, the background, main challenges and objectives of the Streets for Citizens project. Moreover, information is provided about the partnership, the logic and structure of the project itself, as well as its workplan. "The Baseline Study" chapter presents the role of the Baseline Study in the project, its methodology, logic and structure.

The "Quick introduction of Tactical Urbanism" chapter helps readers to familiarize with the term and approach, its origin, its definition, as well as its main characteristics. Furthermore, potential benefits and possible challenges are also presented to provide a complete picture. The chapter on typical tactical urbanism interventions helps to understand how diverse this topic is and what are the challenges cities can best address using tactical urbanism methods.

"Partner profiles" chapter summarises the Baseline Situation Papers of each pilot city. Cities are introduced shortly, then their collected statistical data are presented in an easy-to-understand form, highlighting the main characteristics of their demography and society, economy and labour market, mobility, public spaces and green areas.

The "Synthesis of partner information" chapter is based on the partner profiles, presenting the synthesis of partner information, that can help to orient the detailed design of various content outcomes of the project. Summary tables and charts will help our partners and other readers to better understand the similarities and differences, as well as to identify common patterns, shared challenges and needs.

In the "Main challenges and main implications for our project" chapter a summary of the challenges identified by pilot cities is presented, covering the following main topics: motorised transport, pedestrian traffic, cycling, public transport and public spaces. In the end, concluding thoughts are presented with

recommendations for the forthcoming project and pilot activities, showing how Streets for Citizens project will help partners in addressing those challenges.

The second part of the document is the Good Practice Catalogue, which is a collection of good practices from the field of tactical urbanism. 21 good practices were collected from both European and other countries. These good practices of different categories can serve as an idea book for pilot cities, providing a range of examples worth learning from.

4 Quick introduction to tactical urbanism

4.1 Why tactical urbanism?

Traditionally, urban planning practices have been quite rigid, based on a top-down approach and involved very limited public participation. Starting as early as from the seventies of the last century, this has started to change gradually. It became obvious that traditional planning practices increasingly fail to properly address urban challenges in a quickly changing environment.

Cities have faced new economic, social and environmental challenges. Since car-oriented urban growth did not lead to the desired results, professionals and decision-makers were looking for new approaches. The main aim was to use space efficiently among the different transport modes and increase the proportion of active urban mobility users within the transport mix. The advancement of pedestrian, bicycle and public transport to enable mobility in growing cities is internationally recognised as a concept for which there is no alternative.

These changes, however, are only feasible if the environment is safe, comfortable and attractive. Creating such an environment is not that easy and requires not only time and money, but also significant human resources. Supporting initiatives strengthening citizens' self-efficiency, connecting formal top-down planning incentives with flexible informal bottom-up initiatives became more and more frequent. Creating liveable, healthier and resilient cities became a priority that can be supported by changing mobility behaviour. Cities need to focus on environmentally conscious urban development that has the potential to assess the real reaction of population prior to the practical implementation of actions.

A possible solution can be **tactical urbanism; the term is used to refer to small, low-cost temporary interventions to improve neighbourhoods – and to inspire long-term positive change.** The term became popular around 2010-2011 when a group of young urban planners published a book showcasing projects from North America *("Tactical Urbanism: Short-term Action, Long-term Change")*.

4.2 What is it?

The first definition was written in the book "*Tactical Urbanism: Short-term Action for Long-term Change*" by Anthony Garcia and Mike Lydon in 2015 as "*a city, organizational, and/or citizen-led approach to neighbourhood building using short-term, low-cost, and scalable interventions and policies to catalyse long-term change*". According to them, tactical urbanism has 5 main defining characteristics:

- offer local solutions to local planning challenges,
- involve short-term commitment and realistic expectations,
- are based on a deliberate, phased approach to driving change,
- minimize the risks of implementation with a potentially high reward,
- develop social capital and cooperation between public and private institutions, non-profit organizations and citizens.

There are numerous other definitions in the international scientific and professional literature for tactical urbanism, and they all share common concepts, such as the **emphasis on low-cost, temporary interventions, community engagement** and the **potential for long-term change**. To conclude, tactical urbanism can be seen as a **flexible and adaptable approach to urban design and planning,**

that allows for experimentation and community input. Using this approach, cities can improve public spaces, empower communities and promote social interaction.

Another important concept from the point of view of the Streets for Citizens project is **placemaking. Tactical placemaking aims to create inclusive, vibrant public spaces** taking into consideration the desires and needs of the community. When such approaches are applied, citizens develop a relationship to places, since their emotional bond and motivation is triggered. Analysing the different definitions in the international professional literature, the following characteristics of placemaking are to be highlighted:

- the aim is to create quality places for the people...;
- ...by the people;
- their attachment to the place is crucial;
- belonging to a community plays an important role, too;
- affection, emotions, knowledge, beliefs, behaviours, actions about and in a place are also decisive.

4.3 Main characteristics

Tactical urbanism interventions are often temporary and can take place on a small scale, like a street, a block or even one single building. Tactical urbanism has become a big trend in urban planning and has been increasingly featured in popular culture and architecture events in the 2010s.

Citizen-led projects are triggering discussions about making city planning more flexible and participatory. Some cities now include temporary projects in their official plans to improve public spaces, helping them to avoidspending too much money or taking significant risks. These temporary projects allow planners and citizens to work together, test ideas before making permanent changes. The current political, economic, and environmental uncertainty, the resulting increase in vacant lots and buildings, as well as the demand for flexible and adaptable spaces and uses are all driving interest in these projects. Planners and citizens are realizing that traditional planning methods not always meet local needs, so there's a push for more adaptable approaches that involve everyone.

The **typical workflow** of a tactical urbanism project consists of **five key steps**:

1. **Choosing the place**: the site for implementing the tactical urbanism project needs to be selected. Public participation starts from here.
2. **Context evaluation**: the chosen site needs to be analysed to better understand its context, as well as the opportunities and constraints involved. The current status of the site is mapped methodically, while the desires and needs of citizens are surveyed.
3. **Design and preparation**: based on the evaluation, conceptual design options are developed in a collaborative idea-generation process. Necessary resources should be identified and secured at this point. Besides public participation, the involvement of local stakeholders (especially decision-makers) is of utmost importance to obtain the necessary permits and approvals.
4. **Implementation and evaluation**: this step involves the execution of the previously prepared design, which can happen during the set timeline of the project. After the implementation, the opinion of users and stakeholders should be monitored regarding the results and impact of the intervention.

5. **Follow-up:** based on the evaluation, changes and improvements can be applied. Similar actions can be carried out in other parts of the city, or if the intervention was successful, it can become a part of the official urban development plans.

4.4 Potential benefits

Tactical urbanism projects are often small-scale, yet they can have significant benefits including:

Quick Implementation: Tactical urbanism allows for rapid implementation of projects, often bypassing lengthy bureaucratic processes.

Low Cost: Many tactical urbanism projects are low-cost, making them accessible to communities with limited resources. They offer a cost-effective way to test ideas and interventions before committing to larger investments. They can be an affordable alternative to traditional urban development methods.

Community Engagement: Tactical urbanism encourages community participation and engagement in the planning and implementation process, contributing to a sense of ownership. Public participation might also strengthen social cohesion, foster social inclusion, and help create a shared sense of identity. By involving citizens in the decision-making process, tactical urbanism projects can help build trust, improve transparency, and enhance the legitimacy of urban governance.

Flexibility and Adaptability: The temporary nature of tactical urbanism projects allows for experimentation and adaptation. If a project doesn't work as intended, adjustments can be made quickly without significant consequences.

Demonstration Effect: Tactical urbanism projects serve as demonstrations of what's possible, sparking conversations and inspiring long-term change. Further interventions in other parts of the city can also stem from tactical urbanism interventions, resulting in a positive spiral.

Incremental Progress: Tactical urbanism enables cities to make incremental progress towards larger goals.

Public Awareness and Education: These projects raise public awareness about urban issues, educate residents and decision-makers alike about alternative approaches to urban development. Tactical urbanism interventions supply people with an experience their city in an entirely new and exciting way.

4.5 Challenges with tactical urbanism

While tactical urbanism can be effective in many ways, it is important to bear in mind its limitations, too:

1. **Temporary Nature**: Since tactical urbanism projects are often temporary, their impact may not be long-lasting. Once the project is removed, the improvements may fade. Not to mention, that usually volunteers power the initiatives, so their initial momentum might wane after some time.

2. **Scale and Scope**: Tactical urbanism projects typically focus on small-scale interventions, such as a single street or park, so they are less applicable to addressing broader, more complex urban

challenges. To ensure the durability and effectiveness of projects, it is crucial, that the short-term interventions are balanced with or incorporated in long-term planning strategies. However, some urban challenges are just too complex or require large-volume interventions and cannot be solved with tactical measures.

3. **Equity Concerns**: There's a risk that tactical urbanism projects may disproportionately benefit certain groups or neighbourhoods.
4. **Legal and Regulatory Challenges**: Some tactical urbanism activities may clash with zoning regulations or other legal requirements, leading to potential conflicts with authorities.
5. **Maintenance and Management**: Maintaining and managing temporary interventions can be challenging, especially if the responsibility falls solely on community members.
6. **Risk Aversion**: Some stakeholders, including local governments and property owners, may be hesitant to support tactical urbanism projects due to concerns about liability or negative impacts on property values. Followers of tactical urbanism must acknowledge that not everyone will necessarily agree with their aspirations.

4.6 Typical examples

In the frame of tactical urbanism there are numerous types of interventions and approaches used. Each of these interventions are different from the point of view of their main intention or the location of implementation. Below we provide a possible categorisation, supported by visual examples (the list is not comprehensive).

Type	Intention	Visual example
Open streets	Providing spaces for walking, cycling and social activities Increasing awareness about the negative effects of car use in urban areas	

Play streets	Creating protected, safe places for kids and families to be more social and active	
Build a better block	Promoting more liveable streets through the small-scale transformation of street sections., abandoned areas.	
Intersection repair	Repurposing neighbourhood street intersections as community space, contributing to improved safety and creating a community place for people living in the neighbourhood.	
Food trucks	Providing low-cost quality food, while simultaneously activating underutilized sites and social groups	

Pavement to park (parklets)	Reclaiming underutilized street/road as public space	
Pavement to plazas	Reclaiming underutilized squares (asphalt) as public space inexpensive materials and implementing rapid transformation	
Park(ing) day	Reclaiming spaces from cars by temporarily transforming parking places into public spaces	
Pop-up cafés	Promoting outdoor seating and community life in the parking lane	

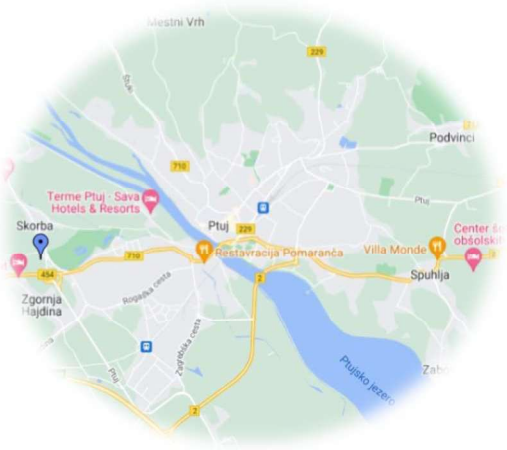
Park mobile	Using a mobile, easy-to-move unit that can be quickly deployed in different places to temporarily add more neighbourhood green space and public seating	
Weed bombing	Drawing attention to destroyed neighbourhood	
Depave	Reducing storm water by removing solid surface and turning it into a green, permeable area.	
Guerrilla gardening	Using small, unused urban spaces to introduce more greenery and community gardening into urban environment	

Chair bombing	Improving the social well-being of neighbourhood by recovering waste materials and activating public use	

5 Partner profiles

In this chapter the Baseline Situation Papers (BSP) of each pilot city will be summarised. Cities will be introduced shortly, then the statistical data provided by the partners as part of their BSP will be presented in an easy-to-understand form, highlighting the main characteristics of their demography and society, economy and labour market, mobility, public spaces and green areas.

5.1 The Public Service Company Javne službe Ptuj d.o.o. – Ptuj



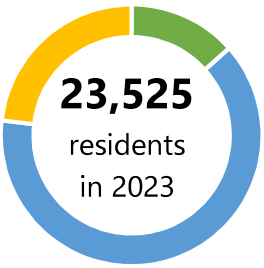
Ptuj has an excellent geographical and infrastructure position. It is located in NE part of Slovenia, close to Croatian and Austrian border. Highway that passes Ptuj is main corridor for Europe, when going to SE part of Europe, the Balkans. Ptuj is very easily reached by car, train and bus.

The local economy is mainly developed by SMEs of various economic activity. Currently, the employment rate is high and the labour market is in constant lack of labour – mainly in construction, electro engineering activity, health services, education.

The road network is good, but a lot of them are in need of reconstruction. There are quite few parking spaces, but spread throughout the city. Ptuj is a small city, so walking through the city is easy. In city center most of the walking paths are paved (this is not the case outside of the city center). In last year around 45 km of new bike-lines were opened - mainly regional connections with the intention of encouraging bike use to daily commute to Ptuj (instead of cars). There is a city bus with three lines that drives throughout the day. Mostly it is used in morning hours and on bad weather days. There are regional and some international connections with public transport.

There are a few city parks and few children playgrounds. There is a lack of greenery in the city center and therefore some heat islands occur in summer time.

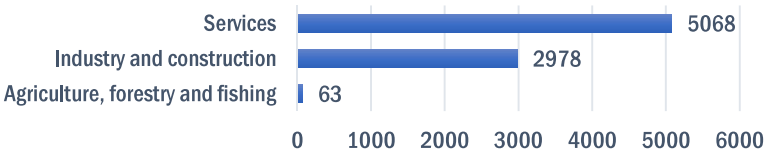
Demography and society



81.18 years
expected lifetime

Economy, labour market

Number of enterprises



Activity rate (2022)
69.4%

Unemployment rate (2022)
5.4%

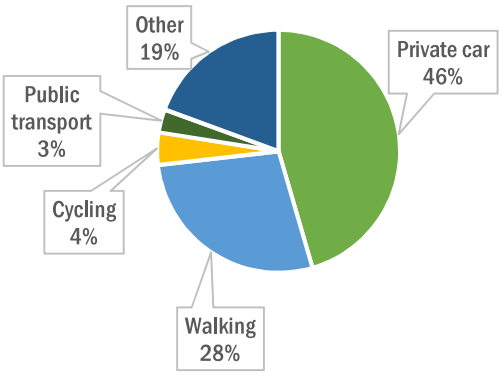
36
restaurants

63,649
tourist arrivals

2.36
average length of stay of tourists (tourist nights)

Mobility

Modal split



317 km public roads
12,367 cars
1,783 parking places

69 km paved sidewalks
4 km pedestrian-only streets
65 km shared streets

48 km bicycle routes
27 bike parking racks
32 shared bikes

7.9 km city bus network
3 local routes
11 stops

Public spaces and green areas

3.7 km²
green areas

7
parks

9
playgrounds, gyms, outdoor facilities

50
benches

366
trees

5.2 Municipality of Ioannina - Ioannina

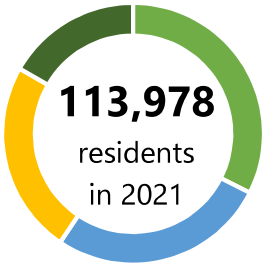
Ioannina is the capital and largest city of the Region of Epirus, close to the borders with Albania. The town was built on the famous 'Egnatia Odos', the road that connects Europe with Asia.

The city's development is marked by its advancement in arts, literature, trade and tourism and is supported by the regional infrastructure and the University of Ioannina, with its extensive research and technological activity, and the Technological Institute of Education (T.E.I.) of Epirus.

The city of Ioannina is heavily congested and cars are prevailing in terms of urban mobility, especially in the city center and other areas. Parking spaces in the city do not cover the demand. The city has a lot of pedestrian-routes. However, they present significant challenges such as: fragmented and not connected design, lack of trees and green spaces that create an unfriendly microclimate and limited shade, lack of public equipment. Bike infrastructure is very limited and geographically placed mainly close to the urban waterfront. The lack of public transport poses a major barrier in developing sustainable mobility applications and applying multimodal models of urban mobility.

The main challenges related to the use of public and green spaces are related to the lack of safety due to bad lighting conditions (no LED lights in all spaces), old and abandoned spaces that need to be regenerated and lack of appropriate vegetation and trees.

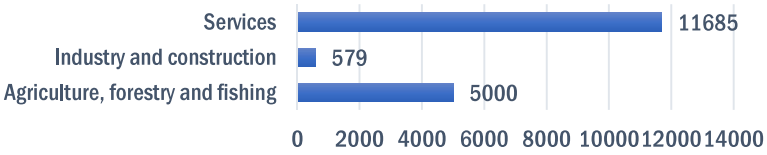
Demography and society



81 years
expected lifetime

Economy, labour market

Number of enterprises



1,431
restaurants

144,988
tourist arrivals

3
average length of stay of tourists (tourist nights)

Activity rate (2023)
42%

Unemployment rate (2023)
14.4%

Mobility

800 km public roads
24,198 cars
5,055 parking places

6.5 km pedestrian-only streets
0.03 km shared streets

6.6 km bicycle routes
20 bike parking racks

428 stops
4.2 million passengers annually

Public spaces and green areas

80
playgrounds, gyms, outdoor facilities

2,600
trees

5.3 Nicosia Development Agency - Latsia

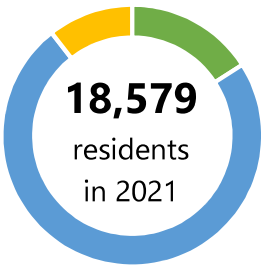
The Municipality of Latsia is a local authority situated in the southern part of Nicosia, the capital city of Cyprus. Latsia Municipality's accessibility, strategic location, and position relative to Nicosia contribute to its significance as a dynamic urban center in Cyprus.

The economy of the whole Nicosia District, relies mainly on the tertiary sector of the economy. The employment and labor market of Latsia Municipality is diverse supported by a mix of public sector institutions, commercial centers, and local businesses.

Latsia Municipality, like much of Cyprus, is heavily car-dependent. Latsia benefits from a well-maintained and extensive road network. While there are designated parking areas, the overall planning can be inconsistent, leading to illegal parking and congestion. Latsia benefits from well-maintained sidewalks and pedestrian crossings, although there are also notable weaknesses that need to be addressed. Latsia Municipality have limited dedicated cycling lanes or infrastructure. Latsia benefits from an extensive bus network. One of the primary weakness about public transport in Latsia is the frequency of services.

Latsia is a "green" Municipality. Public spaces in Latsia are well-lit and designed with safety and accessibility in mind. The public spaces in Latsia are well-maintained and of high quality, contributing to the overall aesthetic appeal of the city. Latsia offers a variety of activities and amenities in its public spaces to cater to different interests and age groups.

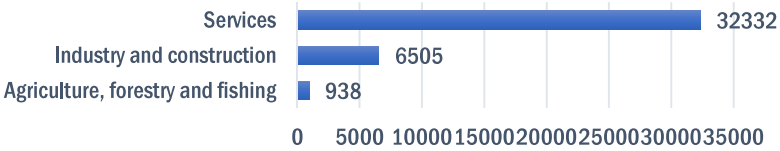
Demography and society



81 years
expected lifetime

Economy, labour market

Number of enterprises



105
restaurants

114,279
tourist arrivals

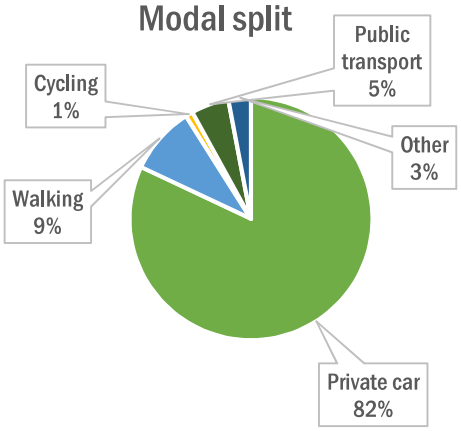
9.4
average length of stay of tourists (tourist nights)

Activity rate (2023)
61.4%

Unemployment rate (2020)
9.71%

Mobility

Modal split



140 km public roads
2,468 new cars in 2022
600 parking places

175 km paved sidewalks
5 km pedestrian-only streets
165 km shared streets

4 km bicycle routes
20 bike parking racks

11 local routes
70 stops
6.5 million passangers annualy

Public spaces and green areas

1 km²
green areas

19
parks

90
playgrounds

400
benches

5.4 Federation of Municipalities Regions and Provinces of Aragón - Utebo

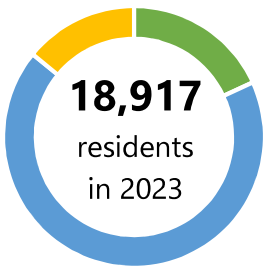
Utebo is located in the province of Zaragoza. It is a city with significant economic activity, not only at an industrial level but also in the services sector, thanks of its proximity to the capital of the Aragon region. The morphology of Utebo is conditioned by two important fractures that divide the municipality and determine mobility flows, demographic movements, modes of transportation, use of services and resources offered.

In recent years, the services sector stands out above the others, being the most in demand when searching for employment:

The main means of transportation for citizens is the private vehicle to go to work and do the shopping. There is no type of limited and restricted parking. Despite the effort in the development of squares, parks and pedestrianization, Utebo has a heterogeneous pedestrian infrastructure with numerous architectural barriers, especially in the narrowest streets of the municipality The bicycle as a means of transportation is used occasionally among the citizens of Utebo. The public transport network in Utebo is made up of two bus lines and a commuter train that connects it with Zaragoza Capital.

Utebo has a large number of green areas, distributed among all its neighbourhoods and urban centers. This network of green areas is quite integrated into the urban core, with large spaces and easy access for most of the population.

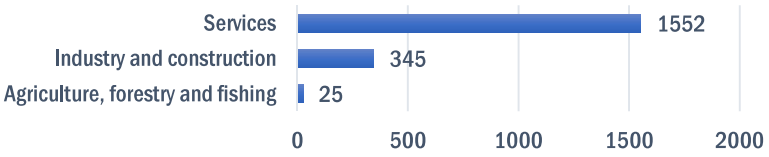
Demography and society



82.75 years
expected lifetime

Economy, labour market

Number of enterprises



Activity rate (2023)
45.26%

Unemployment rate (2023)
9.41%

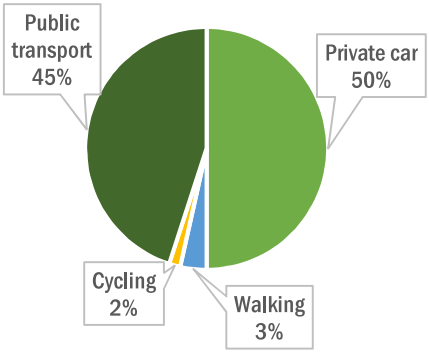
52
restaurants

9,500
tourist arrivals

3.06
average length of stay of tourists (tourist nights)

Mobility

Modal split



150 km public roads
10,070 cars
8,271 parking places

50 km paved sidewalks
10 km pedestrian-only streets
15 km shared streets

~21-25 km bicycle routes
150 bike parking racks

16,6 km train network
6 local bus routes
53 bus stops + 6 train stops
300,000 passengers annually

Public spaces and green areas

5 km²
green areas

6
parks

28
playgrounds, gyms, outdoor facilities

5.5 Regional Energy and Environment Agency from North Alentejo – Portalegre

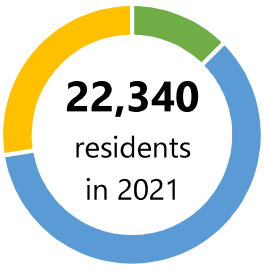
Portalegre is a city located in Alentejo region, inland of Portugal, bordering Spain, and being the district capital of the sub-region Portalegre has an important regional role in economic, educational, social and health terms, hosting to several businesses with regional impact, as well as other public and financial services.

The main sectors and drivers of the local economy are agriculture and industry. Portalegre has a diversified sector that includes small businesses in the areas of local commerce, consultancy services, restaurants and rural tourism.

Portalegre has a significant dependence on motorized transport The city is marked by a network of roads which, despite being well maintained, face challenges such as road safety and some congestion at peak times near schools and services. Parking is generally planned and organized, with designated areas that allow effective management of the urban space. Walking, especially short-distance journeys, are provided with good infrastructure that allows pedestrians to make these journeys safely, comfortably and quickly. The bicycle as a mean of transport does not yet play a central role in urban mobility. Portalegre's public transport system is mostly composed of buses.

In the city of Portalegre there are two main public green spaces. While there's always room for improvement, the city has invested in ensuring these areas are well-kept, clean, and inviting. Furthermore, the spaces are well-lit and patrolled, fostering a sense of safety and security, which is essential for encouraging public usage.

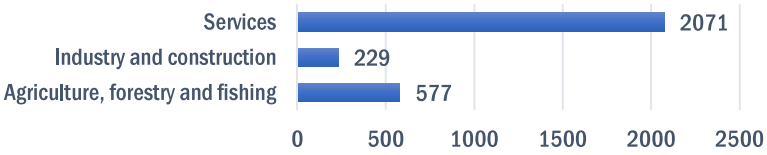
Demography and society



79.9 years
expected lifetime

Economy, labour market

Number of enterprises



Activity rate (2023)
58.7%

Unemployment rate (2021)
5.8%

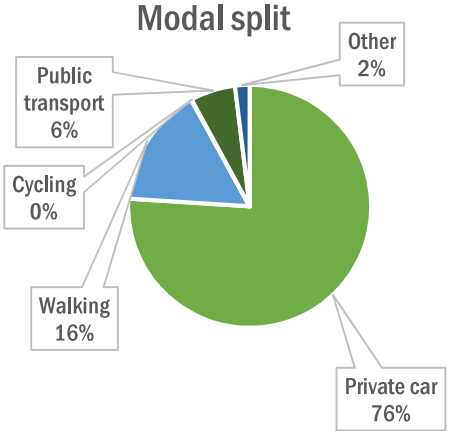
86
restaurants

28,000
tourist arrivals

1.6
average length of stay of tourists (tourist nights)

Mobility

Modal split



54.5 km public roads
3,000 cars
7,700 parking places

91.8 km paved sidewalks
16.9 km pedestrian-only streets
0.9 km shared streets

1.1 km bicycle routes
3 bike parking racks

40 km network
5 local routes
40 stops
250,000 passengers annually

Public spaces and green areas

0.03 km²
green areas

2
parks

3
playgrounds, gyms, outdoor facilities

20
benches

258
trees

5.6 Regional Association of Italian Towns in Lazio – ANCI Lazio - Rome

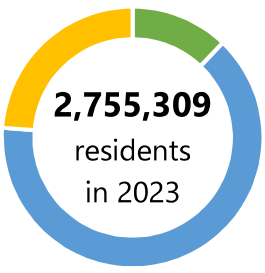
Rome, the capital of Italy, is situated in the central part of the Italian peninsula, within the region of Lazio. Rome is a highly accessible city, served by a well-developed public and private transportation system.

Rome's local economy is diverse and multifaceted, reflecting its status as the capital city and a major metropolitan area in Italy. The city's economy is characterized by a blend of traditional sectors and modern industries, providing a robust foundation for sustainable urban development.

Rome's road network is a complex system that reflects the city's ancient history and modern growth. Rome's roads are often congested. Parking in Rome presents significant challenges due to high demand and limited space, particularly in the central areas. The walkability of Rome varies significantly across different parts of the city. The city's cycling infrastructure is still developing, and there are significant challenges that need to be addressed to promote cycling as a viable alternative to motorized transport. Rome's public transport system serves as a vital lifeline for residents and visitors alike, comprising an extensive network of buses, trams, and metro lines.

Public spaces and green assets are vital components of Rome's urban landscape, providing essential areas for leisure and community interaction. Rome's extensive park system includes over 1000 parks and green areas, covering approximately 12% of the city's total area. These green spaces enhance the city's aesthetic appeal and play a crucial role in biodiversity conservation and improving air quality.

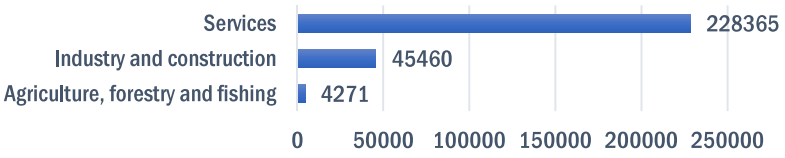
Demography and society



82.6 years
expected lifetime

Economy, labour market

Number of enterprises



Activity rate (2023)
65.5%

Unemployment rate (2023)
6.8%

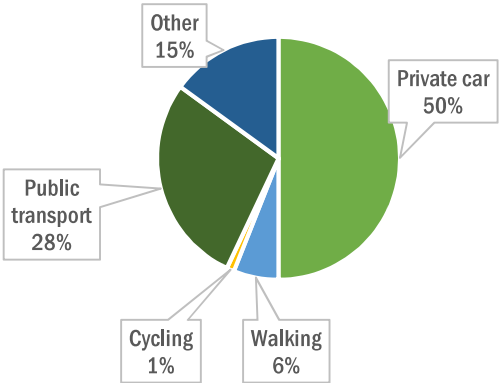
26,646
restaurants

15,218,735
tourist arrivals

2.28
average length of stay of tourists (tourist nights)

Mobility

Modal split



8,000 km public roads
1,740,937 cars
90,444 parking places in charging zones

66.125 km pedestrian-only streets
*(data is an estimation based on the total surface area)

320 km bicycle routes
7,000 bike parking racks
9,900 shared bikes
14,500 shared scooters

2,346 km network
364 local routes
8,147 stops
72,435,489 passengers annualy

Public spaces and green areas

1,028 km²
green areas

409
parks

463
playgrounds, gyms, outdoor facilities

314,533
trees

5.7 Municipality of Centar Sarajevo – Centar Sarajevo

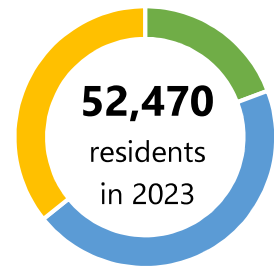
The Municipality Centar Sarajevo is located in the central part of the capital of Bosnia and Herzegovina, Sarajevo. The Municipality Centar Sarajevo is the lively center of the capital city, significantly contributing to the socio-economic landscape of Sarajevo

With its strategic location and diverse economic activities, including trade, tourism and services, Center Sarajevo plays a key role in the regional economy. Today, slight growth was recorded in the processing industry, information and communication sector, as well as health and social protection. A significant decrease in the number of employees was recorded in almost all other activities.

The area of the Municipality Centar is covered to the greatest extent by city traffic lines. There is an obvious lack of parking spaces for the resident population. There are mass violations related to wrong parking on the sidewalks, which causes inconvenience to pedestrians and other traffic participants. The bicycle path is part of the local government's efforts to improve cycling infrastructure. Cantonal public utility company provides public urban passenger transport.

The Municipality Centar Sarajevo is rich in public spaces and green areas that significantly contribute to the quality of life of its residents. These spaces provide places for recreation and relaxation, but also play a key role in preserving the environment and improving the urban ecosystem.

Demography and society



73.4 years
expected lifetime

Economy, labour market

50+
restaurants

131,857
tourist arrivals

2
average length of stay of tourists (tourist nights)

Activity rate (2023)
79.39%

Unemployment rate (2021)
20.61%

Mobility

126 km public roads
24,934 cars
101 parking places

1.5 km bicycle routes
bike and scooter sharing system

46.9 km shared streets

126 km network
33 local routes
90 stops
64,000 passengers annually

Public spaces and green areas

2 km²
green areas

10
parks

50
playgrounds, gyms, outdoor facilities

6 Synthesis of partner information

Based on the partner profiles, in this chapter we present the synthesis of partner information, that can help to orient the detailed design of various content outcomes of the project. Summary tables and synthetizing charts will help our partnership and other readers to better understand the similarities and differences, as well as to identify common patterns, shared challenges and needs.

The Streets for Citizens partnership covers a wide range of Euro-MED countries, and pilots will be implemented in seven of them: Portugal, Spain, Italy, Slovenia, Cyprus, Bosnia and Herzegovina, and Slovenia (Figure 2). The synthesis will also inform the design of these pilot interventions.

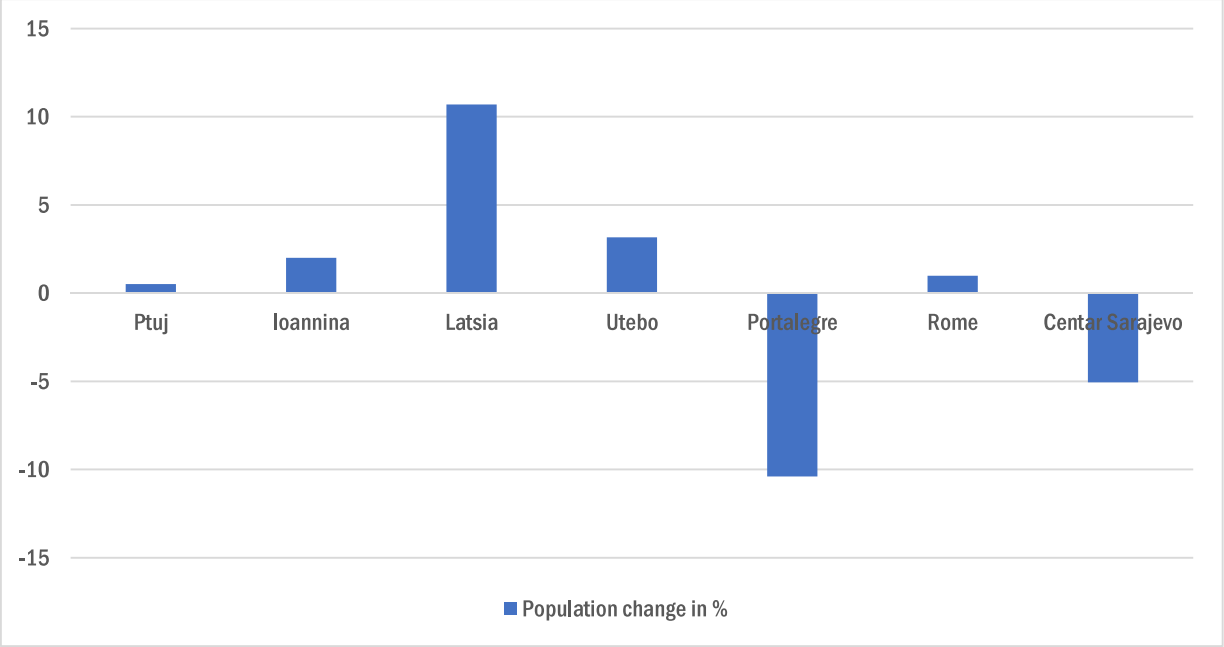
Figure 2 Streets for Citizens pilot cities

Source: own editing, https://interreg-euro-med.eu/en/where-we-work/

Demography and Society

According to the latest available data, most of the pilot cities are smaller in size, with an average of 20,000 inhabitants. There are some exceptions, though, like the city of Rome (2,755,309 residents), Ionnina (113,978 inhabitants) and Centar Sarajevo (with a total population of 52,470). In the majority of the cities, the number of inhabitants has increased slightly (Figure 3). However, in Portalegre (-10.39%) and Centar Sarajevo (-5.05%) a negative trend can be detected.

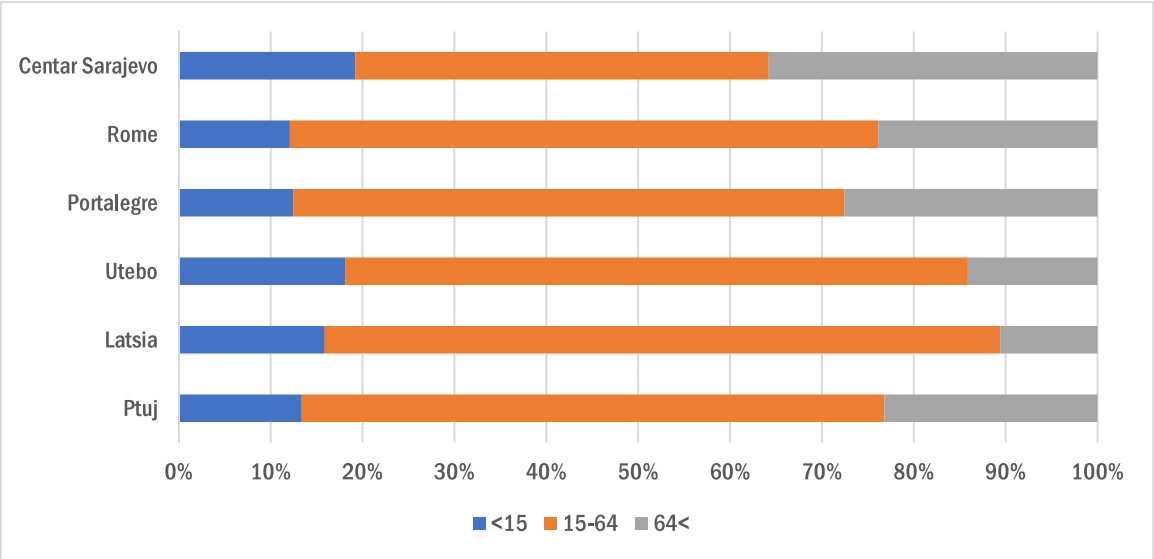
Figure 3 Population change in 10 years in pilot cities, %



Source: own editing

The share of the population by main age groups shows quite a diverse picture. Although the biggest share of population clearly belongs to the 15-64 years old category in each city, there are significant individual differences among the cities (Centar Sarajevo: 45.14%, Latsia 73.5%). There are major differences in the share of elderly people (64<) as well: while it stands at 35,9% in Centar Sarajevo, it is merely 10.6% in Latsia (Figure 4).

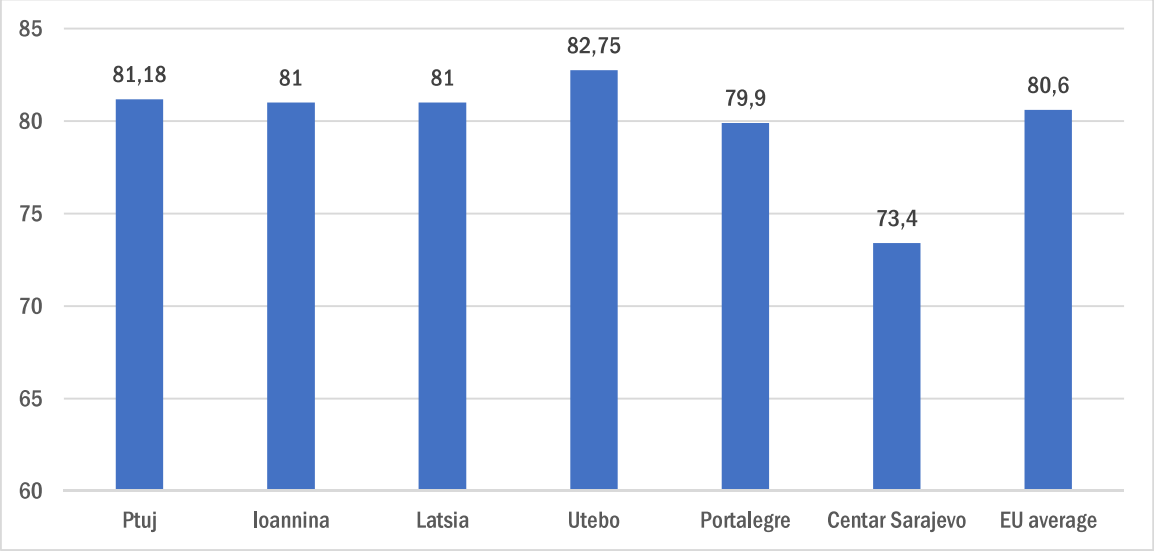
Figure 4 Share of the population by main age groups in pilot cities



Source: own editing

The life expectancy at birth is around the EU average (80.6) in almost all examined cities: the majority of them diverge a bit in a positive direction (Utebo – 82.75, Rome – 82.6, Ptuj – 81.18, Ioannina and Latsia – 81), while the situation in Portalegre is a little bit worse (79.9). There is only one city, Centar Sarajevo, where the life expectancy at birth is significantly different compared to both the other pilot cities and the EU average: people are about to live around 73.4 years in average (Figure 5).

Figure 5 Life expectancy at birth (years) in pilot cities



Source: own editing

Economy and Labour Market

The activity rates in the analysed cities are quite different, as they range from 42% (in Ioannina) to 79.39% (in Centar Sarajevo). Cities with a higher rate of activity are Ptuj (69.4%), Roma (65.5%), Latsia (61.4%) and Centar Sarajevo (79.39%). The unemployment rates differ in the pilot cities to an even bigger extent. The unemployment rate in Utebo (50.51%) is more than nine times bigger than the one in Ptuj (5.4%) – as Table 2 shows it.

Table 2 Activity and unemployment rate in pilot cities

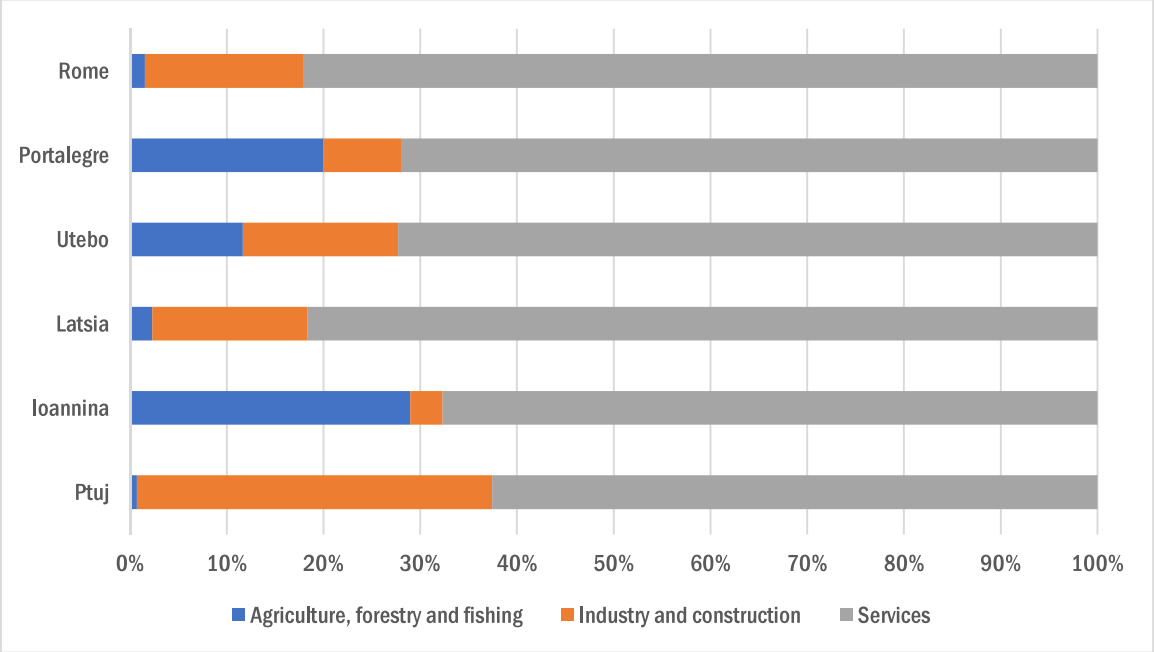
City	Activity rate (%)	Unemployment rate (%)
Ptuj	69.4	5.4
Ioannina	42	14.4
Latsia	61.4	9.71
Utebo	45.26	50.52
Portalegre	58.7	5.8

Rome	65.5	6.8
Centar Sarajevo	79.39	20.61

Source: own editing

There are significant differences in the distribution of enterprises across various sectors, while most enterprises are active in the service sector in all cities examined, the proportion of businesses in industry and construction ranges between less than 5 % (Ioannina) and nearly 40 % (Ptuj). Similar differences can be detected in the role of agriculture, forestry and fishing – with the same two cities being on the extreme ends of the range: less than 1 % of enterprises are active in this sector in Ptuj, while the same figure is nearly 30% in Ioannina (Figure 6).

Figure 6 Share of enterprises by sectors in pilot cities



Source: own editing

When developing walkability, the number and location of retail shops can be considered an important factor. Among the partner cities, the number of retail shops is the highest in the biggest city, Rome: 74,225; interestingly, the second biggest city, Centar Sarajevo, has the lowest number of retail shops: 25. This extreme difference probably reflects that the structure of retail is very different in the two cities – while it is dominated by larger units in Centar-Sarajevo, the retail landscape of Ioannina is characterized by much smaller (probably mostly family-run) shops. Nevertheless, this is definitely an issue that requires further investigation.

Similarly to retail shops, the number and location of restaurants in a city can be considered dominant from walkability perspective. On the other hand, it needs to be taken into consideration that the size of the city and its economic system (the role of tourism) affect this data significantly. Therefore, we have calculated the number of restaurants per thousand inhabitants. The highest number of restaurants per thousand inhabitants can be found in Ioannina: they have 12.56 restaurants / catering units per thousand

inhabitants. The fewest restaurants per thousand inhabitants can be found in Centar Sarajevo: 0.95. In the other examined cities, the number of restaurants per thousand inhabitants is between 1.53 and 9.67, in the following ascendant order: Ptuj, Utebo, Portalegre, Latsia and Rome.

The number of tourist arrivals at accommodation establishments shows a diverse picture, too. Here, again, we compared the data per thousand inhabitants. The number of tourist arrivals is the lowest in Utebo: 502.19, while Latsia is at the other extreme end with 6,150.98 visitors. In addition to Latsia, Rome, Ptuj and Centar Sarajevo are the cities with the highest number of tourists. On average, tourists spend 2 to 3 nights in the pilot cities; however, Latsia, again, is an exception with an outstanding number of 9.4.

Mobility

Regarding the motorised transport part of the modal split in the examined cities, the following table presents a short overview. As for the length of public roads, there are a few interesting facts that might worth further analysis. Compared to its size, Ptuj seems to have a quite widespread network of public roads: 317 km (however, it may derive to bigger physical dimensions of the city's territory). On the other hand, the length of public roads in Centar Sarajevo is significantly shorter – 126 km, and similar to the length of public roads in cities less than half in number of inhabitants (Latsia – 140 km, Utebo 150 km)). This could certainly be due to the character of Centar Sarajevo: it is part of a capital city, and it is significantly more densely built than smaller towns in more rural areas. In Portalegre, Rome, Centar Sarajevo and Ioannina all the public roads are paved; while in Ptuj more than two thirds of the public roads are unpaved.

Based on the number of passenger cars per thousand inhabitants, car dependency can be observed in all pilot cities (as it was also reflected in modal splits). Being a key indicator for our project, this phenomenon clearly requires further investigation. Although Ptuj has a relatively low private car share in its modal split compared to other pilot cities, almost the highest number of passenger car per thousand inhabitants (525.7) can be attributed to them; followed by Centar Sarajevo (475.2) – as it can be seen in Table 3. While these are high numbers, they are still slightly below the EU's number (560). Rome is the only city among the examined cities, where the number of passenger cars per thousand inhabitants exceeds the EU average: 631.85. An extremely low number of passenger cars per thousand inhabitants characterise Portalegre: 0.13. The number of parking places per passenger cars is also an important data: the higher this number is, the more inviting the city is for cars. This number in Utebo and Ptuj is extremely low (0.001 and 0.003), while it is extremely high in Portalegre (57.34). The rate is below 1 in Ptuj, Utebo, Ioannina and Centar Sarajevo, so parking can be more challenging in these cities. Not to mention that parking is free of charge in Ioannina and also Utebo, which also has an impact on the availability of parking places – and indirectly on car traffic. Often, cities try to solve parking difficulties by adding more parking places; however, by making parking easier they simply make the city more inviting for cars. Instead, carefully planned integrated parking management measures are needed, which – while easing parking constraints, can also encourage drivers to increasingly use other transport modes Parking clearly is a topic Streets for Citizens project should put more emphasis on in its consecutive phases.

Table 3 Overview of motorised transport in pilot cities

City (share of private car in the modal split)	Length of public roads (km)	Nr. of passenger cars / 1000 inhabitants	Nr. of parking places / Nr. of passenger cars
Ptuj (45.5%)	317	525.70	0.003
Ioannina	800	212.30	0.024
Latsia (82%)	140	132.84	4.517
Utebo (50%)	150	20.05	0.001
Portalegre (76%)	55	0.13	57.339
Rome (50%)	8,000	631.85	143.142 *only paid parking
Centar Sarajevo	126	475.20	0.213

Source: own editing

If a city wants people to walk more, walking must be safe and comfortable – so pedestrian infrastructure (good quality paved sidewalks, inviting pedestrianized streets where cars are unwanted intruders) are important conditions of walkability. In Latsia, there is an outstanding amount of paved sidewalks: 175 km. To place this number into a context that help us in understanding what it means, the city of Utebo is almost the same size, yet it only has less than one third of paced sidewalks, 50 km (Table 4). The length of pedestrian-only streets is just 6.5 km in Ioannina, which is similar to the amount of Latsia's, yet the latter is a city with significantly less inhabitants. Certainly, the length of sidewalks and pedestrianized streets – while important indicators, do not reveal the whole picture. Quality is also important: if a sidewalk is narrow, in poor condition, runs along a street of very heavy traffic, or framed by rundown, ugly buildings, does not encourage people to walk. Given the importance of pedestrian infrastructure for better walkability, similarly to parking, this is also a topic that needs more attention and requires further investigation as part of the project.

Table 4 Overview of pedestrian infrastructure in pilot cities

City (share of walking in the modal split)	Length of paved sidewalks (km)	Length of paved sidewalks (km) / 1000 inhabitants	Length of pedestrian-only streets (km)	Length of pedestrian-only streets (km) / 1000 inhabitants
Ptuj (27.7%)	69	2.93	4	0.17
Ioannina	n.a.	n.a.	6.5	0.06

Latsia (9%)	175	9.42	5	0.27
Utebo (1,5%)	50	2.64	10	0.53
Portalegre (16%)	92	4.12	17	0.76
Rome (6%)	n.a.	n.a.	66.125	0.02

Source: own editing

Cycling is an important alternative to car use – it is affordable, requires significantly less space than cars, relatively fast. Unfortunately, though, the cycling "slice" of the "modal cake" is usually the thinnest in the partner cities. Looking at the data describing the cycling infrastructure, it is obvious that this mode of transport is not treated as of the highest priority in most pilot cities, which definitely leaves space for improvements – even as part of the pilot actions. The length of bicycle routes in Portalegre and Centar Sarajevo is close to non-existent (=< 1.5 km). Among the pilot cities, cycling represents the highest share in the modal split in Ptuj. Not surprisingly, compared to its size, Ptuj has a significant amount of bicycle routes: 48 km. The number of bicycle parking racks is outstandingly high in Rome and Utebo (Table 5). Bike and scooter sharing systems can only be found in Rome, Centar Sarajevo and Ptuj.

Table 5 Overview of cycling infrastructure in pilot cities

City	**Length of bicycle routes (km)**	**Nr. of bicycle parking racks**
Ptuj (4.3%)	48	27
Ioannina	6.6	20
Latsia (1%)	4	20
Utebo (3.5%)	25	150
Portalegre (0%)	1.12	3
Rome (1%)	320	7,000
Centar Sarajevo	1.5	n.a.

Source: own editing

High quality public transport is a must if we want to persuade people to abandon their car and use other options. Making car use more difficult and more expensive does not work if there are no viable local transport alternatives. Public transport services exist in every analysed city, including mostly buses and trains. The widest variety of public transport options can be found in Rome and Centar Sarajevo, consisting of buses, minibuses, trams, metro and trolleybuses. Consequently, the number of local routes is also the highest in these two cities: Rome and Centar Sarajevo (Table 6). Interestingly, this is not the case with the other dataset presented in the table below (number of stops per thousand inhabitants).

Stops of public transport per thousand inhabitants is the highest in Ioannina, Latsia and Utebo; while Ptuj stays at the other extreme end with a value less than 0.5.

Table 6 Overview of public transport in pilot cities

City	Number of local routes	Number of stops / 1000 inhabitants
Ptuj (3.1%)	3	0.47
Ioannina	n.a.	3.76
Latsia (5%)	11	3.77
Utebo (45%)	6	3.12
Portalegre (6%)	5	1.79
Rome (28%)	364	2.96
Centar Sarajevo	33	1.72

Source: own editing

Public spaces

Data availability is clearly a challenge in most cities – it is no different when it comes to analysing public spaces.

The number of public parks per thousand inhabitants is the highest in Latsia (1.02) - it is more than three times bigger than the second highest – which is Utebo with 0.32 (Table 7). The worst circumstances from this perspective are in Portalegre, where there is only 0.09 parks per thousand inhabitants. Checking the number of public playgrounds, outdoor gyms, other outdoor facilities per thousand inhabitants, the same cities stand out: the value of Latsia is 4.84, while the value of Portalegre is only 0.13. If a city wants people to use public spaces, parks – they need to be inviting. There are numerous ingredients of a good public spaces – one such ingredient is to have facilities where people can sit and relax, spend time alone or together with their friends. From this perspective, public spaces in Latsia are favourable there are 400 public benches and seats in the city. On the other hand, the inhabitants of Rome, Portalegre, Ptuj and Ioannina can enjoy a green environment, with a high number of trees, contributing to the positive perception of their public spaces.

Using tactical urbanism and placemaking approaches can really contribute to improving public spaces in cities. Knowledge sharing, presenting inspiring good practices, helping cities in designing and implementing related pilot interventions shall all be important part of Street for Citizens project.

Table 7 Overview of public spaces in pilot cities

City	Number of public parks / 1000 inhabitants	Number of public playgrounds, outdoor gyms, other outdoor facilities / 1000 inhabitants
Ptuj	0.30	0.38
Ioannina	n.a.	0.70
Latsia	1.02	4.84
Utebo	0.32	1.48
Portalegre	0.09	0.13
Rome	0.15	0.17
Centar Sarajevo	0.19	0.95

Source: own editing

Based on the synthesis of data from partners, the following methodological considerations need to be highlighted:

1. It is clear that data availability (or, rather the lack thereof) is a significant problem in most partner cities. Besides, the precise definition of certain important indicators often differs from city to city. This makes evidence-based work and comparison of different cities quite challenging and can result in misleading conclusions. It is, therefore, recommended that, as part of Street for Citizens project, a comprehensive set of Key Performance Indicators (KPIs) related to the project's main thematic areas is identified, based on European good practices, and a Practical Guide is prepared for small- and medium-sized towns with clear data definitions and instructions for use.
2. In some cases, certain data reveal unexpected phenomena that are difficult to explain without further information. However, understanding the causes behind problems is key to properly address those challenges. In such cases, therefore, it is important to dig deeper and further investigate the phenomenon in question in the consecutive phases of the project, using interactive workshops, interviews and other qualitative methods.

7 Main challenges and implications for our project

In this chapter a summary of the challenges identified by pilot cities is presented, focusing on the following topics:

- motorised transport: roads and parking policy,
- pedestrian traffic, walkability,
- cycling,
- public transport,
- public spaces and green assets

At the end of the chapter concluding thoughts are introduced with recommendations for the forthcoming project and pilot activities, showing how Streets for Citizens project will help partners in addressing those challenges.

7.1 Motorised transport: roads and parking policy

The data presented in the Baseline Situation Papers clearly demonstrate that car dependence is a serious issue in all pilot cities. In fact, some of the cities - like the city of Portalegre and Utebo - explicitly identified the dependence on motorised transport as an important challenge. Car dependence causes problems also in Latsia and Rome, suffering from traffic congestions (and its numerous negative consequences) during peak hours. Ptuj, Latsia and Portalegre also highlighted the need for reconstructing the current road infrastructure with the aim of modernisation and improved safety (for which funds are also essential). Not surprisingly, parking is also an area where some of the pilot cities face challenges: Ptuj lacks parking spaces in the city centre, Latsia suffers from illegal parking and traffic disruptions due to limited parking spaces, while residents of Portalegre expressed the need for more modern parking meters (with regards to use and payment).

The above challenges shared by the pilot cities indicate that when it comes to knowledge sharing and exchange in the Street for Citizens project, street design and parking policy are two specific topics to be considered.

7.2 Pedestrian traffic, walkability

With regards to the pedestrian traffic and walkability, pilot cities mostly listed challenges in connection with inadequate pedestrian infrastructure, difficulties for people with disabilities, as well as walking hindered by physical and other obstacles and safety concerns.

Ptuj, Rome and Latsia highlighted the need for more pedestrian infrastructure, like sidewalks and crosswalks, the lack of which results in perceived safety risks (especially in areas with high traffic). The same issue (unsafe walking) motivates Utebo to call for traffic calming interventions in the city center.

Another aspect that hinders walkability was detected by Latsia and Utebo: obstacles, such as vehicles or obstructions, reduce the comfortability of walking. In addition, both Latsia and Portalegre highlighted the lack of features (e.g. ramps, tactile paving) that would help people with disabilities in navigating the streets safely.

A specific challenge in Portalegre is its geographic location and attributes stemming from it: the city has steep slopes, creating unfavourable conditions for walking.

These challenges highlight the importance of learning opportunities, practical solutions and good practices covering the topics of

- **pedestrian-friendly street design (considering the needs of ALL street users – especially of the most vulnerable ones);**
- **traffic calming measures with the use of inexpensive solutions;**
- **pedestrian safety.**

7.3 Cycling

When it comes to cycling, pilot cities highlighted two main focus areas: bicycle road infrastructure and infrastructure for safe parking.

The need for the expansion of the already existing cycling network occurred in almost every city: Ptuj, Latsia, Portalegre, Rome and Utebo. Sadly, if the road infrastructure for cyclists is inadequate and cycling routes are not integrated into the city's mobility system, it discourages the use of this transport mode and poses safety risks for those who do cycle. Hence, Rome also highlighted that the mobility plan of the city lacks the integration of bicycles.

The lack of bicycle racks and other secure parking options are also important challenges for cyclists of Latsia, Portalegre and Utebo.

Latsia and Portalegre have indicated the low awareness and willingness to cycle as another possible issue to work on. Rome has similar difficulties, so a behaviour change would be desire.

Although Ptuj has a bike rental system, the city would appreciate a higher number of bikes available for rent.

Cycling is one of the best alternatives to car use in most cities: clean, relatively quick, affordable for most people, healthy, requires significantly less space (and cheaper infrastructure). No wonder most cities would like to increase the share of cycling in their modal split. That, however, requires an integrated approach focusing on infrastructure development, awareness raising, signage and wayfinding, bike sharing, etc. Learning and exchange opportunities focusing on this topic should also be incorporated in Street for Citizens project.

7.4 Public transport

Pilot cities listed numerous specific challenges related to various aspects of public transport, including: number and quality of the fleet, reliability, connectivity, frequency, ticketing, infrastructure at stops.

Both Ptuj, Latsia and Portalegre identified inadequate connectivity as a challenge, which means that some urban areas in these cities are not properly connected to the public transport network that can cause difficulties for residents of these neighbourhoods accessing essential services. Furthermore, the lack of integration between different modes of public transportation reduces the efficiency of the transport network, too.

Latsia and Portalegre share the challenge of insufficient frequency in some cases, that can be unattractive for citizens. Latsia and Rome also highlighted the difficulties connected to reliability and punctuality, which can negatively affect the perception of public transport as a possible option for travelling within the city. Rome faces challenges with overcrowding during peak hours.

The condition and maintenance of the public transport fleet can be a challenge itself, too, since the number of vehicles is insufficient in Ptuj, while Portalegre and Rome has problems with the quality of the fleet.

Portalegre has an issue of ticketing: it is not flexible or interactive. The city of Utebo also identified a similar challenge, highlighting that fares / tickets are not compatible in different means of transportation.

A specific aspect has been raised by Portalegre: the quality and condition of their bus stops and shelters doesn't make waiting comfortable at all, contributing to the negative user experience and image of public transport.

Rome also identified some specific challenges, like the need for infrastructure upgrades and enhanced service efficiency; and extreme difficulties to implement a real underground transport system.

Above a certain city size, reducing car dependency and shifting from car use to more sustainable means of transport is not possible without a good quality public transport system. The Baseline Situation Papers of the partners indicate that almost all pilot cities have challenges related to their public transport system. This highlights the importance of including public transport as one of the topics to be covered during the project.

7.5 Public spaces and green assets

As for the public spaces and green assets, pilot cities of the Streets for Citizens project identified challenges of the following three main topics: insufficient size of green areas, maintenance issues and non-welcoming infrastructure.

Ptuj, Rome and Portalegre indicated the size of the green areas as a main challenge. Moreover, Ptuj, Rome and Latsia highlighted the difficulties in maintaining public spaces (including gardening, lighting, taking care of littering and possible vandalism).

Portalegre had a specific challenge regarding infrastructure in public spaces that are unattractive or non-existent. They would need also infrastructure to help in cooling the environment during extreme heats.

Rome identified a specific challenge of creating a delicate balance between preserving its rich historical heritage and meeting modern urban development needs.

These are all aspects that need to be covered as part of the knowledge sharing and exchange opportunities in the project – specifically looking at how innovative tactical urbanism approaches may be used to overcome these challenges.

The challenges of the pilot cities presented above are summarised in Table 8, where it is also explained how Streets for Citizens project can help in addressing the identified challenges through future project activities.

Table 8 Summary of challenges in pilot cities with possible solutions

Field	Challenge	How the project can help
Motorised transport	Dependence on motorised transport	Sharing knowledge on influencing travel behaviour.

		Presenting examples of tactical / temporary solutions demonstrating alternatives to car use.
	Congestion	Useful Good Practice: e.g. Comfortable street in Ljubljana.
	Bad quality road infrastructure	Showing examples of street design principles and manuals.
	Lack of parking spaces	Sharing knowledge on designing and implementing parking policy.
Walking	Low amount of walking infrastructure	Useful Good Practice: e.g. Chiva urban centre regeneration.
	Hindered walkability	Sharing methodology of street audit to identify physical and other obstacles of walking in specific streets.
	Difficulties for people with disabilities	Knowledge sharing on how to use participative approaches to design streets for all.
Cycling	Small size of cycling network	Useful Good Practice: e.g. Corona-paths in Paris. Sharing knowledge on how to design and implement integrated cycling strategies that focus on all aspects of cycling. Presenting opportunities for low-cost tactical interventions to improve cycling infrastructure.
	Lack of bicycle racks	
	Cycling not integrated in the mobility plan of the city	
	Low willingness to choose cycling as a transport option	
Public transport	Inadequate connectivity	Useful Good Practice: e.g. UMPARKEN in Munich.
	Size and quality of the public transport fleet	

	Inflexible ticketing on public transport	Sharing knowledge and good practices on designing attractive, loveable public transport systems. Identifying opportunities for tactical measures to improve user experience (e.g. tune your bus shelter).
	Service inefficiency	
	Overcrowding	
	Reliability	
Public spaces and green areas	Size of green areas	Useful Good Practice: e.g. Living streets in Ghent. Providing examples of tactical green space development.
	Maintenance	Useful Good Practice: e.g. Outdoors in Ljubljana. Presenting participative models for the maintenance of public / green spaces.
	Unattractive infrastructure	Useful Good Practice: e.g. One green mile in Mumbai. Sharing knowledge on practical aspects of placemaking.

Source: own editing

PART 2:

Good Practice Catalogue

The second part of the document is the Good Practice Catalogue, which is a collection of good practices from the field of tactical urbanism. 21 good practices were collected from both European and other countries. These good practices of different categories can serve as an idea book for pilot cities and also as examples worth learning from.

All in all, there are 18 good practices with the following geographical division:

- 13 good practices from countries of the partnership,
- 4 good practices from European countries that are not part of the Streets for Citizens project,
- 4 good practices from countries out of Europe.

The collected good practices cover seven main categories (indicating the number of relevant good practices in brackets:

- increased safety for kids (3)
- reclaiming space from cars (3)
- pedestrianising streets (2)
- community space (4)
- cycling infrastructure (1)
- traffic management (5)
- stakeholder engagement (3)

8 Good Practices from Europe

8.1 Good Practices from the countries of the partnership

8.1.1 Poblenou "Superblock"[1]

Barcelona, Spain

1,620,343

reclaiming space from cars

In the city of Barcelona is there is a dense population and a high number of licences are conceded to private vehicles. Barcelona today has a density of 7,000 vehicles/km^2 which has dire effects on spatial justice and health. Sadly, the majority of the public space in the city is given to cars, yet the average occupation per vehicle is just 1.2 people and cars are only used for 20% of movements around the city. Air pollution is a serious issue that makes Barcelona the second most contaminated large city in the European Union.

The Urban Mobility Plan (2013-2018) of the city aimed to reduce the space occupied by private vehicles so as to favour surface to be used by pedestrians, and to introduce a series of bicycle lanes, as well as an orthogonal network of fast bus lanes. With the "Superblocks Programme 2016-2019", the City Council identified several areas that are to be successively pedestrianised. The first pilot project was the "Poblenou Superblock". It is an area of 400 m^2. The inner streets of the "superblock", which are twenty metres wide, previously allowed five metres either side for footpaths and ten metres of road—three

[1] https://www.publicspace.org/works/-/project/k081-poblenou-s-superblock

lanes and parking space—for cars. After the intervention, motorised traffic has only one lane and is obliged to make a ninety-degree turn at each crossroads. This means that, in each street section, 75% of the surface, once occupied by cars, has been freed and, at each crossroads, typically with 45° chamfered corners, the surface gained is 2,000 m^2. The plan allows guaranteed access for vehicles to all the buildings within the pedestrianised zone but they will be obliged to move more slowly and taking a more roundabout route.

As for the implementation, first of all, municipal support was given to the project. Afterwards, the implementation consisted of two stages:

1. Tactical urbanism solutions were used by students at several schools of architecture, for example the reversible application of signs painted on the ground, the temporary installation of elements of street furniture, and placement of trees planted in mobile containers. These have given rise to children's playgrounds, sports areas, picnic and ping-pong tables, meeting spaces, literary tours and temporary markets.

2. After the spaces have been empirically and pedagogically submitted to a series of trials assessing uses, the intervention was consolidated on a permanent basis by means of conventional civil engineering work.

The provisional nature of the tactical urbanism solutions has speeded up the work of introducing the changes and has cut expenditures to one tenth of what a conventional project would have cost. It has enabled the introduction of modifications in accordance with results of a participative process with local residents. In total, the "Poblenou Superblock" has increased public space for pedestrians by 13,350 m^2. Although traffic in the four roads around the perimeter has increased by 2.6%, the number of vehicles circulating in the inner streets has dropped by 58%. Daytime noise levels have dropped by an average of five decibels. More than three hundred benches have been installed, 212 new trees planted, and open-air cultural activities have multiplied. A magical renaissance of urban life has taken place.

8.1.2 Chiva Urban Center Regeneration[2]

Chiva, Valencia, Spain

15,000

reclaiming space from cars

"Doctor Nácher" street is a principal area with commercial and mobility functions. The challenge behind this good practice is narrow pavements which make pedestrian traffic difficult, and cars that pose a threat on passers-by. In addition, the presence of cars has negative effect on the air quality and generates serious level of noise, both impacting the quality of life of citizens.

The proposed work methodology is structured in four phases:

1. Conducting a preliminary historical and social study to understand how the municipality works.
2. Analysis of the data obtained in the previous study that was conducted among citizens. Social participation facilitated citizens to share their worries and ideas about the proposed project.
3. Graphic presentation of the most important information obtained during the study.
4. Implementation, adaptation of the different solutions in the local area.

During the implementation of this good practice, citizens were involved at the time of deciding about new actions. Tactical urbanism solutions make it possible to carry out interventions that can be modified easily, if necessary. This intervention was based on painting the roads, indicating the new use of the space for pedestrian. To prevent vehicles from parking in those areas, planters were put in place. Pedestrian walkways were expanded to ensure interpersonal space. Additionally, one lane of the road was removed to expand the pavement for the public.

The positive impact of this tactical urban planning work is that citizens can circulate on the street without danger from the circulation of cars. The space for citizens has been increased. After the implementation of the project, both noise and environmental pollution have been reduced on this street. This provides health benefits for the citizens.

[2] https://contrataciondelestado.es/wps/wcm/connect/bc6e460b-9d47-455d-aa65-41277e773494/DOC20211105082819Acta+3.pdf?MOD=AJPERES

8.1.3 The remodeling of the San Lorenzo wall[3]

Gijón, Asturias, Spain

273,744

traffic management

The zone of San Lorenzo wall is one of the principal area of the city because is close to the promenade, that both locals and tourists frequently use. This space was dominated by two lanes for vehicles, where the coexistence between the vehicles and pedestrians was complicated and citizens did not have space to walk or ride a bicycle.

One of the principal measures was to propose a model of space reorganization through tactical urbanism, where the two lanes for vehicle traffic was reduced to only one. The intervention consisted of painting one of the roads to be used for pedestrians. The pedestrian space has been extended along the vehicle road, being a space larger than a normal sidewalk. The speed limit was set to 30 km/h, promoting road safety for the most vulnerable users and groups and reducing noise and air pollution levels in public spaces (according the City 30 model). A network of cycle lanes was also created to promote the safe circulation of bicycles and electric scooters in coexistence with other vehicles on the road. The project promoted the use of public transport among the population by reducing the price of the ticket; awareness campaigns for bicycle use also took place.

During the implementation of this good practice, citizens were involved at the time of deciding about new actions. Tactical urbanism interventions were carried out, that can be modified if necessary: marking new pedestrian lanes with paint markings on the road.

Benefits of the good practice include enjoyable coexistence between people using motorised transport and those opting for active forms of transportation; improved air quality and road safety. Lower speed in interurban areas reduces the environmental impact and traffic accidents in these areas. Likewise, noise pollution in these areas is reduced by regulating the speed of vehicle traffic.

[3] https://www.gijon.es/es/programas/plan-de-movilidad-sostenible

8.1.4 Open street *Logroño*[4]

Logroño, La Rioja, Spain | **151.294** | **traffic management**

During Covid-19, social distancing was advised to avoid contagion. Therefore, several streets in the city were adapted to such principles and the public space was redistributed among users in order to achieve a more balanced and fairer distribution of space in the city.

In "*Gonzalo de Berceo*" street the width of lanes for motorised transport was reduced, and some parking spaces were converted to spaces for people with reduced mobility. On *Siete Infantes de Lara* street a similar action has been taken, expanding the pedestrian space and reducing parking space. The pavements of less than 2.5 meters have been expanded to 5 meters, increasing comfort and making it possible to maintain interpersonal distance. In the *Madre de Dios* neighbourhood, a pacified area has been created where space is provided for children to play in the streets and the travels on foot and by bicycle are a priority. In addition, a two-way lane for bicycles was created and the traffic speed was limited to 30 km/h. These actions were carried out in areas where there is a chance for more crowds.

The "Open streets" Active Mobility Strategy of Logroño is made up of six intervention programmes:

1. *Healthy Pedestrian Network:* the streets were adapted to the principles of health and road safety, prioritising streets with wide sidewalks.
2. *Healthy Cycling Network*: routes were established and secured, by means of traffic calming or segregated cycle lanes.

[4] https://logronocallesabiertas.es/documentacion/

3. *Pacified Areas:* areas and neighbourhoods were modified to calm traffic and improve road and health safety.
4. *Improvement of environment:* targeted interventions took place in school environments and other frequently visited facilities.
5. *Support of public transport:* new public transport stops were created to facilitate waiting and new bus lanes were added.
6. *Adaptation of regulations:* a limit of 30 km/h was introduced, cyclists were authorised to use one-way streets in both directions, traffic light phases were revised.

During the implementation of this good practice, citizens were involved at the time of deciding about new actions. Tactical urbanism interventions were carried out, that can be modified if necessary.

Positive impacts of the good practice include improved air quality and road safety; reduction of noise pollution; better accessibility of public spaces; enjoyable neighbourhoods.

8.1.5 Tactical actions around *"Manuel de Falla"* street[5]

Pamplona, Navarra, Spain

205,762

traffic management

The city of Pamplona aimed for prioritising environmental sustainability, thus creating new public spaces through a change in the mobility model. Space was redistributed using a painted pattern on the ground, the installation of street and garden furniture (benches, litter baskets, plants in different size planters) and the marking of new pedestrian crossings. Pedestrian spaces have been created, restricting the circulation of vehicles at several points (only for access to garages). New circuits of traffic have been established and parking spaces have been eliminated, which have been compensated for green parking area for residents. The speed limit was set to 30 km/h.

[5] https://www.pamplona.es/en/node/49100#anchor2

During the implementation process, public participation played an important role when deciding about new actions. Light interventions were carried out. The use of public transport was promoted.

With the elimination of the traffic circle and the creation of transit squares, a positive impact was achieved with regards to the coexistence of neighbours and traffic. A space is created for citizens where they can enjoy public space, promoting active and healthy modes of mobility. This good practice improved the air quality and road safety. Reducing speed in interurban areas results in less environmental impact and a lower number of traffic accidents in these areas. Likewise, noise pollution in these areas is reduced by regulating the speed of vehicle traffic.

8.1.6 Piazze Aperte – City of Milan, ITALY[6]

Milan, Italy **3,241,813** **pedestrianizing streets**

Piazze Aperte aims to enhance public spaces and turn them into community gathering places, extend pedestrian areas, and promote sustainable forms of mobility to benefit the environment and improve the quality of life in the city. The goal is to put public spaces once again at the center of community life and to encourage people to make the most of public squares, rather than just using them for parking or thoroughfares. Piazze Aperte uses a new approach to urban design, based on short-term, low-cost measures aimed at creating new public spaces and safer streets.

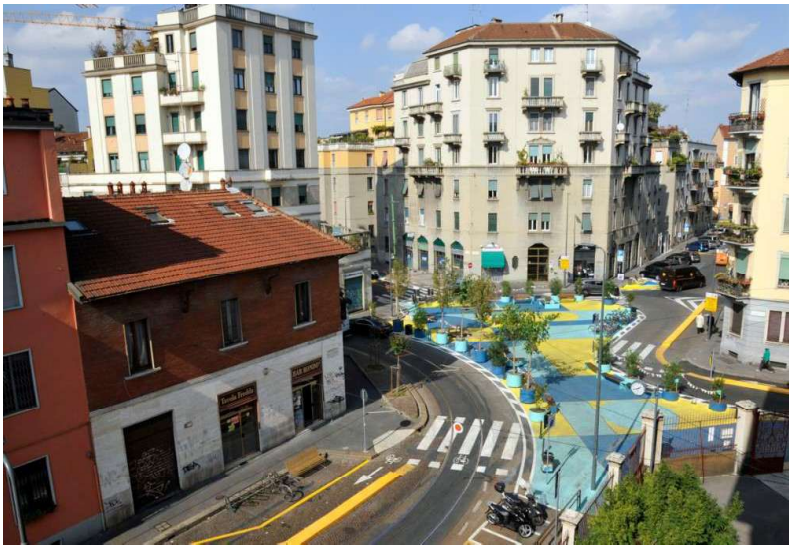
The City of Milan has developed an innovative public space program named Piazze Aperte or "Open squares." After various demonstration projects in 2018 and 2019, in which the city tested the new methodology, at the end of 2019, the City of Milan launched a call for proposals entitled "Piazze Aperte in ogni quartiere" (Open Squares in every neighborhood), to identify new spaces to be transformed, receiving over 60 suggestions. As of May 2022, the Municipality of Milan has now implemented almost 40 tactical interventions and continues to plan new ones. The advantages of this approach are linked to

[6] https://globaldesigningcities.org/update/piazze_aperte_report-en/
https://www.comune.milano.it/documents/20126/409775564/Piazze+aperte+-+A+public+space+program+for+Milan.pdf/fcefa9da-98c3-baa5-7bd9-ad1554c61658?t=1653560401192

the immediate impact that these measures have on local residents, who can themselves become advocates for innovation projects and active participants in urban transformation.

Through "Collaboration Agreements" – a written tool through which the City of Milan and its residents define the aims, objects and expected results of the "Piazze Aperte" program – active citizens, informal groups, associations, educational institutions, committees, foundations, and companies promoting "corporate maintenance" can collaborate with the Administration to implement programs that address the management, maintenance, improvement, and activation of various forms of urban commons. In 2019, the City of Milan launched a call with the aim of identifying new spaces to be transformed, receiving over 60 suggestions, 35 of these tactical intervention has been already implemented.

In the City of Milan, the intervention of Piazze Aperte has resulted in new infrastructure for the citizens: 22,000 m^2 of new pedestrian spaces; 250 benches; 310 potted plants; 380 bicycle parking spaces; 35 tables; 32 Ping Pong tables; 1 in 2 residents in Milan has a new square within 15 minutes (800 metres) of their home.



8.1.7 Piazza scolastica –"School Square"[7]

Bologna, Italy | **392,227** | **increased safety for kids**

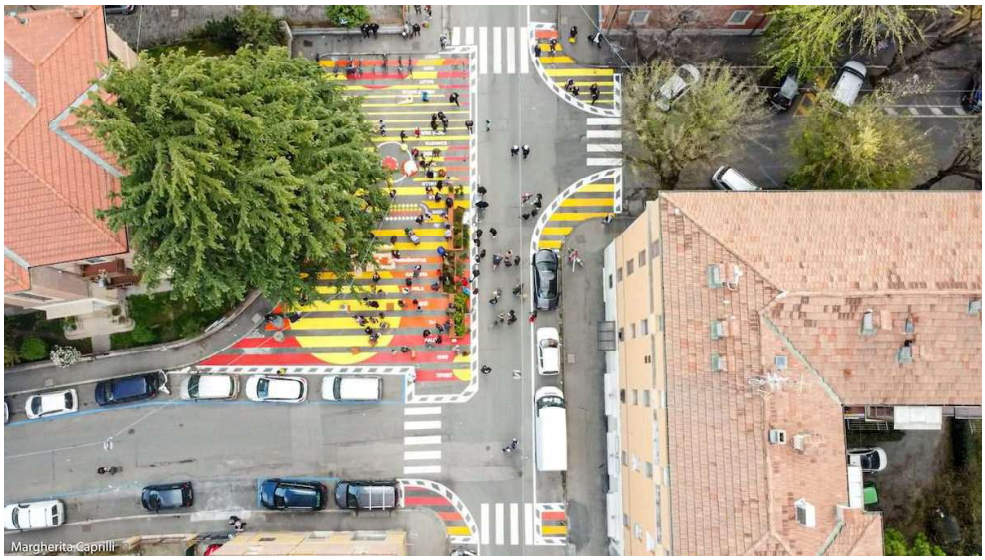
[7] https://fondazioneinnovazioneurbana.it/45-uncategorised/2714-ex-tra-experimenting-with-city-streets-to-transform-urban-mobility
https://fondazioneinnovazioneurbana.it/images/RINNOVARE_CANTIERI/EN_ViaProcaccini_Observation_and_monitoring_of_the_new_school_square.pdf

The objectives of the city of Bologna are to increase the spread of local public spaces, create comfortable, balanced spaces that use innovative and creative urban furniture and create new, ample spaces close by that are equipped for unconventional leisure, recreation, sports, and culture.

The specific transformation for the area on Via Procaccini proposed an experimental solution called 'school square', which would create a pedestrian space dedicated to students at the "Testoni-Fioravanti schools" when waiting to enter or getting out of school, and to provide a solution for the confusing mix of pedestrians and traffic in the project area. The architectural design of the intervention was conducted by the Fondazione Innovazione Urbana. The project design involved various areas created with coloured paint on the ground and assorted elements of urban furniture, including: bicycle racks; benches arranged in a semicircle for kids to gather informally; games painted on the ground for kids to play and interact; cement spheres and hemispheres for kids to gather informally; wooden seating and tubs containing vegetation.

The set-up was designed as a procedural tool aimed at establishing a dialogue between the urban space under transformation and the people experiencing it. During implementation, the exploration of new, different possible uses of the space being transformed was essential. The involvement of students of the middle schools with the participation of some third-year classes to jointly define some elements of the experimental set-up contributed to its success, which continued during the realisation of the square, as well.

Based on temporary, reversible, accessible, agile actions such as coloured stripes, urban furniture, planters, or games painted on the ground, these types of quick, simple transformations allow new dynamics and uses of the space to be initiated in local communities. Citizens valued the conversion of car parking spaces had made the street more cheerful and colourful: into a space that had come alive with children before and at the end of the school day, waiting with family members or playing and socialising. The results of the intervention were monitored using different tools (counting people, mapping the activities carried out, taking photos, making interviews, filling in questionnaires).



8.1.8 Comfortable Street *Mislejeva ulica*[8]

Ljubljana, Slovenia **296,228** **increased safety for kids**

Traffic safety for children, promoting walking and other forms of sustainable mobility, designing new open spaces, improving air quality and reducing the heat island effect all encourage us to rethink the design of school and kindergarden streets. An analysis of kindergarten streets in Ljubljana shows that many of them do not have traffic calming features or parking barriers in front of the kindergarten entrance. Parents bringing their children by car often park directly in front of the entrance, on pavements or even on cycling paths. This behaviour hinders smooth access to the facility and jeopardises the safety of children at arrival and departure times. In addition, some locations are not suitably equipped for walking or cycling, making it difficult for parents to choose a sustainable travel option.

When redeveloping public spaces, it is important to consider how to design user-friendly spaces that also mitigate the impacts of climate change. Unsealed or unpaved surfaces are one of the preconditions for a sponge city. A sponge city can absorb excess water when there is enough and 'squeeze' it out when there is a lack of it. More and more cities are opting for depaving, to relieve pressure on the wastewater infrastructure during heavy rainfall and to provide new green spaces that can cool the atmosphere. It helps to promote sustainable mobility and increase the comfort of the streets. In Ljubljana, Mislejeva ulica is an example of such a renovation.

At the time of the intervention, the street was undergoing a sewer reconstruction. Instead of restoring the street to its original state, they kept the asphalt only where it was needed for traffic flow and pave the remaining areas with grass grates. In the meantime, key stakeholders were involved in the final design and at the same time the new traffic layout was tested. The results of the interviews, what children wanted most in the outdoor space was more greenery, a playground, more benches, and more traffic safety. In the second phase, the depaved surfaces have been redesigned with greenery and permeable surfaces. A total of 475 new plants were planted together with the children. A large rock was placed in one of the newly reclaimed areas as an informal climbing and play area for children. Bicycle racks have also become part of the permanent landscaping. In addition, the traffic regime has been changed to prevent private vehicles from passing the main entrance to the nursery, thus encouraging sustainable arrivals.

The street is now much more inviting for walking and cycling due to calmer traffic. In addition to that, the depaved surfaces contribute to climate change mitigation. The renovation of the area around the kindergarten on Mislejeva Street can be a good example of how to change the character of a street with small interventions to make it more comfortable and pleasant for its most vulnerable users, and to introduce climate change mitigation elements into the space.

[8] www.ipop.si

8.1.9 Odprta ulica / Open street[9]

Škofja Loka, Slovenia

12,000

pedestrianizing streets

Most of the smaller towns face a challenge – the city centre has been adjusted to cars (sidewalks are narrow and there is a lack of cycling infrastructure). Pedestrians do not feel safe and comfortable on these streets. Street reconstruction includes a vast amount of political risk – people might not like the reduced space for cars. An additional challenge is the local economy: retailers often see their main competitor in city fringe supermarkets, thus, they are afraid of reducing the comfort of cars. Šolska Street in Škofja Loka connects the old town with the area of a new social centre with an increasing number of visitors. This street is used by more pedestrians than cars, but despite that cars have twice as much space on the street than other users. Infrastructure for pedestrians and cyclists does not exist in some places.

Open street is a temporary and tactical transformation of the street with two main aims: to reduce the number of cars and space given to cars; and placemaking – to increase the vibrancy of the street. Since Open Streets are temporary, they can be implemented for a month, or for a couple of consecutive weekends. Open streets can be initiated by the local community, a local NGO or a municipality. However, the municipality and its relevant departments must support the idea and the execution of Open Street from the beginning. Otherwise, the efforts will be in vain. The actors should work together on communication and placemaking activities, infrastructural changes and the overall organisation of the project. In Škofja Loka, the municipality wanted to test measures to create a safe and pleasant street space with an experimental arrangement in the form of an open street, which could become a permanent solution in the future.

[9] www.ipop.si
https://www.youtube.com/watch?v=ohLkh-XDNFo

As part of a project, IPoP had an open call to invite municipalities to join the Open Street Initiative. The municipality of Škofja Loka applied and got selected, so IPoP supported them with planning, communication, financial grant (10,000 €) and execution.

In September 2020, the street Šolska ulica was closed to cars and open to the public for five Saturdays with a rich programme in the morning to invite people to try out a different traffic arrangement and evaluate it. And also for one week during the morning school run. Parents were able to drop their children off at one of the Kiss and Ride points, from where they could walk safely to the school. A Walking Bus was organised, accompanying children to school in organised groups following a set route and timetable. Placemaking activities should be placed on the street to attract people to the street. The number of pedestrians is an indicator of success. However, the balance between placemaking activities and regular pedestrians on the streets is crucial. Open street should not be a carnival, because probably the respective agent will not organise activities endlessly. The aim is also to supply people with experience of regular pedestrianized streets. The whole cost of an open street is usually between 10.000 and 20.000 euros.

The intervention provides a chance to test what happens if we redesign the street in a manner that is oriented towards pedestrians. Open Street is a base for much more grounded participation activities as people can discuss the potential permanent street redesign based on experience. Open Street enables a coalition formation with residents, bar owners, and municipalities. Such a coalition can advocate more permanent pedestrian orientation. In case of the street Šolska ulica, the focus was on involving the public (representatives of the local economy, the municipality, and the school, both pupils and parents), already in the planning phase. The implementation of the Open Street has continuously gathered the reactions of all stakeholders through public discussions, field visits and surveys. It turned out that most of them liked the temporary arrangement. While the municipality did not subsequently make any infrastructure changes in the area, new traffic calming pavement paintings were drawn in front of the school and some parking spaces were removed and high beds were installed.

8.1.10 Zunaj / Outdoors[10]

Ljubljana, Slovenia

293,000

stakeholder engagement

Public participation and cooperation with communities have been on the agendas of cities for quite some time. However, cities face challenges with cooperation: often it is hard to attract people to participate, particularly local communities. In post-modern society, socialising is based on interests and values, not location of residency. Because of that it is challenging to encourage participative placemaking at the local level. Better results can be achieved when following the existing communities in their agenda, instead of inviting people to participate in a top-down project. Because of that the Outdoors mechanism supports communities in the placemaking process conceived by the community and implemented in a location, chosen by the community.

There is plenty of decayed spaces in cities. Perhaps less in the city centre, but more in surrounding districts in which the majority of people live. It is impossible to revitalise them all top-down as there is simply too many of them and because sometimes the ownership of a particular place is unclear. In both cases, the community can be an agent of placemaking. Supporting the community in their place-making agenda is the safest bet to make the respective space used and maintained.

Outdoors is not an intervention; it is a mechanism that supports small interventions conceived and implemented by small groups of citizens/neighbours. A sand-made pump track, a community garden, a basketball court refurbishment etc., are examples of interventions, also called small urban actions. The city of Ljubljana developed this mechanism together with local organisations. The municipality covers the materials needed for the intervention and engagement of a local NGO experienced in placemaking that will support the local actions. However, possibly the biggest investment is the workload of city officials who will be engaged to some extend either in the call and selection or to handle the administrative perspective of the interventions themselves.

Outdoors starts with a well-communicated call for action proposals. Based on required preconditions and criteria, several actions fit for support are selected. Usually, the call opens in March while implementation takes place during the summer or early autumn. Citizens can apply with different kinds of interventions they are willing to execute. However, the actions have to be done in public space and for the common good. The support the applicants get consists of organisational and financial support. Organisational support usually means help with community organisation and coordination with various city departments. Financial support amounts to 500 to 1000 euros. This can be used to purchase materials, equipment and tools, whereas work is expected to be done voluntarily by the citizens themselves. The conceptualisation and implementation require a lot of cooperation (and voluntary work) between the members of the applicant group as well as with and between the municipal departments

[10] IPoP and another NGO called prostoRož designed Outdoors (Zunaj) for the City of Ljubljana. https://www.youtube.com/watch?v=qLqZ9F5EM1s

(PR, spatial planning, department for green areas and environment, borough council etc.). Outdoors has been implemented in Ljubljana for three seasons.

Outdoors stimulates social infrastructure establishment, which is increasingly needed in ever more digital cities. Additionally, as the initiators have to do the work themselves, the mechanism stimulates establishment of new ties and increase of trust and social capital. The mechanism Outdoors enables city administration to avoid investments in unneeded infrastructure. If a community would invest voluntary work the project is important for them. That is the best guarantee that the intervention, a small urban action, will be visited and used by people. Outdoors also serves as a testbed for addressing broader urban needs. Citizens engaged in placemaking projects gain valuable insights into city operations, fostering improved collaboration with administrations in the future. The project offers valuable PR opportunities for the municipality.

8.1.11 Open squares: redevelopment of Piazza Testaccio in Rome

Rome, Italy | **2,755,309** | **community space**

The redevelopment of Piazza Testaccio in Rome represents a good practice of tactical urbanism that addresses various urban and social problems. The main problem this initiative solved was the degeneration of public space, a common phenomenon in many densely populated urban areas. The square, previously occupied by a market that had now been relocated, had become a degraded and unsafe area, with poor maintenance and the frequent presence of illegal activities. The redevelopment aimed to return a safe and usable public space to the community, while promoting social cohesion. The redesign of the square included the installation of new pavements, street furniture, and adequate lighting to improve the safety and aesthetics of the area. The inclusion of the Fountain of the Amphorae, a historical and symbolic element, has helped to restore a cultural identity to the place, strengthening the bond between the residents and their neighborhood. In addition, the redevelopment addressed the issue of mobility and accessibility, with the inclusion of paths for the blind and greater attention to

pedestrian spaces. These interventions have improved the quality of life of the residents, encouraging socialization and the use of the square as a meeting point and community activities. Environmental sustainability has been taken care of through the planting of new trees and the use of resistant and long-lasting materials have contributed to creating a greener and more livable environment. Citizens had the opportunity to contribute to the design proposals and solutions to address the existing challenges, such as mobility, livability and the enhancement of the historical and cultural heritage of the square.

The redevelopment of Piazza Testaccio in Rome, as well as Piazza San Cosimato, are virtuous examples of how a tactical urban planning intervention can regenerate a public space, making it safer, more welcoming and functional for citizens, while preserving its historical and cultural heritage. Several phases of intervention have been implemented:

1. An initial phase saw the demolition of the old market structures, creating the necessary space for the new square. The design involved architects and urban planners, but also citizens, through consultations and referendums that ensured that the needs of the community were at the center of decisions.
2. The pavement of the square has been made with high quality materials, which ensure durability and integrate aesthetics and functionality.
3. A central element of the redevelopment was the relocation of the Fountain of the Amphorae, a historic piece that has been restored and brought back to its original place.
4. The planting of new trees and the creation of green areas has had a significant impact on the urban environment, improving air quality and providing shade and relaxation spaces for citizens.
5. The street furniture includes benches made of galvanized iron and iroko wood. The lighting of the square has been improved with the installation of modern street lamps that increase safety during the night hours and make the square more livable even in the evening.
6. Finally, the project promoted sustainable mobility through the inclusion of well-defined pedestrian paths and bicycle parking areas, incentivising the use of environmentally friendly means of transport and reducing dependence on cars. These interventions have made Piazza Testaccio a model of multifunctional and sustainable public space, able to respond to the needs of a dynamic and diversified community.

The implementation of the good practice of redevelopment of Piazza Testaccio was an articulated process that involved different phases and key actors, with a participatory and integrated approach. The preliminary phase began with the analysis of the context and the collection of input from the local community. The City of Rome, together with neighborhood committees such as "Testaccio in Piazza" and "Laboratorio Testaccio", organized meetings and public consultations to understand the needs and concerns of residents. Participatory design was a key element of the implementation. During the construction phase, measures were implemented to minimize the impact on local residents and businesses. Collaboration with experts from different fields, including landscape architects and engineers, ensured that all interventions were technically sound and sustainable. Transparent and continuous communication with the citizenry was maintained throughout the process. Through regular updates and the sharing of information on the status of the works, residents were constantly informed and engaged, reinforcing the sense of belonging and community. Finally, the monitoring and evaluation phase involved collecting post-implementation feedback to identify any future improvements. This included observing citizens' use of the space and assessing the effectiveness of the security measures taken.

The redevelopment of Piazza Testaccio has brought numerous benefits that go beyond the simple aesthetic improvement of the area, positively influencing various aspects of urban life and the community.

- Strengthening the Community connections
- Improved Security
- Enhancement of historical heritage
- Environmental Sustainability
- Accessibility and inclusivity
- Promotion of sustainable mobility
- Increase in real estate value

8.1.12 Urban Community Gardens in Rome[11]

Rome, Italy | **2,755,309** | **community space**

In many cities, including Rome, urban growth and infrastructural expansion have led to the loss of green spaces accessible to residents, compromising the quality of the urban environment and reducing opportunities for a healthy and sustainable lifestyle. Urban gardens, and even more so "community" gardens, address this problem by transforming brownfield sites, unused land or marginal spaces within the city into gardens cultivated in an inclusive way, by the community. These spaces not only reintroduce nature into the urban environment, but also offer residents the chance to grow fresh food, promoting a healthier and more sustainable lifestyle. Residents can interact, share knowledge and solidarity, strengthening the social fabric of urban communities. Another critical aspect is the promotion of environmental awareness and urban resilience. Urban gardens educate residents about the life cycle of food products, the management of natural resources, and the importance of urban biodiversity. All of this also prepares cities to face future challenges such as climate change and food security. As a practice of tactical urbanism they effectively address the lack of accessible green spaces, improving the quality

[11] https://www.comune.roma.it/web/it/scheda-servizi.page?contentId=INF60787&pagina=3

of the urban environment, promoting a healthy and sustainable lifestyle, strengthening community bonding, and preparing cities for future environmental challenges.

Urban gardens in Rome demonstrate the potential of tactical urbanism to improve the urban landscape, enrich the lives of local communities, and address contemporary urban challenges through sustainability, social inclusion, food education, and economic self-sufficiency. Citizens' associations can enter into agreements with the municipality for a period of up to 6 years for the use of unused public or private land. These gardens are spaces cultivated by the local community, mostly located in areas to be recovered and abandoned, with the aim of promoting environmental and social sustainability through the organic production of vegetables, aromatic herbs and fruit plants. On the environmental front, they help improve air quality, reduce the urban heat island effect, and increase local biodiversity. From a social point of view, they foster inclusion and community cohesion. This promotes a sense of belonging and solidarity within the local community. Urban gardens are also important educational spaces, where people can learn about sustainable agricultural practices and the importance of natural resource management. Finally, they represent an economic opportunity for some residents, offering an alternative to access fresh and affordable food, improving food security in urban settings, especially for low-income families.

The implementation of urban gardens in Rome represents a bottom-up approach to tactical urbanism, where citizens and local associations work closely with municipal authorities to transform underutilized urban spaces into vibrant centers of community engagement, sustainable agriculture, and social resilience. Typically, the process begins with a proposal from the community and consultation with the Central Department or City Hall to be able to enhance unused public spaces, or areas to be revitalized within the city. Interested citizens form associations by negotiating agreements with the municipality that can last up to six years, for access to the land for organic cultivation purposes for self-consumption. This collaborative approach fosters a sense of ownership and responsibility among participants, ensuring the sustainability and longevity of the gardens. Knowledge and expertise are often shared among participants, promoting community building and the development of skills in sustainable agricultural practices. Thanks to a participatory process, Roma Capitale has developed a Regulation that has become an internationally known good practice. Through the gardens, a collaborative network has been developed that strengthens community ties and expands impact beyond food production, including educational programs, environmental management, and social inclusion initiatives.

Urban gardens in Rome improve the physical environment of cities and promote social cohesion, support public health, and offer valuable education. These integrated benefits demonstrate the significant value of urban gardens as a multifunctional strategy to improve the quality of urban life in the contemporary context. The benefits extend beyond simply producing food for self-consumption. From an environmental point of view, they contribute significantly to the reduction of the ecological footprint of cities. Converting unused spaces into green areas increases local biodiversity, improves air quality and reduces the urban heat island effect. Sustainable agricultural practices such as composting and the use of efficient irrigation techniques contribute to the conservation of natural resources and responsible water management. Socially, urban gardens act as catalysts for community cohesion: these spaces promote a sense of belonging to the community and improve people's mental health and well-being through outdoor physical activity and connection with nature. They provide access to fresh, organic produce, reducing reliance on conventional food markets. Economically, these activities can contribute to the generation of savings for food spending and contribute to the resilience of communities.

Dicembre 2015 | Febbraio 2017 | Settembre 2018 | Maggio 2023

8.1.13 "Rome cares for Rome"[12]

Rome, Italy

2,755,309

stakeholder engagement

The "Roma Cura Roma" initiative, born in 2016, concretely addresses the critical problems of urban decay and dirt that afflict the city of Rome, undermining the aesthetic appearance and quality of urban life. In recent years, it has actively involved thousands of volunteers and residents, organizing regular cleaning and maintenance events that have contributed significantly to improving the aesthetic appearance of the city. Thanks to the work of dedicated teams and the participation of more than 10,000 citizens each year, the initiative has not only cleaned up and restored numerous public spaces and historical monuments, but has also promoted greater environmental awareness and a sense of civic responsibility among residents. In response, the initiative promotes an active involvement of citizens in the care of public spaces, encouraging civic participation and improving tourist attractiveness through cleaning and conservation of historical heritage. In addition, "Roma Cura Roma" is committed to environmental sustainability, promoting eco-friendly practices and raising awareness of responsible waste management. This targeted practice not only preserves Rome's unique character but also reinforces the sense of community and civic pride among its inhabitants. The initiative addresses the need for environmental sustainability, reducing the impact of waste and promoting more eco-friendly practices among residents and local institutions. Thanks to its tangible impact and the collaboration between citizens, local institutions and associations, the initiative has earned the support and admiration of the Roman community, becoming a model of good practices for improving the quality of urban life and promoting a cleaner, more welcoming and sustainable city.

The implementation of "Roma Cura Roma" is characterized by its systematic and community-driven approach to addressing urban decay and promoting civic engagement in Rome. Each year, the initiative organizes a series of events and activities aimed at cleaning and revitalizing public spaces, historical monuments, and neighborhoods throughout the city. These efforts are meticulously planned and executed in collaboration with local authorities, non-profit organizations, and volunteers from various

[12] https://www.romacura.roma.it
https://www.dire.it/11-05-2024/1039842-gualtieri-e-il-sindaco-di-new-york-imbianchini-ripulito-muro-a-trastevere/

sectors of society. The implementation process begins with strategic planning and coordination, where specific areas are identified that need attention based on criteria such as level of deterioration, public accessibility, and historical significance. Volunteers, including individuals, community groups, and corporate sponsors, play a crucial role in these activities, dedicating their time and resources to tasks such as garbage collection, graffiti removal, landscaping, and minor repairs. "Roma Cura Roma" leverages collaboration with municipal agencies and educational institutions to improve its impact through training sessions on waste management, environmental sustainability and cultural heritage conservation. These sessions not only equip volunteers with the necessary skills and knowledge, but also foster a deeper understanding of the importance of maintaining a clean and culturally rich urban environment.

In addition, the initiative widely uses digital platforms and social media to mobilize support, raise awareness, and encourage wider participation among residents and tourists. Regular updates and interactive campaigns help sustain momentum and engagement throughout the year, ensuring continuous improvement and visibility for the initiative's goals. In conclusion, the implementation of "Roma Cura Roma" exemplifies a proactive and collaborative model of urban management. By leveraging the collective efforts of volunteers and fostering cross-sector partnerships, the initiative not only revitalizes physical spaces but also cultivates a sense of pride and ownership in the community, contributing to a cleaner, more vibrant, and culturally enriched cityscape.

The benefits of the "Roma Cura Roma" initiative are many and extend to several fundamental dimensions for the quality of urban life in Rome. First of all, the initiative contributes significantly to the improvement of the urban environment through the cleaning and restoration of public spaces, parks and historical monuments. Not only does this improve the aesthetic appearance of the city, making it more attractive to residents and tourists alike, but it also promotes a sense of civic pride and belonging to the community. From a social point of view, "Roma Cura Roma" fosters community cohesion and interaction among residents, encouraging active participation and local volunteering. The involvement of thousands of citizens every year strengthens the social fabric of the city, creating closer bonds between people and promoting an environment of mutual solidarity. On an economic level, the initiative can lead to indirect benefits through attracting investments, improving the city's image and increasing sustainable tourism. A cleaner and well-maintained city is more attractive to businesses and visitors, boosting the local economy and fostering the growth of the tourism sector. On the environmental front, "Roma Cura Roma" contributes to urban sustainability by promoting more responsible waste management practices and raising awareness about the conservation of natural and cultural resources. By reducing waste accumulation and improving the management of green spaces, the initiative supports urban biodiversity and reduces the city's overall environmental impact. Finally, "Roma Cura Roma" also has a positive impact on public health, creating healthier and safer environments for residents. By reducing the presence of waste and improving the maintenance of public areas, you help to reduce health risks and promote an active and outdoor lifestyle among the population.

8.2 Good Practices from countries outside of the partnership

8.2.1 Corona-paths[13]

Paris, France | **2,102,650** | **cycling infrastructure**

In the city of Paris, many of the travels within the city is done by public transport, making it the second most used mean of transport in the French capital. In times of Covid-19, after the lockdowns, people were still advised to social distancing. Therefore, the public transport services were mostly maintained for essential workers. Thus, the requirement for physical distancing combined with Parisian dependence on public transport, posed significant challenges for returning back to normalcy. People who were previously relying on the public transport for their daily commutes had to choose new solutions.

Besides walking, cycling seemed a good solution, however, perception of insecurity and a lack of safe cycling infrastructure were the main barriers to adoption of bicycles as a daily means of transport (especially for women). There were "corona-pistes" (corona-paths), that is temporary cycling paths implemented in the city. In an attempt to discourage the use of public transport and maintain crucial social distancing, the municipality of Paris has been creating new paths on major transport axis with the aim of having a maximum number of inhabitants use bicycles over other means. Concretely, the new paths were drawn using yellow paint, while plastic cones were put in place in order to physically separate bike paths from car traffic.

Implementing this practice needs support from the decision-makers in order to allocate public space from motorized vehicles to cyclists. It is essential, to conduct an analysis where new cycling lanes are needed, which parts of the city would need connections for cyclists and where would they go most frequently if they had the opportunity. Once, the plans are worked out, new bicycle lanes should be

[13] https://transportgenderobservatory.eu/2020/06/01/tactical-urbanism-encouraging-cycling-in-paris/#_ftn6

created on the roads by making painted signals on the road and/or adding some physical barriers on busy roads.

Cycling ensured safe distances between commuters, it has also other health-related benefits, and a low environmental footprint. Moreover, it is relatively affordable for users. With corona-pistes, the city of Paris made in a few days what was been planned to be done over several years. This experience could be an important testing ground for more long-term changes to the urban environment. What is certain is that the new infrastructure and expanded cyclable area complement a network that was suffering from holes and allow for some people to navigate safely. Fundamentally, corona-pistes alleviate the perception of urban cycling as being reserved to daredevils. The improvement of the cycling network contributes to lowering of the most significant barrier to adoption, bridging the gap and moving towards more equal access to public space.

8.2.2 project UMPARKEN[14]

Munich, Germany | **1,472,000** | **traffic management**

The majority of public space in the streets of a city is dedicated to parking spots for cars. This results in missing space for additional services and activities. Similarly, there are often more cars than available parking spaces in neighbourhoods. Due to this, citizens end up in long and tiring searches for parking spots. Both problems can be solved by a higher usage of New Mobility offers. With the latest development in the sector of New Mobility, there is now a huge amount of alternative mobility. However,

[14] https://www.umparken-schwabing.de/
https://www.bable-smartcities.eu/explore/use-cases/use-case/supporting-new-mobility-and-reducing-parked-cars-in-the-streets-of-schwabing-west-munich.html

not having an overview about all available solutions can prevent citizens from using alternative mobility offers.

With the project UMPARKEN, the Digital Hub Mobility by UnternehmerTUM wanted to tackle the problem of space development in streets. For 4 weeks, 8 households in the densely populated district of Schwabing-West in Munich parked their private cars outside the city. In return, they were offered to use an extensive mobility package with various mobility services, all provided by the mobility partners of the project. As part of the UMPARKEN project, VEOMO provided a real-time visualisation of all mobility solutions nearby. By setting up an outdoor screen in the public space, help was provided for citizens to get informed about the best-fitting mobility solution for their specific needs. This change of perspective reduced the daily commute stress and promoted a more sustainable mobility behaviour compared to the use of their car.

The most important steps of the good practice comprised of the followings:

- Before the project, there were surveys about the usage of cars;
- Real-time visualisation of all mobility solutions were provided to the users;
- A mobility package was ensured for the users that will not use their cars;
- An outdoor screen was set up in the public space for the citizen helping to get informed about the best-fitting mobility solution for their specific needs;
- After the project, surveys were conducted focusing on the project experience of the citizens, their opinion, as well as potential long-term usage of the newly created public space;
- A one-day event was organized: a short section of road was closed and seating and information stands were set up to inform people about the project.

The aim was to help people tackling their inner negative associations with New Mobility by showing the vast amount of alternative solutions. By making New Mobility more tangible for the citizens, the challenges of multimodal mobility were faced more easily and awareness was raised about the positive impact of not using a privately owned car.

8.2.3 Living Streets[15]

Ghent, Belgium

250,000

stakeholder engagement

Living streets contributes to improving the city liveability by giving space to creativity, co-creation of new activities, and by turning the residents of Ghent into change agents in their own reality. The goals of the intervation were:

- Link residents to civil servants by bringing their ideas to the municipality;
- Rethink public space, mobility (and climate mitigation) in urban areas;
- Open up the policy making process by having residents decide on their streets;
- Foster personal interactions between neighbours' and reinforce social cohesion;
- Test street design interventions and forms of resident participation;
- Serve as an example for other cities to develop similar projects.

Living Streets is a living lab, in which every year, between spring and autumn, residents can decide collectively to reclaim public space in the streets of Ghent. During this period, citizens can choose to close their street to traffic and organise different events and gatherings. This initiative aims to transform the urban and environmental challenges into new opportunities for the city and to create community cohesion.

The implementation of the project is coordinated by the association "Lab van Troje", which acts as a bridge between the municipality and the residents, promoting and facilitating the development of the process.

Implementing this good practice needed two main steps:

1. The preparation process
   Residents develop a plan for their street and organise meetings to get buy in from their neighbours.
   - Laboratories with the residents, organized by the facilitators, to find an alternative to street parking, in order to be able to replace parking spots with green areas.
   - Different transport solutions were proposed (from a temporary parking space to the main streets.
2. The implementation phase
   Once the municipality accepted the plan, residents can implement the ideas and actions foreseen.
   - Residents were supported by the municipality of Ghent with in kind contributions such as benches, but also with the necessary administrative help to transform the street into an open and safe space.

[15] https://www.leefstraat.be/ https://wiki.sustainablejustcities.eu/Living_Streets_Ghent https://stad.gent/en/city-governance-organisation/featured-projects/living-streets

Living Streets generated new social dynamics in cities, with regards to social cohesion, mobility, sustainability and organisation of the public space. Citizens felt empowered: they were able to decide with their neighbours about what an ideal street looks like, and what is necessary to get there. The municipality and civil servants supported the initiatives of the citizens, the exchange of expertise and the experimentation with co-creation. Ghent's experience has been used as a successful example to be replicated in other European cities, such as Brussels (Belgium), La Rochelle (France), Zadar (Croatia), Milton Keynes (United Kingdom), Turin (Italy), Ivanić-Grad (Croatia) and Rotterdam (The Netherlands).

8.2.4 Grätzloase / Pop-up parklet[16]

Vienna, Austria | **1,900,000** | **reclaiming space from cars**

During Vienna's Gründerzeit period in the late 19th century, most of the city was densely constructed, and this pattern persists today. The streets are still dominated by moving and stationary traffic. Additionally, the emergence of heat islands within the city is becoming more frequent. The streets often lack trees and proper shade, which makes them an unattractive space to be in, without much value and usability for the pedestrian public. Green spaces within the city centre are scarce, and parks and recreational areas are not always around the corner.

The City of Vienna has been making efforts to tackle these issues through a range of urban planning policies and approaches. One of such mechanisms is Grätzloase – a pop-up parklet. These parklets transform street parking lots into vibrant spaces that prioritize people and offer more room for public use. Pop-up parklets address the shortage of green spaces on the street level, mitigation of urban heat island effect, the need for community engagement, and sustainable urban development in dense urban areas. Pop-up parklets are temporary, typically small, public areas that are transformed into vibrant community spaces with different seating options, urban gardening infrastructure, plants, and sometimes

[16] https://smartcity.wien.gv.at/graetzloase/
https://graetzloase.at/

even recreational facilities. They are usually built in the late spring and disassembled in the beginning of autumn. The first Grätzloase project was initiated by the Viennese Environmental Protection Department in collaboration with various actors, including local communities, residents' associations, and non-profit organizations. It served as a pilot project, demonstrating the potential of transforming small spaces into attractive community areas. The positive response and success of this pilot led to the expansion of the initiative to other districts of Vienna.

Today, numerous parklets can be found throughout Vienna, with each parklet reflecting the needs of the community around it and the character of its respective district. The City of Vienna yearly publishes an Open call for Grätzloase projects. Anybody can apply with a plan for the temporary parklet and ideas for different usages. Selected projects receive support in terms of resources (money for building materials, plants), guidance, and expertise. The approach to design varies; you can find different variants, from DIY parklets to meticulously designed and even high-tech parklets. Although the project was initiated and is still supported by the City of Vienna, it is driven by grassroots initiatives and community engagement. Residents, neighbourhood associations, and non-profit organizations play a vital role in initiating, planning, and maintaining these oases. Since the beginning of the project there have been more than 400 parklets built. Most of them are being slightly updated and reused every year. In the year 2022 the Grätzloases hosted more than 450 different events (small concerts, gatherings, workshops etc.)

Grätzloase projects contribute to the overall liveability and sustainability of the city. By providing inviting gathering spaces, these interventions encourage neighbours to meet, connect, and form social bonds. By incorporating vegetation and greenery interventions they provide shade, absorb heat, and promote evaporative cooling, thus reducing the overall temperature in the surrounding area. They can also enhance the perception of safety and security, encouraging more people to spend time outside and enjoy public spaces. Pop-up parklets and similar initiatives also encourage innovation and creativity in urban design and placemaking. They provide opportunities for experimentation with temporary installations, art displays, and community-driven projects.

9 Good Practices out of Europe

9.1.1 One Green Mile[17]

 **Mumbai, India**

 **21,673,000**

 **community space**

In big cities, there are many neglected spaces resulting from highways and flyovers. This is the case in Mumbai, as well, where below the Senapati Bapat Marg flyover (which is part of a series of roads that extend 11 kilometers through the heart of the city) there was an overbearing concrete infrastructure. This shady space was unused lacking amenities and greenery. Not to mention, that the flyover causes significant noise pollution and creates a barrier between neighbouring areas that limits options for mobility.

A 200-meter-long unused space underneath the flyover was turned into a public space for the entire local community, with adding amenities and greenery, as a response to the flyover's negative impact. A cohesive visual identity was used across all elements of the space, offering a delightful and holistic urban spatial experience. Visual accent colors ensure recognition as a whole. The space is divided into a series of public "rooms" with diverse functions: lounge, gym, shaded seating area, performance space, and reading room. The mobility network is also developed, there are paving, bicycle paths, and bright, large-scale zebra crossings.

Implementing this good practice composed of the following consecutive steps:

- An unused space was chosen to convert into a public space.
- Relevant permission were collected from the municipality.
- Companies and professionals needed for the implementation were contracted.
- The design was worked out in detail, including public furniture, lighting, greenery, pavements, bicycle lanes, crossings.
- Based on the design, the implementation plan was put together, taking into consideration among others, financial, human resource, and management aspects.
- Following the implementation plan, the arrangement of the space was the next step. Urban furniture and greenery were placed. Pavements, bicycle lanes, crossings were added by painting the asphalt.
- It is important to note that attention should be paid to maintenance, as well.

The renewed space is an attractive area with amenities and greenery for the community where they can spend time with each other. There are different "rooms" in the public space with diverse functions, so people with different interests can all find their place. The flyover itself provides shade in sunny days and shelter in rainy days. The greenery promotes biodiversity and also cools down the space and dampens noise pollution. Engineering features store and filters monsoon water to irrigate the plants. The new space provides connection between neighbourhoods, making the area more comfortable, safe and

[17] https://www.archdaily.com/985166/one-green-mile-mvrdv

accessible for pedestrians and cyclists. There are pavements, bicycle paths and zebra crossings with appropriate lighting.

9.1.2 Enrique Soro Street, City of Santiago - Chile[18]

Santiago, Chile **4,969,167** **traffic management**

The objective of the pilot intervention in the city of Santiago was to improve road safety through chicanes, add new pedestrian crossings, and improve pedestrian space. This project aimed to make the street more attractive by adding elements like colors and games. The project team conducted a series of user surveys in November 2021, including children, caregivers, and community members who lived near Enrique Soro Street. The surveys found that over 400 children and caregivers participated in the activation of Enrique Soro street; 85% of children and caregivers not only consider it safe to cross the street following implementation but also consider it exciting and joyful to walk around Enrique Soro street.

In 2019, the Global Designing Cities Initiative (GDCI) team selected the capital city of Santiago, Chile, as a Streets for Kids Technical Assistance project. Ciudad Emergente — a Chilean nonprofit organization focused on implementing projects related to walkability, safe cycling facilities, and road safety — was in charge of leading the project. With the support of GDCI, Ciudad Emergente selected Enrique Soro Street

[18] https://globaldesigningcities.org/update/my-way-to-school-making-kids-journeys-to-school-in-santiago-chile-safer-and-more-enjoyable/
https://ciudademergente.org/
https://www.childinthecity.org/2023/05/25/child-friendly-street-transformations-improve-neighbourhood-quality-of-life/?gdpr=deny

as the project site. The project's main objectives were to establish safe intersections, extend sidewalks, and reduce speeds.

The team divided the project into two stages:

1. Creation of "My Way To School" kit, a take-home engagement tool crafted by Ciudad Emergente for students at Juana Atala de Hirmas school in Renca.
2. Implementation of a pilot project on Enrique Soro Street in Independencia—a street that is part of the daily route for many children who attend Juana Atala de Hirmas school

After the project implementation, Ciudad Emergente and GDCI hosted an online training for over 40 municipal leaders from Santiago, sharing the project's success and explaining the implementation and community engagement process.

The project brought forth 1,500 m^2 of reclaimed pedestrian space, six newly marked pedestrian crossings, 2,000 m^2 of space for children and caregivers to enjoy, and 60% fewer speeding vehicles. Ciudad Emergente received over ten requests to help bring similar initiatives to other municipalities in Santiago. The most significant barrier to scaling up this program is the lack of funding and stretched staff capacity after the Covid-19 pandemic.

9.1.3 Rua Antônio Pereira Street Tactical Urbanism intervention[19]

Fortaleza, Brasil | **392,227** | **increased safety for kids**

[19] https://globaldesigningcities.org/update/caminhos-da-escola-how-streets-for-kids-transformed-school-streets-in-fortalezas-planalto-ayrton-senna-neighborhood/
https://globaldesigningcities.org/update/news-fortaleza-achieves-eighth-consecutive-year-of-reduction-in-traffic-deaths/

Rua Antônio Pereira is a street in the Planalto Ayrton Senna neighborhood of Fortaleza, Brazil, where children and caregivers spend significant time because of the elementary school in the area. However, until recently, this street faced several safety concerns. Cars and motorcycles were known to speed down the street, and the sidewalks were narrow and uneven—compelling pedestrians to walk in the street among vehicles rather than the sidewalk. In 2019, Fortaleza established the Caminhos da Escola (Pathways to School) program to reduce the number of children killed and injured in road crashes. With the support of Global Designing Cities Initiative's (GDCI) Streets for Kids team, local teams examined several sites that Caminhos da Escola had previously identified.

Based on different factors like road crashes in the area, the number of students, and the availability of public spaces in the schools' surroundings, they selected a site comprising two adjacent streets: Rua Antônio Pereira and Avenida Chico Mendes. For this specific area, another important factor was that the city already had designated funds due to a bigger structural program in the city. Throughout the implementation of this Streets for Kids project, several departments in the city of Fortaleza were involved—including the Municipal Office of Regional Management, Fortaleza Traffic Authority, the Secretary of Education, and the Science, Technology, and Innovation Foundation of Fortaleza. Aside from the work on-site, this project involved school community members as key stakeholders.

The Streets for Kids project focused on reducing the space dedicated exclusively to motorised vehicles and transforming it into a shared public space by:

- changing the street pavement,
- closing a street segment to build a play area,
- adding furniture such as planters, benches, and paint designs.

This brought forth 1,900 m^2 of reclaimed pedestrian space, 120 m^2 of new play space, and 22 new places to sit.

Following the completion of the Streets for Kids project, more than 90% of children surveyed found the new street conditions safer for walking and playing. Additionally, the survey found that more than 80% of caregivers were more likely to bring their children to the redesigned street. The overall response to this project was extremely positive, with students and community members expressing that they feel safer and more comfortable using the street.

9.1.4 Share-It Square – Intersection Repair, later named City Repair[20]

Portland, Oregon, USA | **640.000+** | **community space**

Although the Intersection Repair case origins in 1996, it still addresses the problems of the present: car-oriented cities, suburbanisation of the cities, lack of social infrastructure and community space in suburban areas. The case originally addressed the side-effect of zoning laws in Portland from the 60s and 70s: the city was rapidly developing in the downtown, where large infrastructure and urbanist transformation projects took place; with their focus on the downtown area, they did not bring needed amnesties to residential neighbourhoods, where most of the Portlanders lived and spent their free time. Additionally, everybody needed to use cars to move around.

The initiator of the later established Intersection Repair project, architect Mark Lakeman, recognized how isolated he and his neighbours were from each other, although living in such proximity. Especially because there was no infrastructure that would enable coming-together and socializing in a safe and open public space. Intersection Repair is a community-driven initiative that transforms street intersections into vibrant public spaces, fostering connections and a stronger sense of community. The concept began with the painting of the intersection with colorful murals, including symbols representing nature, cultural diversity, and imagination. Despite initially obtaining only a block party permit to close off the streets, the community went ahead with their vision, creating a welcoming space with amenities, affectionately known as "Share-it Square".

The initiative found a way to implement their idea and decided to apply for a standard block party permit to close the streets entering the intersection for cars. Although they only obtained a permit to close the streets for a block party, they followed their initial idea and painted the entire intersection with a large

[20] https://www.pps.org/places/share-it-square

mural to define the space for people. They also equipped the street corners with different community amenities: a food-sharing stand, a kids' playhouse, a tea station - neighbours took turns keeping it supplied with hot water and tea. Over the next years the intersection continued to evolve. Amenities such as benches, news kiosk, and other structures have also been added over time and the original mural has been repainted multiple times. Until this day the intersection in Portland's Sellwood neighbourhood works as a traffic calming zone and a vibrant public space with various uses for the residents. The intersection repair was initiated by the residents, however later in the early '00s adopted and redefined by the municipality as "City Repair - The citizen-led conversion of an urban street intersection into a public square." It inspired many similar placemaking and environmental initiatives and projects that till this day prove its appeal and scalability.

Share-It Square was the first project of this kind in Portland and according to some sources even the first Intersection Repair in the world. This project was the original prototype that first established the legal transformation of street intersections into community crossroads. The project accomplished the goal of slowing drivers and brining community together. According to the survey made in the neighbourhood, 85% of respondents perceived increases in neighbourhood communication and safety and a decrease in crime and traffic speeds. Other recognized improvements: increased tolerance for diversity, encouraged neighbourhood involvement, enhanced neighbourhood identity, greater sense of liveability and positive effects on mental health of people in the neighbourhood.