

**Streets for Citizens**



**D1.1.1 Good Practice  
Catalogue**



Version 1

16<sup>th</sup> June 2024



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The Good Practice Catalogue 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)

## 1 Good Practices from Europe

### 1.1 Good Practices from the countries of the partnership

#### 1.1.1 Poblenou "Superblock"<sup>1</sup>



**Barcelona, Spain**



**1,620,343**



**reclaiming space  
from cars**

In the city of Barcelona 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<sup>2</sup> 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<sup>2</sup>. 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 lanes and parking space—for cars. After the intervention, motorised traffic has only one lane and is

<sup>1</sup> <https://www.publicspace.org/works/-/project/k081-poblenou-s-superblock>



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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<sup>2</sup>. 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<sup>2</sup>. 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.





### 1.1.2 Chiva Urban Center Regeneration<sup>2</sup>



**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.

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





### 1.1.3 The remodeling of the San Lorenzo wall<sup>3</sup>



**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.

<sup>3</sup> <https://www.gijon.es/es/programas/plan-de-movilidad-sostenible>





#### 1.1.4 Open street *Logroño*<sup>4</sup>



**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.

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<sup>4</sup> <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.



#### 1.1.5 Tactical actions around “Manuel de Falla” street<sup>5</sup>



**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.

<sup>5</sup> <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.



#### 1.1.6 Piazze Aperte – City of Milan, ITALY<sup>6</sup>



**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

<sup>6</sup> [https://globaldesigningcities.org/update/piazze\\_aperte\\_report-en/](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>

<https://www.comune.milano.it/documents/20126/409775564/Piazze+aperte+-+A+public+space+program+for+Milan.pdf/fcefa9da-98c3-baa5-7bd9-ad1554c61658?t=1653560401192>

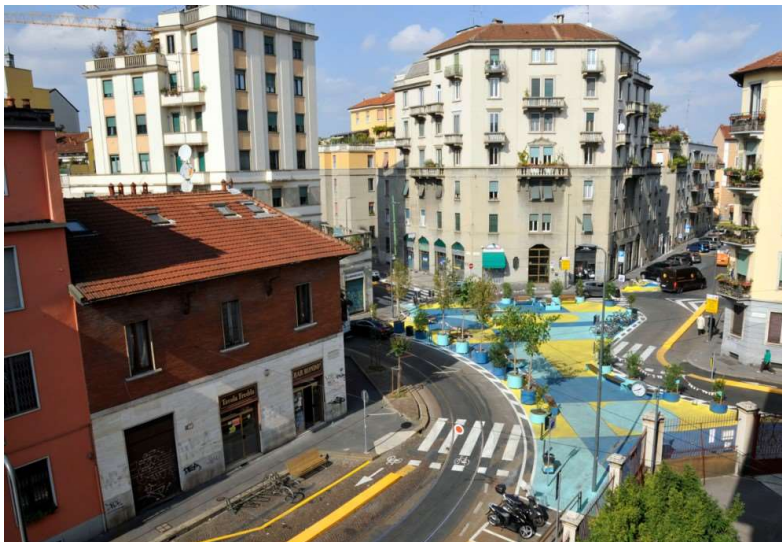




the immediate impact that these measures have on local residents, who can themselves become advocates for innovation projects and active participants in urban transformation.

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<sup>2</sup> 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.



### 1.1.7 Piazza scolastica – “School Square”<sup>7</sup>



**Bologna, Italy**



**392,227**



**increased safety for  
kids**

<sup>7</sup> <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](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).



1.1.8 Comfortable Street *Mislejeva ulica*<sup>8</sup>

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 kindergarden streets in Ljubljana shows that many of them do not have traffic calming features or parking barriers in front of the kindergarden 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 kindergarden 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.

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<sup>8</sup> [www.ipop.si](http://www.ipop.si)





### 1.1.9 Odprta ulica / Open street<sup>9</sup>



**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.

<sup>9</sup> [www.ipop.si](http://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.



1.1.10 Zunaj / Outdoors<sup>10</sup>

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 extent 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

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<sup>10</sup> 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.



#### 1.1.11 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



#### 1.1.12 Urban Community Gardens in Rome<sup>11</sup>



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

<sup>11</sup> <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

### 1.1.13 "Rome cares for Rome"<sup>12</sup>



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

<sup>12</sup> <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.





## 1.2 Good Practices from countries outside of the partnership

### 1.2.1 Corona-paths<sup>13</sup>



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

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



### 1.2.2 project UMPARKEN<sup>14</sup>



**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,

<sup>14</sup> <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.







### 1.2.3 Living Streets<sup>15</sup>



**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 intervention 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.

<sup>15</sup> <https://www.leefstraat.be/> [https://wiki.sustainablejustcities.eu/Living\\_Streets\\_Ghent](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).



#### 1.2.4 Grätzloase / Pop-up parklet<sup>16</sup>



**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

<sup>16</sup> <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.





## 2 Good Practices out of Europe

### 2.1.1 One Green Mile<sup>17</sup>



**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

<sup>17</sup> <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.



### 2.1.2 Enrique Soro Street, City of Santiago - Chile<sup>18</sup>



**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

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<sup>18</sup> <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<sup>2</sup> of reclaimed pedestrian space, six newly marked pedestrian crossings, 2,000 m<sup>2</sup> 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.



### 2.1.3 Rua Antônio Pereira Street Tactical Urbanism intervention<sup>19</sup>



**Fortaleza, Brasil**



**392,227**



**increased safety for  
kids**

<sup>19</sup> <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<sup>2</sup> of reclaimed pedestrian space, 120 m<sup>2</sup> 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.





#### 2.1.4 Share-It Square – Intersection Repair, later named City Repair<sup>20</sup>



**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 amenities 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

<sup>20</sup> <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 bringing 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.

