

# HIGHLIGHTS

OF THE

## STREETS FOR CITIZENS

PROJECT'S BASELINE STUDY & GOOD PRACTICE CATALOGUE

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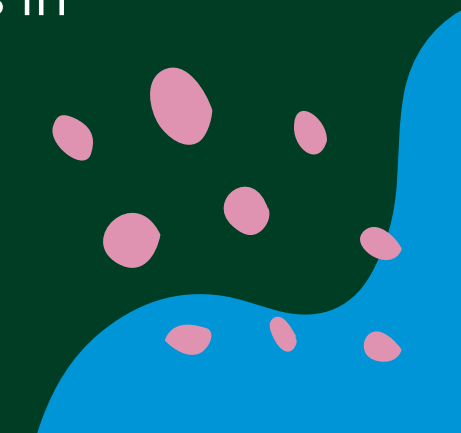
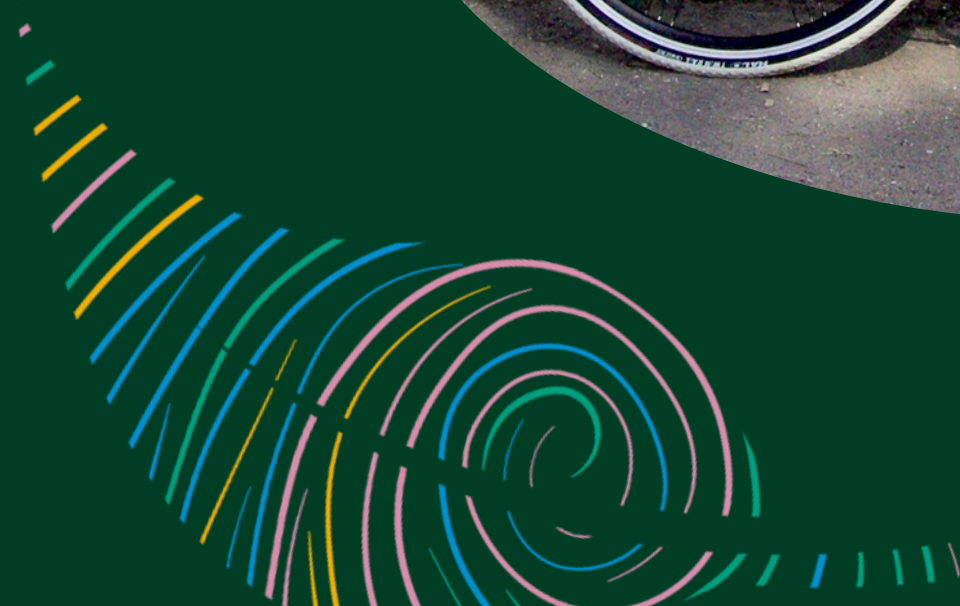




# WELCOME TO OUR GREEN WORLD

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.

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.







# ABOUT OUR APPROACH TACTICAL URBANISM

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Cost-effective approach that utilizes simple, versatile materials and structures to quickly create new communal spaces of various sizes. (Coyle 2020)

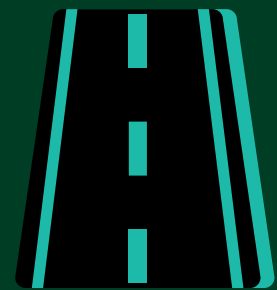
a city, organizational, and/or citizen-led approach to neighbourhood building using short-term, low-cost, and scalable interventions and policies to catalyse long-term change (Lydon, 2015)

Tactical urbanism encompasses a range of practices that share a collaborative approach, bringing together various stakeholders to develop alternative planning methods. The goal is to provide goods and services that operate outside of the traditional market-based system. These practices are designed to be more inclusive and responsive to the needs of local communities, providing a way to improve urban areas and promote social and economic equity (Aernouts et al, 2022).



# TACTICAL URBANISM

## SUBCATEGORIES



### Road/street tactics

OPEN STREETS, PLAY STREETS, BUILD A BETTER BLOCK, INFORMAL BIKE PARKING, INTERSECTION REPAIR, RECLAIMED SETBACKS, FOOD TRUCKS, AD BUSTING



### Parking lots/Parking spaces tactics

PAVEMENT TO PARK (PARKLETS), PAVEMENT TO PLAZAS, PARK(ING) DAY, POP-UP CAFÉS, PARK MOBILE



### Sites/block of buildings tactics

WEED BOMBING, SITE PRE-VITALIZATION, PARK-MAKING, MICRO-MIXING



### Tactics with no places defined

DEPAVE, GUERRILLA GARDENING, CHAIR BOMBING



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# TYPICAL WORKFLOW OF TACTICAL URBANISM

1. Site selection

2. Site pre-evaluation

3. Design and preparation

4. Implementation and evaluation

5. Adaptation and expansion



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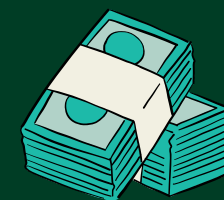


# BENEFITS OF TACTICAL URBANISM



## Quick implementation

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



## Low cost

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



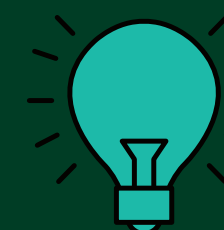
## Community engagement

Tactical urbanism encourages community participation and engagement in the planning and implementation process. By involving citizens in the decision-making process, tactical urbanism projects can help build trust, improve transparency, and enhance the legitimacy of urban governance.



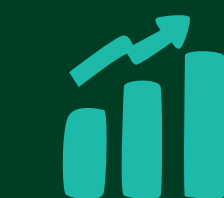
## Flexibility and adaptability

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.



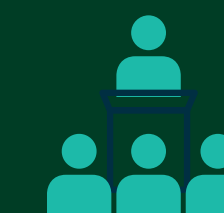
## Demonstration effect

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.



# KEY CHALLENGES OF TACTICAL URBANISM



## Temporary Nature

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.



## 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.



## Equity Concerns

There's a risk that tactical urbanism projects may disproportionately benefit certain groups or neighbourhoods.



## Legal and Regulatory Challenges

Some tactical urbanism activities may clash with zoning regulations or other legal requirements, leading to potential conflicts with authorities.



## Maintenance and Management

Maintaining and managing temporary interventions can be challenging, especially if the responsibility falls solely on community members.



## 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.





# GOOD PRACTICES



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# GOOD PRACTICE #1

## POBLENOU "SUPERBLOCK" – BARCELONA



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 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>.

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# GOOD PRACTICE #2

## CHIVA URBAN CENTER – VALENCIA



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.

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# GOOD PRACTICE #3

## PIAZZE APERTE – MILAN



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 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.

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# GOOD PRACTICE #4

## MISLEJEVA ULICA – LJUBLJANA



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.



# GOOD PRACTICE #5

## LIVING STREETS – GHENT



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.

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.

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# GOOD PRACTICE #6

## GRÄTZLOASE – 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.

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# OUR CONTACT INFORMATION

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