

**Streets for Citizens**



**O1.1 Tactical urbanism  
methodology**

***Modular Solution Toolbox***



Version 1

3<sup>rd</sup> January 2025



## Tartalom

1	Introduction.....	3
2	Tools and methods.....	6
3	Benefits and disadvantages for climate adaptation.....	8
3.1	Benefits.....	8
3.2	Disadvantages.....	10
3.3	Good examples.....	12
3.4	Long-term impacts .....	13
4	Key conditions and steps to uptake the methodology.....	15
5	References.....	20





## 1 Introduction

### Tactical urbanism and the Streets for Citizens project

Effective management of sustainable mobility is critical for cities striving to reduce the environmental impacts of urban life. Small and medium-sized cities often lag behind in addressing key issues such as the climate emergency, energy transition, promotion of soft mobility, and greening of urban areas. The Streets for Citizens project directly tackles these challenges by addressing high car ownership rates, traffic congestion, road safety concerns, and the scarcity or deterioration of green spaces and community areas.

To foster a shift towards sustainable urban mobility and greener streets, it is essential for individuals to understand the impact of their transportation choices and be willing to embrace alternatives to car use. The primary goal of this project is to empower public sector entities and other stakeholders to actively engage citizens and encourage them to address mobility and public space challenges within functional urban areas.



The project uses the principles and methods of **tactical urbanism** to implement small-scale interventions that test solutions and demonstrate the benefits of reducing car dependency. Ultimately, these efforts aim to change travel behaviours, encouraging people to opt for **more sustainable forms of mobility** whenever possible.

### Structure and Purpose of the Methodology

Work Package 1 (WP1) of the Streets for Citizens project focused on building a knowledge base, gathering baseline data, and developing local capacities. The main outcome of WP1 is this document: Output 1.1: Tactical Urbanism Methodology to Create Better Streets for Citizens. This methodology is presented in the form of a Modular Solution Toolbox that consolidates all relevant information into one comprehensive resource. The toolbox will enable local authorities and interested parties to easily find the information they need within the project's knowledge pool.

### Target Audience

The primary audience for this methodology is local authorities in small- and medium-sized cities. However, representatives from regional and national public authorities, sectoral agencies, infrastructure and public service providers, hig

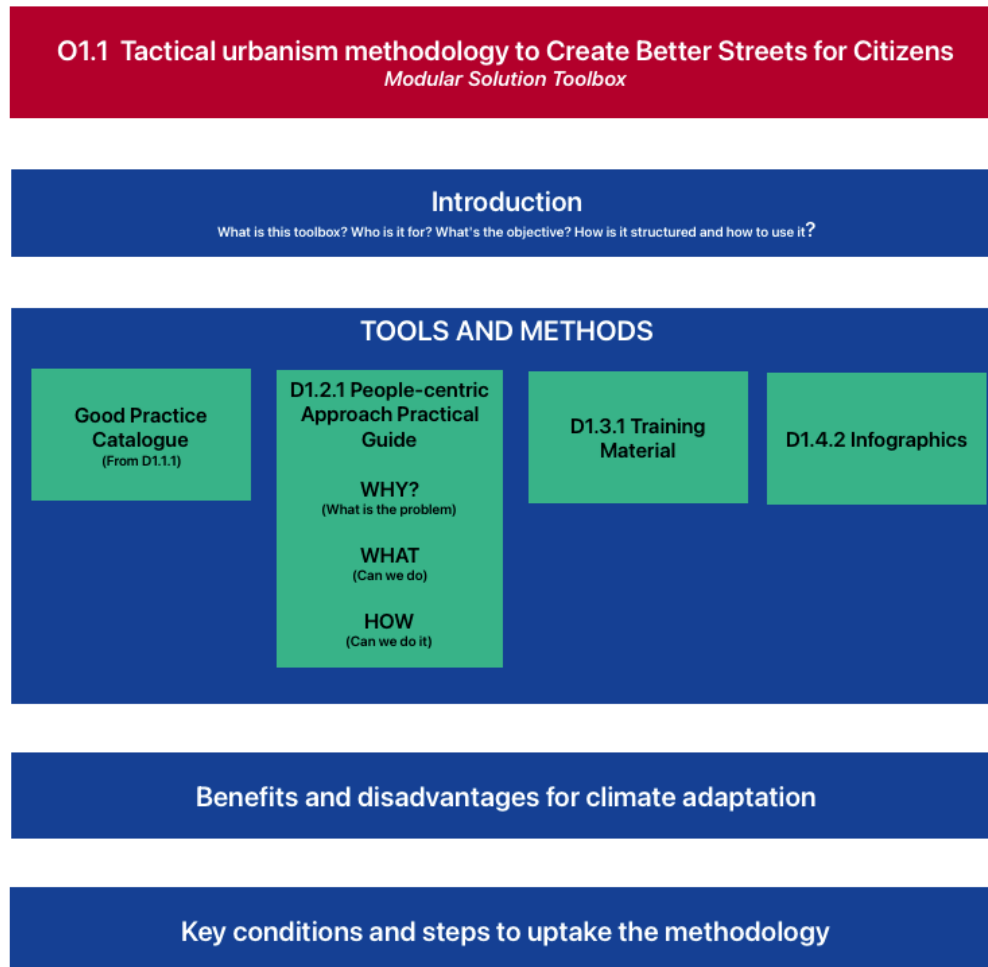




## Content Overview and the Development Process

This jointly developed methodology presents the theory, principles, and approach behind tactical urbanism, highlighting its benefits and challenges, particularly in relation to climate change adaptation. It also focuses on its application to local and regional long-term planning and outlines the necessary conditions and steps for wider adoption.

Figure 1 Overview of the content of O1.1



Source: own edit

This output was led by PP5 in collaboration with knowledge provider partners. An integral part of the development process was a **one-day interactive co-creation workshop, involving all project partners**, to shape the concept and key elements of the methodology.

The Modular Solution Toolbox organizes information into three chapters:

1. Tools and methods
2. Benefits and disadvantages for climate adaptation
3. Key conditions and steps for uptake





### *Tools and methods: A Knowledge Library*

The "Tools and methods" chapter serves as a knowledge pool, containing the results of WP1's work, including:



**Good Practice Catalogue** (D1.1.1): A collection of 21 tactical urbanism good practices from Europe and beyond. These examples serve as inspiration for pilot cities and offer valuable insights.



**People-Centered Approach Practical Guide** (D1.2.1): This guide provides approaches, tools, and practices for effective citizen involvement in urban development, particularly in tactical urbanism interventions.



**Training Material** (D1.3.1): This resource outlines essential competencies and recommended steps for building capacity in tactical urbanism and citizen engagement.



**Infographics** (D1.4.2): Visual aids designed to make the project accessible to a wider audience, delivering information through engaging and informative visuals.

### *Benefits and disadvantages for climate adaptation*

This chapter highlights both the advantages and challenges of using tactical urbanism for climate adaptation. Benefits include reduced urban vulnerability, increased resilience, improved public health, and social advantages. However, challenges such as high initial costs, equity issues, insufficient planning, and resistance from certain sectors are also addressed.

The chapter also discusses long-term impacts, such as increased stability, economic sustainability, and improved climate resilience. Examples of resilient infrastructure and nature-based solutions will be showcased.

### *Key conditions and steps for uptake*

The final chapter outlines the key conditions and steps necessary for the successful adoption of tactical urbanism methods in local contexts. It offers practical guidance for integrating these approaches into local and regional planning efforts, ensuring long-term sustainability and widespread impact.





## 2 Tools and methods

### Good Practice Catalogue (from D1.1.1)

A collection of 21 tactical urbanism good practices from Europe and beyond. These examples serve as inspiration for pilot cities and offer valuable insights.



**CLICK  
HERE**

These good practices of different categories can serve as an idea book for pilot cities and also as examples worth learning from.



**13** good practices from countries of the partnership

**4** good practices from European countries that are not part of the project

**4** good practices from countries out of Europe.

The collected good practices cover seven main categories:



increased safety for kids



cycling infrastructure



reclaiming space from cars



traffic management



pedestrianising streets



stakeholder engagement



community space

### D1.2.1 People-centered approach practical guide

This guide provides approaches, tools, and practices for effective citizen involvement in urban development, particularly in tactical urbanism interventions.



**CLICK  
HERE**

This document offers a practical framework answering three main questions in three chapters:

#### WHY?

Our city streets / public spaces have been increasingly taken over by cars / motorized vehicles. This phenomenon has a range of negative consequences on public space use, the quality of urban life and climate change.

#### WHAT?

Solutions:

1. Pedestrian-priority city
2. Tempo30
3. From highways to boulevards
4. 15-minute city
5. Parking management
6. Superblocks
7. Reducing car access to city centres
8. Cycling strategy
9. School streets

#### HOW?

Methods and approaches:



Placemaking



Tactical urbanism



Citizen involvement  
/engagement







### D1.3.1 Training materials

This resource outlines essential competencies and recommended steps for building capacity in tactical urbanism and citizen engagement.



**CLICK  
HERE**

The presentations deep dive into the following details of the three key topics:

→ **Citizen involvement / engagement**

Different approaches; tips and tricks for better participation; methods; community consultations; how to avoid mistakes; communication; benefits and difficulties.

→ **Tactical urbanism**

Characteristics; types of interventions; guide for using this approach; steps; benefits and difficulties; examples: Milan and Turin.

→ **Placemaking**

Origins; what makes a great place; the power of 10; benefits; difficulties; the process; principles; common mistakes; examples.

### 1.4.2 Infographics

Visual aids designed to make the project accessible to a wider audience, delivering information through engaging and informative visuals.



**CLICK  
HERE**

Easy-to-understand, visually engaging introduction to the tactical urbanism approach, covering two main aspects:



**Key steps of tactical urbanism projects** - choosing the place, context evaluation, design and preparation, implementation and evaluation, follow-up.



**Typical examples of tactical urbanism** - open streets, play streets, build a better block, intersection repair, food truck, pavement to park, pavement to plazas, park(ing) day, pop-up cafés, park mobile, weed bombing, depave, guerrilla gardening, chair bombing.





### 3 Benefits and disadvantages for climate adaptation

Adaptation to climate change demands new approaches and methods from cities around the world to allow urban environments to become more sustainable and resilient to change. In this regard, tactical urbanism provides a flexible approach to urban planning, allowing for experimentation and faster adaptation to challenges such as climate adaptation. By adopting an approach that involves the community and gathers feedback from it, as well as from other organizations and institutions relevant to civil society, and by pre-testing solutions and ideas before making large-scale investments, tactical urbanism also makes it possible to mitigate some of the risks arising from these urban interventions.

In this context, the following section will discuss:

- the benefits that the tactical urbanism methodology can bring in regard to climate adaptation, as well as
- identifying some of the disadvantages,
- good examples in this area and
- the potential long-term impacts.

#### 3.1 Benefits

Cities are exposed to several vulnerabilities when it comes to climate change, and tactical urbanism methodologies provide some benefits when it comes to climate adaptation.

**Urban resilience,  
flexibility, low-cost**



First and foremost, these methodologies can contribute directly to increasing urban resilience in crisis situations, namely because they include faster and more flexible solutions that make it possible to respond, for example, to floods or extreme heat waves, helping to mitigate their impacts more promptly. Furthermore, tactical urbanism methodologies also stand out for their flexibility, which means that not only can interventions be carried out with some degree of rapidity, but they also allow solutions to be tested in order to analyze their impact, allowing for subsequent support before permanent solutions are implemented, which also contributes to increasing urban resilience. Additionally, these methodologies are typically low-cost, making it more feasible for cities with limited budgets to implement and test various interventions.

**Raising public awareness,  
incremental progress**



Considering this, tactical urbanism methodologies can also help to raise public awareness about the importance of equitable urban development and climate change adaptation. These methodologies promote incremental progress, where small-scale interventions can evolve over







time based on feedback and changing needs, resulting in more adaptive and sustainable urban environments.

### Thermally comfortable urban environments



Among the range of vulnerabilities that cities face in the context of climate change are, for example, the most extreme precipitation events, which cause problems with rainwater runoff from impermeable surfaces such as streets or roads. In this sense, non-absorbent streets and roads can also contribute directly to the 'Heat Island Effect', an effect that has been used to describe an area or region where the temperature is higher than in more outlying areas. Due to the ability of these surfaces to retain and emit heat, streets, roads and car parks that are poorly shaded can significantly increase their surrounding temperature. This directly contributes to a warmer urban environment, significantly affecting people's health and increasing energy consumption in order to keep buildings cool.

Considering this, areas of cities with more vegetation and shaded by trees in particular have been identified as the coolest places, appearing as an effective strategy for adapting to heatwaves and creating more thermally comfortable urban environments for citizens. Thus, along with tactical urbanism methodologies that promote the use of green shading in public spaces, green infrastructures can also help to reduce the absorption of radiation by surfaces and cool urban air through evapotranspiration. Thus, not only can the use of tactical urbanism methods that utilize vegetated mechanisms contribute to the thermal level of the urban environment, but they can also contribute through means that capture, for example, rainwater that would otherwise run off impermeable surfaces into drains.

### Well-being of citizens



In addition to the infrastructural contribution of tactical urbanism methodologies in terms of climate adaptation, the creation of green spaces and spaces for socializing and leisure can also contribute directly to the physical and mental well-being of citizens, providing communities with healthier and more sustainable environments, making places more favorable for socializing and physical activity. Providing these spaces for socializing also contributes to social contact, reducing cases of social isolation and promoting the psychological well-being of citizens.

### Healthier lifestyles



Tactical urbanism methodologies intrinsically prioritize soft mobility, which not only reduces the use of motor vehicles and, consequently, air pollution, but also promotes healthier lifestyles by combating sedentary habits within communities. By encouraging active mobility, such as





cycling and walking, citizens benefit from improved cardiovascular health while also mitigating the effects of heat stress.

### Social benefits



Streets and public spaces are also places of communication and social exchange, directly linked to the social dimension of sustainability, and these places have historically been spaces of social expression. In view of this, various studies have sought to understand how the urban distribution of public infrastructure is not always equitably distributed among communities, depending on variables such as income, age or ethnicity. In this context, tactical urbanism methodologies can also help to reduce the unequal distribution of green spaces and socializing in public spaces and can increase the supply of green spaces accessible to all communities, playing an important role in the redistribution of urban space, thus also representing significant social benefits.

### Strengthened citizen participation



Tactical urbanism methodologies, by directly involving the community in the process of planning and executing urban interventions, also lead to a strengthening of citizen participation and can be significantly effective in vulnerable communities where limited social participation can lead to exclusion.

### Lower carbon emissions and urban pollution



Tactical urbanism methodologies, by directly promoting and prioritizing soft mobility modes of transport, creating safe and convenient walking and cycling and also promoting the use of public transport enhance the safety and convenience of non-motorized transport. This is done by reallocating street space to pedestrians and cyclists, creating temporary bike lanes, expanding sidewalks and implementing traffic-calming measures, which directly reduces the reliance on cars, leading to urban areas to experience lower carbon emissions and urban pollution.

## 3.2 Disadvantages

Tactical urbanism methodologies, despite their various advantages when it comes to adapting to climate change, also have some disadvantages that must always be considered in relation to the different urban contexts of the cities in which they are to be implemented.

Firstly, considering the fact that tactical urbanism methodologies are often temporary solutions - such as painting furniture or small infrastructures - they end up **not** proving to be **adequate**





**and sufficient long-term solutions** to deal with the more significant and ongoing impacts of climate change, such as flooding. Nevertheless, tactical urbanism solutions are important in terms of experimenting and evaluating measures.

In the same sense, the tactical urbanism methodology usually also has a **smaller scale of impact**, i.e. it is limited to a specific neighborhood, street or site, which may not be sufficient when it comes to adapting to climate change, which may require a broader scale of intervention, particularly at an infrastructural level. Adaptation to climate change may require more complex technical solutions involving urban infrastructures such as the electricity grid, water management or sewage networks, which involve specialized, long-term infrastructural planning and execution.

Another disadvantage that could be highlighted is the **inequity of implementation**, i.e. the possibility of gentrification when applying tactical urbanism methodologies, e.g. in a specific neighborhood. More green spaces and leisure areas, resulting in an improvement in quality of life, could increase the value of these areas as housing and commercial spaces, making the cost of living in the area more expensive, from property rents to goods and services, which could cause more economically vulnerable families to leave the area.

Another issue that could prove to be a barrier to tactical urbanism methodologies is the fact that, because they are characterized by their versatility and experimentation, the methodologies can emerge outside of formal, long-term climate change adaptation plans, which can result in a **lack of integration with short- and long-term public policies** with regard to urban and environmental planning in cities, which can consequently limit the potential of tactical urbanism measures to generate structural changes and have a significantly positive impact on climate change adaptation in an effective and lasting way.

As a consequence of this, there may also be some **resistance from authorities**, particularly municipal authorities and other political decision-makers, since their temporary and experimental nature may appear to citizens as an 'improvised' measure by executives and not as a tactical urbanism solution, appearing not to be serious long-term commitments to climate change adaptation policies. Other sectors, such as real estate, can also place obstacles against the use of tactical urbanism methods, namely the concern that these methods will lead to a reduction in parking or be an obstacle to maximizing the use of land, which could devalue properties.

Tactical urbanism interventions can also face the disadvantage of **maintenance and continuity**, since they are more temporary in nature and can struggle to become permanent or sustainable in the long term. This is particularly important in terms of the materials used, which may not be durable enough or allow projects to be properly maintained and may even be damaged more quickly. In this sense, it can be a real disadvantage, especially in terms of the fact that adapting to climate change requires resilient projects and infrastructures that are durable and capable of adapting to various climatic events.





It can therefore be noted that tactical urbanism methodologies have a strong value in terms of acting as an **innovative and creative tool for improving the quality of life of citizens** in cities, allowing for quick solutions that test various solutions, particularly based on citizen participation. However, precisely because of its temporary and local nature, it can result in more limited impacts when it comes to adapting to more complex climate challenges than other types of infrastructure and broader, more robust public policies. Tactical urbanism methodologies are therefore an **effective complement to climate change adaptation strategies**.



### 3.3 Good examples

Successful examples of tactical urbanism interventions share essential characteristics, such as incorporating nature-based solutions, promoting green infrastructure and strengthening urban resilience. These initiatives contribute to creating more livable spaces by mitigating the impact of heat islands, improving stormwater management and encouraging active mobility. Below are cases that illustrate how tactical urbanism has been an effective strategy for strengthening climate resilience and promoting more sustainable cities.

#### Urban Vegetable Gardens

These Urban Vegetable Gardens provide opportunities for people to grow their own food, promoting urban agriculture and environmental sustainability. These gardens not only provide fresh, healthy food, but also promote community interaction, environmental education and the creative use of urban space.

A good example of the implementation of Urban Vegetable Gardens is **Lisbon**, in which there are currently 22 municipal vegetable gardens, a total of 9.9ha dedicated to agricultural production.



#### Rain Gardens

Rain gardens are permeable areas that capture and absorb rainwater, helping to prevent flooding and recharge groundwater. Tactical projects can introduce this solution into urban areas quickly and effectively. These natural systems also improve water quality by filtering out pollutants.



**São Paulo**, in Brazil, has more than 200 Rain Gardens, and aims to reach 400, developing various types of gardens, such as traditional, green spaces, urban conservation woods, pavements with infiltration wells, land art, green stairs and bioswales.





## Water Squares

A Water Square is a multifunctional urban square designed to manage rainwater creatively and effectively. During periods of drought, it functions as a conventional public space, offering areas for leisure, socializing and recreational activities, such as sports fields or sitting areas. During heavy rain, however, Water Square's design allows it to act as a temporary reservoir, capturing and storing rainwater to prevent flooding in the surrounding areas. The square's infrastructure includes depressions, tanks and permeable sidewalks, which direct the water to retention points. As well as providing an innovative drainage solution, Water Square also promotes awareness of sustainable water management, combining functionality and aesthetics.

In 2011, in **Rotterdam**, this concept was applied in a real pilot at Watersquare Bentemplein, which is part of a strategy to increase climate resilience by adaptive measures.



## Sponge city

The sponge city concept refers to an urban planning approach that aims to improve the ability of urban areas to absorb, store and reuse rainwater in a natural way, imitating the processes of the hydrological cycle. Instead of relying exclusively on traditional infrastructures such as sewers and drainage channels, the sponge city uses nature-based solutions such as permeable sidewalks, rain gardens, green areas, ponds and urban wetlands, which allow water to infiltrate into the ground and be absorbed by urban landscapes. This strategy helps to mitigate the risk of flooding, recharge aquifers and improve water quality, while providing additional benefits such as increasing green spaces and reducing heat islands.



An example of its applicability is the Tianjis Qiaoyuan Park, in **China**, built in 2007, designed to collect water rainwater for ecological restoration of brownfield.

## 3.4 Long-term impacts

In the long term, the impacts of tactical urbanism can be significant, fundamentally reshaping urban environments in response to climate change. By embedding a culture of experimentation and collaboration within urban planning, cities can create adaptive systems that not only address environmental challenges but also enhance overall livability for their residents.







At the heart of this approach is the recognition that cities are dynamic entities, constantly evolving. By fostering a culture of experimentation, urban planners and communities can test various solutions in real-time, allowing for quick adjustments based on what works best in practice. This iterative process encourages innovation and creativity, **enabling cities to explore a wide range of strategies** — from green infrastructure and public spaces to more sustainable transport options.

Collaboration is another critical element. By involving diverse stakeholders, including residents, local organizations, and businesses, ensures that urban interventions reflect the needs and desires of the community. This participatory approach not only empowers citizens but also strengthens social ties, fostering a sense of ownership and responsibility toward the urban environment. As communities engage in the planning process, they become more invested in the outcomes, leading to more sustainable and widely supported solutions.

This holistic approach results in the development of more robust urban ecosystems. By integrating social, economic, and environmental considerations, cities can enhance their resilience to climate change. For example, as seen in the good examples given above, implementing water squares and urban gardens not only mitigates flooding and heat but also improves air quality and provides recreational spaces. **These interconnected benefits create environments that support biodiversity while enhancing the quality of life for residents.**

Moreover, as cities adapt to climate uncertainties, they cultivate a mindset leaning toward resilience. This shift can lead to proactive planning, where potential challenges are anticipated and addressed before they escalate. Such foresight is crucial in a world where climate impacts are increasingly unpredictable.

Ultimately, the long-term impacts of tactical urbanism extend beyond immediate responses to climate change. They lay the groundwork for vibrant, sustainable cities that prioritize the well-being of their citizens.

By embracing a culture of experimentation and collaboration, urban areas can transform into resilient ecosystems capable of thriving amid change, ensuring a better quality of life for generations to come and **better streets for citizens.**







## 4 Key conditions and steps to uptake the methodology

The tools and methods presented in this Modular Solution Toolbox provide a valuable reference for local authorities aiming to make urban mobility more sustainable, create better public spaces, and ultimately make their cities better places to live. However, knowing the methods and specific technical solutions is only one part — albeit a crucial one — of the equation. **Knowing what to do is not enough to make change happen.**

When considering urban change processes, especially those aimed at reducing car use and fostering active mobility and public transport, funding is often the first thing that comes to mind. While financial resources are undoubtedly essential, they are just one of several fundamental conditions for success.

On the other hand, governance is likely not the first thing that comes to mind. Yet, **a proper governance framework is critical** — and often overlooked — in such endeavours. Governance is not a physical infrastructure or a shiny technological solution; it is less tangible but equally indispensable. Without it, even the best-intentioned urban change processes can falter.

Governance, at its core, refers to the structures, mechanisms, and processes that determine how decisions are made, implemented, and reviewed.

The term originates from the Latin word *gubernare*, meaning "to steer," symbolizing the guidance and coordination required to navigate complex systems.

In urban mobility, governance involves collaboration among stakeholders, clearly defined roles and responsibilities, and accountability frameworks. Good governance ensures that urban change processes are inclusive, efficient, and sustainable, balancing the needs of different actors while remaining aligned with long-term societal goals.

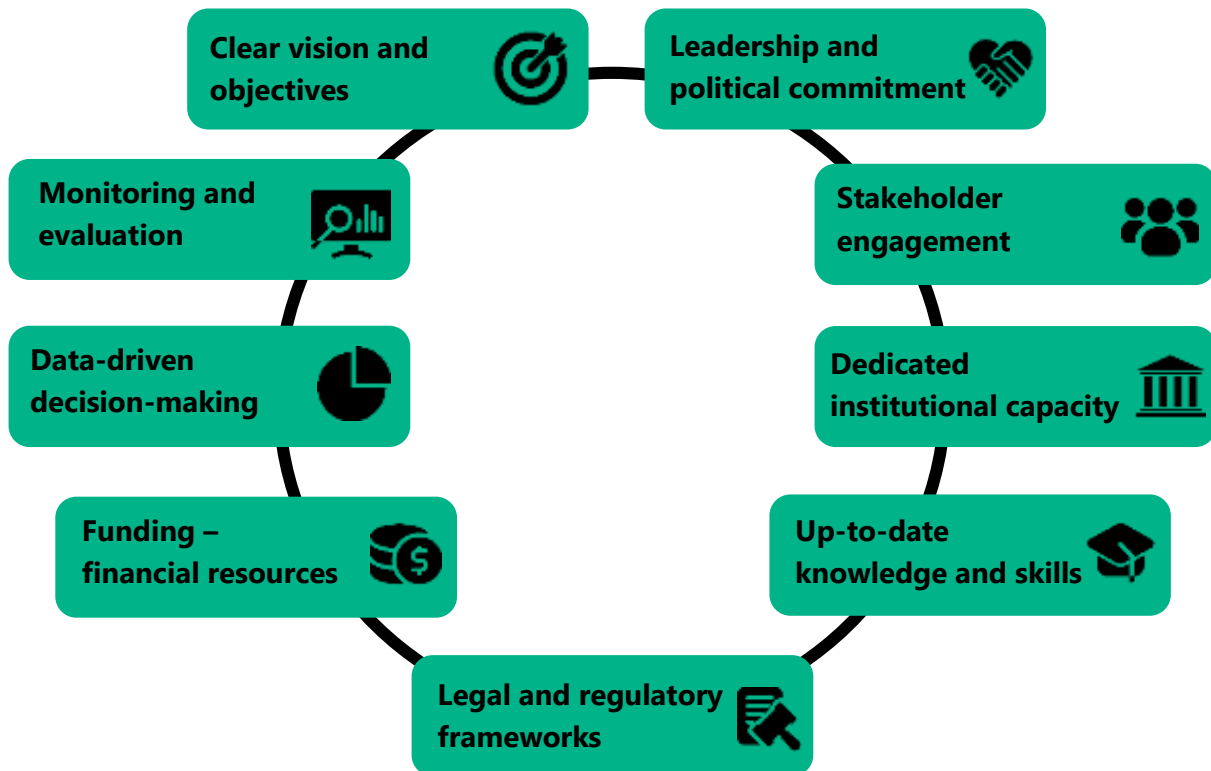
### Key Elements of a Good Governance Framework

There are various models for effective governance frameworks. To support the uptake of methods and tools for sustainable urban mobility, we propose nine key elements.





Figure 2 Key elements of a good governance framework



Source: own edit

Each of these components plays a specific role in ensuring a well-functioning governance framework. Let's explore them in more detail.

**Clear vision and objectives** 

A well-defined vision for urban mobility is the foundation of successful governance. This vision should reflect shared goals, such as reducing car dependency, improving air quality, enhancing public health, and increasing the share of active mobility and public transport.

The vision must be broken down into clear objectives that are specific, measurable, attainable, relevant, and time-bound (SMART). A detailed plan of action is essential to operationalize these objectives, serving as a roadmap that outlines priorities, milestones, and responsibilities.

For instance, a small town aiming to increase cycling's modal share from 5% to 15% within five years might establish a series of steps: expanding cycling infrastructure, introducing bike-sharing programs, and running awareness campaigns. Each action should be assigned to specific stakeholders with clear timelines and resource allocations. A vision that inspires, coupled with actionable objectives, ensures alignment among stakeholders and provides a sense of direction throughout the process.





## Leadership and political commitment



Strong leadership and political will are indispensable for driving urban change. Without leadership, efforts may lack direction, momentum, and resilience against resistance.

Reducing car use and shifting to active mobility often requires implementing unpopular measures, such as introducing paid parking, reducing parking spaces, closing streets to cars, or enforcing speed limits. Such measures frequently face resistance from specific groups, making political commitment essential to overcoming these challenges.

Political leaders must not only advocate for these changes but also visibly demonstrate their commitment. For example, a mayor who cycles to work regularly while championing investments in cycling infrastructure sends a powerful, relatable message to the public. Similarly, clear and consistent communication from political leaders about the long-term benefits of sustainable mobility—such as improved public health, reduced congestion, and enhanced urban liveability—can foster community buy-in and mitigate resistance.

## Stakeholder engagement



Urban mobility affects all aspects of city life, meaning that change processes inevitably impact a wide range of stakeholders. These include residents, businesses, public transport operators, neighbouring municipalities, and regional authorities.

Engaging stakeholders early and consistently ensures their diverse needs and concerns are addressed. Effective engagement fosters trust, builds consensus, and reduces resistance to change. Mechanisms such as public consultations, co-creation workshops, advisory panels, and participatory urban design processes are essential tools in this regard.

For example, when redesigning a central street to prioritize active mobility, involving shop owners, cyclists, public transport users, and residents in the planning process ensures the redesign balances various interests. Furthermore, involving stakeholders in implementation—such as through placemaking initiatives—can create a stronger sense of ownership, making the changes more sustainable.

## Dedicated institutional capacity



While political commitment is crucial, dedicated institutional capacity is equally important. Cities cannot expect overstretched municipal staff to take on new responsibilities without additional resources.





A governance framework must include empowered individuals or teams tasked with implementing mobility initiatives. Depending on the city's size and needs, this could mean appointing a "cycling ambassador" to oversee cycling initiatives or creating a dedicated mobility agency responsible for integrated transport planning and infrastructure development.

Coordination across departments and sectors is also key. Urban mobility intersects with urban planning, environmental protection, public health, and economic development. Establishing a central coordinating body or task force ensures alignment among these stakeholders and prevents siloed decision-making.

### Up-to-date knowledge and skills



Urban mobility change processes require specialized expertise. Teams must stay informed about emerging trends in sustainable mobility, technological advancements, and effective behaviour-change strategies.

Cities should invest in continuous professional development for their staff. This includes attending training courses, learning from best practices, and participating in transnational cooperation projects. For instance, a city looking to expand cycling infrastructure could benefit from partnerships with cities that have successfully implemented similar initiatives. Conferences, workshops, and online learning platforms can also provide valuable insights.

Knowledge-sharing networks and partnerships—such as the European Mobility Week campaign or organizations like CIVITAS, just like transnational exchange projects (like Streets for Citizens) - also offer excellent opportunities for cities to learn from each other and refine their approaches.

### Legal and regulatory frameworks



Legal and regulatory frameworks provide the backbone for implementing and enforcing urban mobility initiatives. Cities often focus heavily on infrastructure development but may overlook the importance of supportive policies and regulations.

Regulatory measures such as parking restrictions, congestion charges, and incentives for public transport use are vital for achieving sustainable mobility goals. For example, introducing a low-emission zone requires clear regulations on vehicle eligibility, penalties, and enforcement mechanisms.

Cities must also consider how regional or national regulations may influence their local policies. In cases where outdated higher-level policies hinder progress, cities should collaborate with peers to advocate for necessary changes.





### Funding – financial resources



Financial resources are critical for implementing both hard and soft mobility initiatives, such as building cycling routes, purchasing public transport vehicles, or running awareness campaigns. Governance frameworks must include strategies for securing diverse funding sources. These could include municipal budgets, national grants, public-private partnerships, and user-generated revenue (e.g., congestion charges or parking fees). For instance, a city might reinvest revenues from paid parking into public transport improvements or active mobility infrastructure.

### Data-driven decision-making



Reliable data is the foundation of informed governance. Collecting, analysing, and using data on mobility patterns, emissions, and public sentiment helps cities identify challenges and measure progress. Cities should leverage digital tools and open data platforms to enhance transparency and enable evidence-based policymaking. For example, GPS data from public transport systems can identify bottlenecks and optimize routes, improving service reliability and efficiency. Data-driven approaches also help dispel misconceptions and focus resources where they are most impactful.

### Monitoring and evaluation



Establishing mechanisms for monitoring and evaluation ensures accountability and continuous improvement. Key performance indicators (KPIs) must align with the overarching vision and should be reviewed regularly.

For example, a city implementing a new bus rapid transit (BRT) system might track reductions in car trips and changes in public transport ridership. These evaluations help identify successes, uncover challenges, and inform necessary adjustments.



Governance is the backbone of successful urban change processes, particularly in mobility. By setting clear objectives, engaging stakeholders, ensuring institutional capacity, and fostering financial and regulatory support, small- and medium-sized cities can create the conditions for transformative change. **With strong governance, ambitious urban mobility initiatives can become reality,** contributing to healthier, more sustainable, and inclusive cities for all residents.





## 5 References

AIPH. (n.d.). São Paulo, Brazil – Merit: Green City Case Studies. International Association of Horticultural Producers. Retrieved from <https://aiph.org/green-city-case-studies/sao-paulo-brazil-merit/>

Câmara Municipal de Lisboa. (n.d.). Parques Hortícolas de Lisboa. Retrieved from <https://www.lisboa.pt/temas/ambiente/estrutura-ecologica/parques-horticolas>

De Urbanisten. (n.d.). Benthemplein Water Square. Retrieved from <https://www.urbanisten.nl/work/benthemplein>

Intergovernmental Panel on Climate Change (IPCC). (2022). Climate Change 2022: Impacts, Adaptation and Vulnerability. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change. Chapter 6. Retrieved from [https://www.ipcc.ch/report/ar6/wg2/downloads/report/IPCC\\_AR6\\_WGII\\_Chapter06.pdf](https://www.ipcc.ch/report/ar6/wg2/downloads/report/IPCC_AR6_WGII_Chapter06.pdf)

MDPI. (2022). Sustainability, Volume 14, Issue 2, Article 961. MDPI. Retrieved from <https://www.mdpi.com/2071-1050/14/2/961>

SciELO. (2019). Climatic challenges and urban responses in Chilean cities. Retrieved from [https://www.scielo.cl/scielo.php?script=sci\\_arttext&pid=S0250-71612019000300209](https://www.scielo.cl/scielo.php?script=sci_arttext&pid=S0250-71612019000300209)

Turenscape. (n.d.). Sponge City Initiative. Retrieved from <https://www.turenscape.com/topic/en/spongecity/index.html>

United States Environmental Protection Agency. (n.d.). Heat Islands. Retrieved from <https://www.epa.gov/heatislands>

