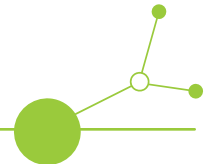


PopUpUrbanSpaces

Good Practice Handbook



Version 1
08 2023





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Introduction

The PopUpUrbanSpaces Project



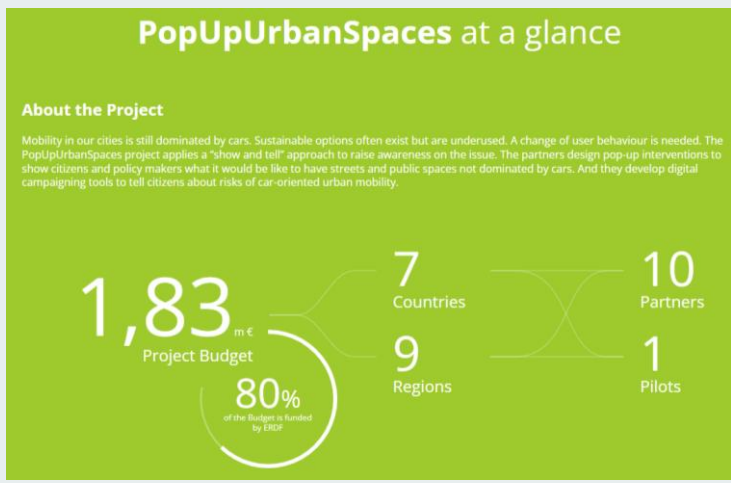
Municipality of Kamnik	
Development agency North - DAN Ltd.	
Institute of Urban and Regional Development	
First Hungarian Responsible Innovation Association	
Institute for Spatial Policies	
Municipality of Ferrara	
Rzeszow Regional Development Agency	
University for Continuing Education Krems	
City of Bamberg	
Municipality of Nyíregyháza	

KEYWORDS:

- tactical urbanism, tactical placemaking
- digital urban communication
- sustainable urban mobility

WORK PACKAGES:

- WP1 Transformation
- WP2 Demonstration
- WP3 Solutions and policy recommendations



The PopUpUrbanSpaces project is a transnational initiative co-financed by the Interreg Central Europe Programme. The common challenge of the high rate of car ownership and traffic in cities leads to a multitude of major problems - including congestion, air pollution, high level of CO2 emission, harming not just the urban environment, but also the health of people. A key challenge that hinders making urban mobility systems is that most people are not willing to abandon cars and shift to a combination of public transport, micro-mobility, and active forms of transport. One of the main causes is that neither many local decision-makers nor most citizens are even aware of the problems and grave consequences of car-oriented urban mobility. In addition, poor image of public transport, reluctance to abandon the convenience and flexibility offered by cars are also important factors. There's an urgent need to raise awareness and to change the travel attitude and behaviour of people.

The overall objective of the project is to enable the public sector and related entities in functional urban areas to encourage changes in the travel behaviour of citizens and to trigger shifts towards smart and sustainable forms of urban mobility by actively involving citizens in testing innovative green approaches as well as digital technologies, using tactical urbanism approaches.



The PopUpUrbanSpaces approach is based on the concept of “Show and Tell”:

- the project enables cities to apply innovative methods based on tactical urbanism/placemaking practices to SHOW citizens (and decision-makers) through pop-up interventions what it would be like to have streets, public spaces not dominated by cars;
- the project develops innovative digital campaigning tools/methods to TELL (explain) people the risks of car-oriented urban mobility.

The specific objectives of the project fit the process above: first of all, each partner has to have capacity and knowledge necessary for testing tactical urbanism and digital campaign solutions, and after delivering transnational demonstration actions, solutions and recommendations can be formulated together to upscale and disseminate the results of the project in the Central European region.

Purpose of the Good Practice Catalogue

The aim of this Good Practice Catalogue is collecting, processing and presenting good practices in connection with the key topics of the PopUpUrbanSpaces project: tactical urbanism, sustainable urban mobility, use of public spaces, and digital urban communication. With doing so, this document serves as an easy-to-use collection of ideas for cities, stakeholders and the wider public to have concrete examples on how to implement interventions which create a more sustainable attitude towards urban mobility. Furthermore, it will support the stakeholder engagement, dissemination and policy work.

10 partners from 7 countries make up the partnership of the PopUpUrbanSpaces project, and the Good Practice Catalogue includes useful and adaptable tools for tactical urbanism, tactical placemaking and digital campaigning mainly from those countries. Some of these practices are known only for local or national communities and this is an excellent opportunity to introduce them for a wider target audience. In addition, the Good Practice Catalogue goes beyond the partnership: it provides upscalable initiatives from other European countries and even from other parts of the world. Great ideas can come from anywhere.



List of the presented good practices

	Name of the good practice	Category	Country	City
1.	Share-It Square	urban (re)design	USA	Portland
2.	Open Places in every neighbourhood	urban (re)design	Italy	Milan
3.	Rawa Lab	urban (re)design	Poland	Katowice
4.	Superblock	urban (re)design	Austria	Vienna
5.	Living street	urban (re)design	Poland	Dąbrowa Górnicza
6.	Haller Boulevard	urban (re)design	Croatia	Varaždin
7.	Pedestrian zone	urban (re)design	Croatia	Zagreb
8.	Open Street	urban (re)design	Slovenia	Škofja Loka
9.	Neighbourhood oasis	urban (re)design	Austria	Vienna
10.	Pop-up interventions by Štajn student group	urban (re)design	Slovenia	Kamnik
11.	Outdoors	urban (re)design	Slovenia	Ljubljana
12.	Urban Gardening	urban (re)design	Germany	Bamberg
13.	Solidarity Agriculture	urban (re)design	Germany	Bamberg
14.	Safe way to the school	sustainable mobility	Poland	Stępnica
15.	Graciousness campaign	sustainable mobility	Greece	Thessaloniki
16.	Grow with PT	sustainable mobility	Singapore	Singapore
17.	Central Meetbike (Field Trips)	sustainable mobility	Germany	
18.	Central Meetbike (Facebook profile)	sustainable mobility	Germany	Munich
19.	Nextbike	sustainable mobility	Austria	
20.	City bus	sustainable mobility	Austria	Krems
21.	CityWalk	sustainable mobility	Hungary	Nyíregyháza
22.	Bike2Work	digital urban communication	Italy	Ferrara
23.	Culture Token	digital urban communication	Austria	Vienna
24.	Urban Lab	citizen participation	Poland	Rzeszow
25.	Tulln 2030 - participatory urban development	citizen participation	Austria	Tulln



1. Share-It Square / Intersection Repair - Portland

Name of the good practice	Share-It Square - Intersection Repair (City Repair)
Country of origin	Oregon, USA
City of origin	Portland
Population of the city of origin	640,000

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	social media
<u>open streets</u>	GIS-based solutions
<u>play streets</u>	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
urban (re)design	application
green spaces	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
governance, policy	
other	

<p>The problem the good practice addresses</p>	<p>Although the Intersection Repair project origins in 1996, it still addresses the problems of the present: car-oriented cities, suburbanisation of cities, lack of social infrastructure and community space in suburban areas.</p> <p>The case originally addressed the side-effect of zoning laws in Portland from the '60s-70s. The city was rapidly developing in the downtown, where major infrastructure and urbanistic transformation projects took place. Focusing on downtown, they did not bring the necessary amenities to the residential neighbourhoods, where most of the Portlanders lived and spent their free time. Additionally, everybody had to use cars to move around. The streets were empty of children and full of cars heading downtown from distant suburbs.</p> <p>The initiator of the later established Intersection Repair project, architect Mark Lakeman, recognized how isolated he and his neighbours were from each other, although they lived in such close proximity. Especially because there was no infrastructure to allow meeting and socializing in a safe and open public space.</p> <p>The idea was to create a place where people could meet each other, share resources, and generally build a stronger sense of community. Neighbourhood streets everywhere should be used for much more than just driving and storing automobiles. After some initial projects to create a DIY Teahouse (named T-Hows, later transformed to a mobile teahouse called T-Horse), the idea about the Intersection repair was born.</p> <p>In the summer of 1996, the group approached the Portland's Bureau of Transportation (PBOT) with a proposal to paint an intersection. Due to the novel approach and no similar project in the city, the group received no support.</p>
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	<p>Nevertheless, 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.</p>
<p>Short description of the interventions implemented</p>	<p>Although they only got permission to close the streets for a block party, they followed their initial idea and painted the entire intersection with a large mural with geometric design to define the space for people.</p> <p>They also equipped the street corners with a community bulletin board and chalkboard, a food-sharing stand, a kids' playhouse and a 24-hour tea station - neighbours took turns supplying it with hot water and tea. From that moment on, the intersection was known as "Share-it Square".</p> <p>Although the PBOT initially threatened them with fines, they managed to receive support from city council members, who then allowed Share-it Square to stay in place. Over the next years, the intersection continued to evolve: the 24-hour tea station was rebuilt with permanent materials, the bulletin board was expanded, a produce-sharing station was opened. Amenities such as benches, a news kiosk, and other structures were 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.</p> <p>The idea was initiated by the residents, but later in the early 2000s 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.</p>
<p>Benefits of the interventions</p>	<p>Share-it Square was the first project of its kind in Portland and, according to some sources, 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.</p> <p>The project accomplished the goal of slowing drivers and brining the community together. According to the survey made in the neighbourhood, 85% of respondents perceived an increase 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.</p> <p>Intersection repair did not only provide a valuable tactical urbanism example, but also showed its power in creating community. To put it simply, as the mayor of Portland in 2011 said: "...when you go walk around it on a Saturday afternoon you get it. Neighbours are talking, people drive slower, and you can tell you are in a place."</p> <p>In addition to permanent features, such as the tea station and the produce-sharing station, where people can get, give away, or trade food for free, the neighbours close the Square to traffic a few times a year for neighbourhood celebrations.</p>
<p>Source of information</p>	<p>Lydon, M. & Garcia, A. 2015. Tactical Urbanism: Short-term Action for Long-term Change. Island Press.</p> <p>Project for Public Spaces - https://www.pps.org/places/share-it-square</p>





2. Open Places in every neighbourhood - Milan

Name of the good practice	Open Places in every neighbourhood - Piazze Aperte in ogni quartiere
Country of origin	Italy
City of origin	Milan
Population of the city of origin	1,350,000

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	social media
<u>open streets</u>	GIS-based solutions
<u>play streets</u>	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
green spaces	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
governance, policy	
other	

The problem the good practice addresses	<p>The issues addressed by the project are the following:</p> <ul style="list-style-type: none"> ▪ need of spaces for social interaction, missing public life in public spaces; ▪ feeling of insecurity in urban areas for citizens, pedestrians and cyclists, especially children, elderly and disabled people; ▪ bare and unattractive spaces in the neighbourhoods; ▪ difficulties of effective participation in the management of public assets.
Short description of the interventions implemented	<p>“Piazze Aperte” is a project developed by the Municipality of Milan in collaboration with AMAT - Mobility and Environment Territorial Agency, Bloomberg Associates, NACTO - National Association of City Transportation Official and Global Design Cities Initiatives. In the framework of the Plan for Territorial Management Milano 2030, the SUMP and the Piano Quartieri, the project intends to valorise the public space as a space for connecting in the heart of the neighbourhoods, widen pedestrian areas and promote sustainable mobility for the environment and quality of life in urban areas.</p> <p>The project started with a temporary test, in line with the provision of tactical urbanism, and then it developed towards the creation of 7 permanent Piazze Aperte, allowing citizens to benefit from more liveable, green and sustainable spaces in the city.</p> <p>In 2022, a public call for the development of Collaboration protocols between the municipality and active citizens was also launched, with the aim of defining common rules and procedures for the management and regeneration of the Piazze Aperte.</p>



Benefits of the interventions	<p>Between 2018 and 2023, 42 interventions has been realised within the Piazze Aperte project, making public spaces pedestrian-friendly and liveable in an area of 28,000 square meters by the installation of new urban furniture, namely 280 benches, 450 bike stalls, 50 picnic tables, 38 ping-pong tables and 380 flower boxes.</p> <p>As a result of the interventions, 1 in 2 inhabitants of Milan has a new Piazza within 15 minutes (800 m) from their house. 800 inhabitants, 200 nonprofit/social cooperatives, 72 business activities, 45 private professionals, 17 schools, 10 public or private institutions (like museums, foundations, universities), 9 neighbourhood associations, 8 religious entities, 8 “social streets” (associations of residents) and 6 business associations participated in the public call (2019) to develop the interventions.</p> <p>In 2022, the Municipality launched the upscaling of the project dedicated to schools, getting 87 proposals from schools, associations and individuals.</p>
Source of information	<p>https://www.comune.milano.it/aree-tematiche/quartieri/piano-quartieri/piazze-aperte</p> <p>https://www.amat-mi.it/it/progetti/piazze-aperte/</p>





3. Rawa Lab - Katowice

Name of the good practice	Rawa Lab - Laboratorium Rawa
Country of origin	Poland
City of origin	Katowice
Population of the city of origin	282,755

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	social media
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
<u>green spaces</u>	citizen science
guerrilla gardening	other
community, citizen participation	
governance, policy	
other	

The problem the good practice addresses	The area where the good practice was designed is in the city centre. It is an internal area of the university, located on the outskirts of the paid parking zone, and despite its attractiveness and location in the immediate vicinity of the Rawa River, it was used only for car traffic or for free, often illegal parking of cars.
Short description of the interventions implemented	<p>The good practice was initiated by the Academic Consortium "Katowice - City of Science" in cooperation with the Metropolis GZM.</p> <p>The aim of the project was to transform the downtown section of the Rawa River valley in Katowice and its associated streets, squares and pedestrian routes into a river park. The intention of the project's authors was to symbolically extend the river valley - the Rawa River as the green spine of the campus, with which the ribs, i.e. the streets and academic squares, are connected.</p> <p>The project consisted of the temporary arrangement of a small section of the campus. The prototype consisted of urban furniture: a large table composed of smaller modular pieces that could be arranged according to one's needs. This created an installation for eating together during class breaks and for casual and more formal academic conversations. Smaller seating areas were built in place of the parking lot and pots were set up with plant species reminiscent of the riverside environment.</p> <p>To shape the visual layer of the project, the "Rawa Color Pattern" prepared by Justyna Szklarczyk-Lauer was used. The scientist and designer developed the pattern based on photographic documentation of the river.</p>
Benefits of the interventions	The project implementers strived to make science the most important basis for designing - science open to the inhabitant. Solutions for new academic facilities



and public space are created in such a way that laboratories, rooms or areas for lectures, seminars and discussions appear indoors and outdoors, making up the Network Science Center - a new face of popularizing science. As a result, a harmonious environment was created, conducive to interaction and cooperation between students, academics and the local community.

Key benefits and awards:

- Reduction in automobile traffic,
- More people from on and off campus use green space,
- Mobility Action 2022 Award,
- Finalist of the competition for the best developed public space in Poland (Society of Polish Town Planners)

Source of information

<https://us.edu.pl/event/laboratorium-rawa/>
<https://www.wkatowicach.eu/informacje/index/Prototypowanie-nad-Rawa-z-nagroda-Komisji-Europejskiej-w-konkursie-MobilityAction/idn:3334>
<https://mobilityweek.eu/mobilityaction-award/>
<https://gazeta.us.edu.pl/node/431933>





4. Superblock - Vienna

Name of the good practice	Superblock - Supergrätzl
Country of origin	Austria
City of origin	Vienna
Population of the city of origin	1,931,593

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	social media
<u>open streets</u>	GIS-based solutions
<u>play streets</u>	digital participation tools
<u>pop-up parks, parklets</u>	artificial intelligence
<u>superblocks</u>	token system
<u>urban (re)design</u>	application
<u>green spaces</u>	citizen science
<u>guerrilla gardening</u>	other
<u>community, citizen participation</u>	
<u>governance, policy</u>	
other	

The problem the good practice addresses	<p>Supergrätzl (or Superblocks in other countries) is a concept of urban traffic planning that aims to transform cities into sustainable, compact, and connected neighbourhoods with mixed land use and high-quality public spaces. The problem addressed by Superblocks is the dominance of cars in urban areas, which leads to issues such as traffic congestion, air pollution, and lack of public space for pedestrians and cyclists.</p> <p>By creating superblocks, the number of streets for through traffic is limited, and the remaining streets are freed up for other functions, such as recreation and relaxation. However, the implementation of superblocks may have some short-term effects, such as increasing traffic in surrounding areas or increasing home prices, which can lead to gentrification.</p> <p>Therefore, the challenge is to address these risks and ensure that superblocks benefit everyone in the city, not just a privileged few. Superblocks foster urban transformation based on maximum participation and civic co-responsibility in all phases of the project. City of Vienna offers the maximum level of public dialogue and participation to ensure that the implementation of superblocks is inclusive and equitable.</p>
Short description of the interventions implemented	<p>A superblock is an area of urban land bounded by arterial roads that is the size of multiple typically-sized city blocks. Within the superblock, the local road network, if any, is designed to serve local needs only. The Supergrätzl was initiated and tested by City of Vienna - Urban Development and Planning, Section Transdisciplinary Urban Affairs, primarily to adapt to Climate Change, in 2021. It is anchored in the Smart Climate City Strategy Vienna, in the Vienna Climate Guide and in the Government Agreement of the Vienna coalition government for</p>



	<p>progress. It combines various target areas of the Smart Climate City Strategy Vienna such as mobility and transport, adapting to climate change, health and social inclusion as well as participation, engagement and culture. The latest planning tool of Vienna's urban development is currently being applied in Vienna's 10th district, Favoriten - and is being tested there as an important tool in the fight against climate change. With the information brochure "Das Supergrätzl - Wiener Straßenräume transformieren" (The Supergrätzl - Transforming Viennese Street Spaces / German only), the Department for Urban Development and Planning provides a 24-page overview of the goals, measures and modes of action of the so-called Supergrätzl: Supergrätzl Infobroschuere-1.pdf (wien.gv.at)</p>
<p>Benefits of the interventions</p>	<p>The intervention as a climate adaptation tool targets the following aspects:</p> <ul style="list-style-type: none"> ▪ by providing quality outdoor spaces within no or only a short distance from one's apartment, traffic is being reduced; ▪ quality outdoor space also promotes communication among neighbours, which can lead to various bottom-up initiatives and a better social life in and around one's home; ▪ quality, green and/or shaded outdoor space also alleviates the stress caused by high temperatures during summers, thus promoting a more inclusive life in the neighbourhood for vulnerable (young, old, poor) groups.
<p>Source of information</p>	<p>Viennese Supergrätzl - Smart City Wien</p>

- ↔ Randstraße
- ← MIV-Erschließung
- Fußgängerzone
- ▲ Bildungseinrichtung

Diese Schemata zeigen Konzeptskizzen für die Verkehrsorganisation in räumlich unterschiedlichen Supergrätzl-Projektgebieten.

Concept sketches of traffic organisation within a Supergrätzl: surrounding street, (limited) individual traffic routes, pedestrian area, school (or other educational institutions)



5. Living street - Dabrowa Górnica

Name of the good practice	Living street - Żywa ulica
Country of origin	Poland
City of origin	Dąbrowa Górnica
Population of the city of origin	115,955

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	social media
<u>open streets</u>	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
green spaces	citizen science
guerrilla gardening	other
community, citizen participation	
governance, policy	
other	

The problem the good practice addresses	One of the city's central streets has lost its importance and commercial function. The public space was mainly dominated by banks, carelessly parked cars and chaotically hung advertising signs, which caused dissatisfaction among residents.
Short description of the interventions implemented	<p>The good practice was initiated by the project "Fabryka Pełna Życia - revitalization of downtown Dąbrowa Górnica" together with a team of architects and urban planners from the Repair the City Foundation. The aim of the project was to find such temporary spatial solutions that will ultimately lead to the transformation of the street space.</p> <p>The activities carried out within the framework of the project include:</p> <ul style="list-style-type: none"> ▪ implementing an information campaign; ▪ analysis of Internet content appearing on the topic, creating an inventory of the development of the street; ▪ analysis of traffic behaviour before and during the changes; ▪ conducting a survey, conducting interviews with residents, entrepreneurs and people connected to the street; ▪ setting up consultation points, organizing diagnostic and planning workshops; ▪ development and submission of a temporary traffic management change project, ▪ construction of temporary street landscaping elements: flower pots, pots with seating function and free-standing benches.
Benefits of the interventions	Proposing solutions based on prototyping creates space and opportunities for different groups of street users with potentially different interests to express their expectations and preferences (for example, entrepreneurs who need a parking space for transport and



pedestrians who want to enjoy a traffic-free zone). It also avoids conflict by jointly developing compromise solutions.

The results and benefits of the interventions are:

- reducing car traffic on the street naturally increased everyday pedestrian traffic;
- improving the visual and functional quality of the street, which increased public satisfaction;
- decision on street reconstruction - project of the first woonerf (a type of road design that encourages multimodal transportation and blends pedestrian and vehicle space, was born as a reaction to the car-centric development) in the region, creation of a pocket park, preparation of guidelines for the design of sites and media advertising to unify the aesthetics of the street.

Source of information

https://www.funduszeuropejskie.gov.pl/media/65222/Raport_koncowy_Zywa_ulica.pdf
<https://pfrdlamiast.pl/baza-miejskich-innowacji/dabrowa-gornicza-zywa-ulica-prototypowanie-przestrzeni-miejskiej.html>





6. Haller Boulevard - Varaždin

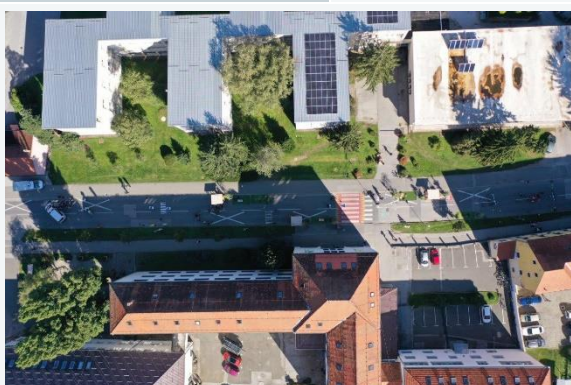
Name of the good practice	Haller Boulevard - Removing regulatory features of traffic control in school zones
Country of origin	Croatia
City of origin	Varaždin
Population of the city of origin	43,782

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	<u>social media</u>
<u>open streets</u>	GIS-based solutions
<u>play streets</u>	digital participation tools
<u>pop-up parks, parklets</u>	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
<u>green spaces</u>	citizen science
guerrilla gardening	other
community, citizen participation	
governance, policy	
other	

The problem the good practice addresses	<p>Nowadays, most parents drive their children to school and part of the morning traffic is due to this activity. As a result, traffic congestion around schools has increased, forcing even more parents to drive their children to school. In addition to affecting parents, drivers and other passengers in traffic, congestion in school traffic is a source of problems for students, school staff, residents around schools, and local police responsible for enforcing traffic rules and resolving issues raised by residents and schools.</p> <p>The Haller Boulevard in Varaždin is affected with a lot of car traffic through most of the day. The boulevard has several secondary schools in its vicinity which results more than 5,000 students and school children are circulating the area during the morning and the afternoon.</p> <p>The idea of introducing a shared space in Haller Boulevard in Varaždin won first place at the workshop on mobility and the impact of traffic on people as part of the project "Sustainable safety of non-motorized traffic in urban areas". The old town connects with a large pedestrian zone that encompasses the entire central part of the city. The construction of a common space in Haller Boulevard would connect the Old Town and the pedestrian zone with large green areas.</p>
Short description of the interventions implemented	<p>The activity was performed during the European mobility week, September 22, 2022. The city of Varaždin, the University North and the Cyclists' Union participated in the organization of the event with the support of the city's utility companies.</p> <p>The activity was well publicized, including papers, web articles, radio and tv coverage, resulting in wide spread of the information and the possibilities of</p>



	<p>changing the streets of motorised transport into an exclusive pedestrian and cycling zone.</p> <p>One of the primary objectives is to improve the safety of students and pedestrians around the school. By closing the street, the city can create a pedestrian-friendly environment, reduce vehicle traffic, and minimize the risk of accidents and injuries.</p> <p>Closing the street can encourage more students and parents to choose active modes of transportation, such as walking or cycling, instead of relying solely on motorized vehicles. Another goal of the intervention is to promote physical activity, reduce congestion, and improve air quality.</p> <p>Tools and methods to reach and engage the community, including local residents, parents, students, teachers and other stakeholders, are the organization of public meetings and workshops. These gatherings provide a platform to present the benefits of street closures and collect feedbacks, suggestions, and ideas from attendees.</p>
Benefits of the interventions	<p>The action demonstrated that increasing pedestrian space in the city is possible. There were no complaints about the action either from the citizens nor tourists. It was welcomed, and the programmes were well visited.</p> <p>Occupying a part of the street and making it the pedestrian and cyclists' space was an action that didn't disturb traffic flows of the motorised transport significantly, indicating that such actions can be easily implemented.</p> <p>By calming the traffic, it is possible to increase the comfort and safety of pedestrians and to reduce immediate harmful effects on the environment, such as reducing noise and air pollution.</p> <p>The traffic safety in the area was significantly increased during the action (one entire day) because motorised transport was banned. Also, no traffic safety incidents were reported on site during that day.</p>
Source of information	<p>https://vzaktualno.hr/nesvakidasnji-prizori-u-varazdinu-umjesto-automobila-nacesti-u-hallerovoj-aleji-djeca-igraonice-performer/</p> <p>https://www.sciencedirect.com/science/article/pii/S2352146521009303</p> <p>https://varazdin.hr/novosti/hallerova-aleja-bez-automobila-9907/</p>







7. Pedestrian zone - Zagreb

Name of the good practice	Pedestrian zone - Stara Vlačka
Country of origin	Croatia
City of origin	Zagreb
Population of the city of origin	769,944

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	<u>social media</u>
<u>open streets</u>	GIS-based solutions
<u>play streets</u>	digital participation tools
<u>pop-up parks, parklets</u>	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
<u>green spaces</u>	citizen science
guerrilla gardening	<u>other</u>
community, citizen participation	
governance, policy	
other	

The problem the good practice addresses	<p>The goal of the project is to reduce car traffic in the downtown of Zagreb and, accordingly, enable the development of other forms of transport, such as walking and cycling. And Vlačka is the first part of this project that has turned into a pedestrian zone.</p> <p>Pedestrian zones are implemented in areas with high levels of vehicular traffic and congestion. By restricting or completely banning vehicle access, pedestrian zones help alleviate traffic congestion, making the area more accessible and enjoyable for pedestrians.</p> <p>Pedestrian zones prioritize the safety of pedestrians by reducing the risk of vehicle-related accidents. By removing or limiting vehicle presence, the likelihood of collisions and injuries is significantly reduced, creating a safer environment for pedestrians to walk, shop, and socialize.</p> <p>Restricting vehicle access in pedestrian zones helps reduce air pollution and the environmental impact of emissions. By promoting walking and cycling as primary modes of transportation within these areas, pedestrian zones contribute to improving air quality and overall sustainability.</p> <p>Overall, pedestrian zones address various challenges related to urban mobility, safety, pollution, quality of life, and economic vitality, making cities more liveable, sustainable, and enjoyable for residents and visitors alike.</p>
Short description of the interventions implemented	<p>The project Stara Vlačka in Zagreb was implemented in June 2022. The initiative to create pedestrian zones in Zagreb, was undertaken by the local government and urban planning authorities.</p>



	<p>One of the primary objectives is to prioritize pedestrian safety. By restricting or eliminating vehicle access, pedestrian zones reduce the risk of accidents and collisions, creating a safer environment for people to walk and move around.</p> <p>This area was jammed with cars with a total of 20 parking spaces, some ordinary, some privileged, some for people with disabilities and the transit traffic of cars coming from the Ribnjak Street. The really unpleasant and unrepresentative street was closed and turned into a pedestrian zone.</p> <p>Considering the chronic lack of pedestrian areas in the centre of Zagreb, the liberated pedestrian zone of Stara Vlačka represents an important step towards realizing our collective right to access public space, but also the aspiration that traffic in the city centre is not subordinated exclusively to cars, but to those for whom they were intended, the people..</p>
Benefits of the interventions	<p>The characteristic of public urban facilities is that they are not subordinated to commercial service providers, although it is a small but an important step towards understanding the city as an open space to which citizens have access beyond consumerism. In a city jam-packed with cafes and restaurant terraces, this step is even more important.</p> <p>The temporary transformation is the first in a series of projects by which the current city administration announces a reduction in traffic in the city centre. Projects are being prepared in the pedestrian zone on Masarykova Street and in the area in front of the Central Station, which, if implemented, will bring Zagreb significantly closer to the European level of thinking about public space.</p> <p>Changing habits is a key aspect in raising awareness of the importance of public space and the urban planning that is not subordinated to car traffic. A man is a product of his circumstances, and a changed man is a product of changed circumstances. Despite the displeasure of some, the implemented interventions also confirm how quickly citizens actually got used to the changes for the better.</p>
Source of information	<p>https://www.d-a-z.hr/hr/vijesti/grad-zagreb-postao-je-bogatiji-za-jednu-pjesacku-zonu,5250.html</p> <p>https://www.zagreb.hr/prosirenje-prve-dionice-pjesacke-zone-stara-vlaska/179113</p> <p>https://www.jutarnji.hr/kultura/art/novo-ruho-legendarne-zagrebacke-ulice-pogledajte-kako-ce-izgledati-stara-vlaska-magnolije-klupe-komunalni-stol-15195313</p>





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8. Open Street - Skofja Loka

Name of the good practice	Open Street - Odprta ulica.
Country of origin	Slovenia
City of origin	Škofja Loka
Population of the city of origin	12,000

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	<u>social media</u>
<u>open streets</u>	GIS-based solutions
play streets	<u>digital participation tools</u>
pop-up parks, parklets	artificial intelligence
superblocks	token system
urban (re)design	application
green spaces	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
governance, policy	
other	

The problem the good practice addresses	<p>Most of the smaller towns face similar challenges - the city centre has been adjusted to cars, sidewalks are narrow and there is a significant lack of cycling infrastructure. The streets are built around cars, which usually means pedestrians do not feel safe and comfortable on the streets.</p> <p>It is possible to redesign the street with a street reconstruction, but this carries a vast amount of political risk - people might not like the reduction of car traffic, particularly, if the process is not sufficiently communicated and there is no participatory activities.</p> <p>Another challenge is gaining the trust of the local economy, as they often see their main competitors in supermarkets on the outskirts of the city, and they are therefore afraid of reducing the comfort of car users.</p>
Short description of the interventions implemented	<p>Open street is a temporal and tactical transformation of the street with two main aims:</p> <ul style="list-style-type: none"> ▪ The first one is to reduce the number of cars and space given to cars. ▪ The second is placemaking - to increase the vibrancy of the street. <p>Open street is a temporary action. Sometimes it is implemented for a month - usually a summer month, or for a couple of consecutive weekends. It makes sense to start with an open street in the early morning in case a school is nearby.</p> <p>It is a good idea to choose a street that has often been mentioned by the people as unsafe or uncomfortable for pedestrians. The second relevant criterion is the potential of reconstruction. Streets planned for reconstruction can benefit from open street campaign if the reconstruction plan has not yet been completed. If</p>



	<p>people like the open street, that may have an impact on the reconstruction plan, which would eventually be more pedestrian oriented.</p> <p>Open street is temporarily transformed into a street designed for pedestrians instead of cars. It is best to use measures that are easy to implement and affordable. The whole cost of open street is usually € 10,000-20,000.</p> <p>The easiest way is to close the street for cars and give a permit to the residents who live in the street to enter the street at low speed. In the first days the entrance must be controlled.</p> <p>The second, more complex way is to redefine the street. To use yellow tape to mark a pop-up bike lane for example, mark shared space, install kiss and ride spaces, etc. In such case, it is smart to test the potential concept of reconstruction.</p> <p>Placemaking activities should be placed on the street in order to attract people to the street. The number of pedestrians is indicator of success. However, the balance between the placemaking activities and regular pedestrian street 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.</p> <p>The open street campaign could involve participation activities, street interviews and questionnaires. Interviews are about what people think of the street and what would attract them to the street more often.</p> <p>Open street can be initiated by the local community, a local NGO or municipality. However, it is crucial that municipality and its relevant departments support the idea and the execution of the open street from the beginning on. Otherwise, the efforts will be in vain. The actors should work together on communication and placemaking activities, temporary and long-term infrastructural changes and overall organisation of the project.</p> <p>In our case of Open Street IPoP had an open call to invite municipalities to join the Open Street Initiative. Municipality of Škofja Loka applied and got selected as one of the towns where the Open Street will be implemented. IPoP supported them with planning, communication, financial grant (€ 10,000) and execution.</p>
Benefits of the interventions	<p>The intervention provides a chance to test what happens if the street is redesigned in such a way that it is oriented towards pedestrians. Some expect that it would cause a major traffic jam on the surrounding streets, but this is usually not the case.</p> <p>Open Street gives people an experience of how the street functions if it is pedestrian-oriented. Usually, most people will like that. Particularly, if the pre-intervention modal split favoured pedestrians over cars.</p> <p>Open Street is a site for much more grounded participatory activities, as people can discuss the potential permanent street redesign based on actual experience.</p> <p>Open Street allows people to form a coalition with residents, bar owners, and municipality. Such a coalition can advocate for making the street more permanently pedestrian-friendly.</p> <p>Open Street is also valuable for data collection: How traffic measures impact the number of pedestrians, parking patterns, traffic flows on a larger scale (neighbouring streets, city district), and how it affects the local economy.</p>
Source of information	<p>www.ipop.si</p> <p>https://www.youtube.com/watch?v=ohLkh-XDNF</p>



9. Neighbourhood oasis - Vienna

Name of the good practice	Neighbourhood oasis - Grätzloase
Country of origin	Austria
City of origin	Vienna
Population of the city of origin	1,931,593

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	social media
open streets	GIS-based solutions
<u>play streets</u>	digital participation tools
<u>pop-up parks, parklets</u>	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
green spaces	citizen science
<u>guerrilla gardening</u>	other
<u>community, citizen participation</u>	
governance, policy	
other	

The problem the good practice addresses	<p>During the formation of the current urban text of Vienna, 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.</p> <p>Creating more space in dense cities is a tricky, but possible task. 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 (Neighbourhood oasis) - a pop-up parklet. These parklets transform street parking lots into vibrant spaces that prioritize people and offer more room for public use.</p> <p>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.</p>
Short description of the interventions implemented	<p>Grätzloases are temporary pop-up parklets that are typically small, public areas that are transformed into vibrant community spaces with different seating options, urban gardening infrastructure, plants, and sometimes even recreational facilities. They are usually built in the late spring and disassembled in the beginning of autumn.</p> <p>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</p>



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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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, Grätzloases hosted more than 450 different events (small concerts, gatherings, workshops etc.)</p>
<p>Benefits of the interventions</p>	<p>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.</p> <p>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.</p> <p>Sometimes they might also have some perceived negative effects. By transforming neglected spaces into attractive pop-up green areas, they can help revitalize neighbourhoods but also increase property value. Some people say that a new Grätzloase in a district without one might announce gentrification. The interventions are namely often planned and executed by well-educated middle-class residents, mostly from creative and cultural sector. However, this is not always the case, but important to bear in mind.</p>
<p>Source of information</p>	<p>https://smartcity.wien.gv.at/graetzloase/</p> <p>https://graetzloase.at/</p> <p>https://www.youtube.com/watch?v=i0EKcC4MUWg</p>





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10. Pop-up interventions by Štajn student group - Kamnik

Name of the good practice	Pop-up interventions by Štajn student group
Country of origin	Slovenia
City of origin	Kamnik
Population of the city of origin	cc. 13.700

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	social media
<u>open streets</u>	GIS-based solutions
play streets	digital participation tools
<u>pop-up parks, parklets</u>	artificial intelligence
superblocks	token system
urban (re)design	application
green spaces	citizen science
guerrilla gardening	other
community, citizen participation	
governance, policy	
other	

The problem the good practice addresses	<p>Kamnik is a typical suburban (“sleeping”) town, strongly influenced by Slovenia’s capital - Ljubljana, which is only 20 km away. Ljubljana, as an urban centre, attracts a lot of human capital, jobs, trade, and creative energy from all its neighbouring towns, including Kamnik. This process had especially strong impact on city centre itself. Due to better accessibility, logistics and business/trade opportunities, many local creatives, shops, and businesses have moved out from the city centre of Kamnik. Usually, they moved to the outskirts of Kamnik to industrial and commercial zones, or closer to Ljubljana. Being on a more accessible location means better chance of having a good job or business.</p> <p>Local people recognised the process of “emptying“ of their city centre as a serious problem. It had (has) strong implications on tourism, culture, and access to daily goods for citizens. One of the main factors seemed to be lack of accessibility, which in the eyes of locals meant “lack of parking spaces“. Though, the process is of course more complex than that, since it is strongly influenced by the way of modern life (motorisation, digitalisation, economic development), low population density and inappropriate urban planning.</p>
Short description of the interventions implemented	<p>15 years ago (in 2008), a group of local architecture students known as Štajn, along with local cultural societies and the Kotlovnic youth centre started to oppose the above described inevitable” process. During the local summer festival (Kamfest), they started prototyping better traffic solutions for the city centre and started to address sustainable mobility topics to citizens of Kamnik. As all the proposed temporary measures and ideas were implemented through a festival program, with the help of cultural and art events, most of them were positively accepted.</p>



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	<p>One of the most important elements of the local good practice was reducing the traffic in the city centre and introducing one way traffic management. The change in the traffic regulation offered additional spaces for pedestrians, bicycles, as well as outside spaces for bars. The idea was first introduced with the help of the street festival and later the mayor of Kamnik decided to make it a permanent solution that improved the walkability and traffic safety in the city.</p> <p>The decision to have one-way traffic on the street and not to close it completely was made due to the high dependence of local residents on cars, and the fact that another part of the city was completely empty after the closure of traffic. The other important element of the project was Kamkolo, which is a rental city-bike system, implemented by the municipality of Kamnik and European Cohesion Funds, with the Štajn group as a local partner. The bikes are electric and help local people to move easier around the town. The project was suggested few years before at the Kamfest.</p>
Benefits of the interventions	<p>First of all, the intervention changed the regime of traffic in the city centre from two way, up to 8 m wide road into 3,5 m wide one-way city street, which left a lot of space for pedestrians, outside gardens for restaurants and a bike lane. Due to the narrowness of the renovated street, the general speed of cars on this section of the road has reduced.</p> <p>Second, the project benefited many citizens as they were able to access different parts of the town with electric bike. That means cheaper and quite fast way of mobility.</p>
Source of information	Authors of the projects and Štajn group archive





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11. Outdoors - Ljubljana

Name of the good practice	Outdoors - Zunaj
Country of origin	Slovenia
City of origin	Ljubljana
Population of the city of origin	293,000

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	social media
open streets	GIS-based solutions
play streets	digital participation tools
<u>pop-up parks, parklets</u>	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
<u>green spaces</u>	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
<u>governance, policy</u>	
other	

The problem the good practice addresses	<p>Public participation and cooperation with communities has been on the agendas of cities for long time. However, cities face challenges in the process of cooperation: it is often hard to attract people to participate, particularly in local communities. To start with the latter local community as a concept is quite traditional. In post-modern society, socialization is based on interests and values, not location of residency. Because of that it is more challenging to encourage participative placemaking at the local level. It has been argued that better results can be achieved when following the existing communities in their own agenda, instead of inviting people to participate in a project with top-down agenda. Because of that Outdoors mechanism is grounded on the notion, that it supports communities in the placemaking process conceived by the community and implemented in a location, chosen by the community.</p> <p>There is plenty of decayed spaces in the cities. Perhaps less in the city centre, but more in surrounding districts in which majority of people reside. It is impossible to revitalise them all in a top-down manner. Firstly, there is simply too much of them. Secondly, sometimes the ownership of a particular place is unclear (bankruptcy procedure for example). In both cases, community can be an agent of placemaking.</p> <p>It is challenging for city administrations to foresee the needs of the community, but it is the community that transforms space into a place. Supporting the community in their own placemaking agenda is the safest bet to make the respective space used and maintained.</p>
Short description of the interventions implemented	Outdoors is not an intervention; it is a mechanism that supports interventions conceived and implemented by the community. A sand made pump track,



	<p>community garden, basketball court refurbishment etc., are example of interventions, also called small urban actions.</p> <p>Outdoors starts with a well-communicated call for action proposals. Based on required preconditions and designed criteria, several actions fit for support are selected. The support contains organisational and financial support. Organisational support usually means coordination with various city departments, while financial support typically consists of an amount between € 500-1000. It is grounded on receipts of selected communities and organised in a manner that an NGO performs as a link between the municipality and a community.</p> <p>As the conceptualisation and implementation requires a lot of cooperation (and voluntary work) between the community members, the implementation of such call requires a lot of lateral cooperation between the municipal departments (PR, spatial planning, department for green areas and environment, borough council etc.).</p> <p>Usually, the call is implemented in March while implementation takes place during the summer or early autumn. Usually, each community has a helper from an NGO who is a partner of respective municipality during the process, and links community with the municipality.</p> <p>Outdoors was being implemented in Ljubljana for three seasons. Another few Slovenian municipalities are preparing to implement a similar mechanism, based on Outdoors concept. The mechanism can be very well combined with participative budgeting. Usually, decision-makers like the mechanism Outdoors because it contains a significant positive PR potential.</p>
<p>Benefits of the interventions</p>	<p>Outdoors stimulates social infrastructure establishment, which is increasingly needed in a more and more digital cities. Additionally, as the initiators have to do the work themselves, the mechanism stimulates establishment of new ties and increase of trust, meaning social capital.</p> <p>Mechanism Outdoors enables city administration to avoid investments in unneeded infrastructure. If a community would invest voluntary work, the project means to the community a lot. This is a best guarantee that the intervention, a small urban action would be visited and used by people. Afterall, no city administration wants unused and pointless new infrastructure in their portfolio. Additionally, Outdoors supplies cities with a testbed for larger needs of urban areas in which an action takes place. For example, in a suburban area people implemented a sand made pump track. The issue was deeper, there was no appropriate infrastructure in which youngsters could meet in that area. The small urban action pointed out that more ambitious infrastructure is needed and would be used in the area.</p> <p>Citizens who cooperate with city administration in a placemaking project are also better equipped with knowledge on city functioning and are able to better collaborate with local authorities and other stakeholders in the future.</p> <p>For the municipal administration, Outdoors presents a small amount of money, which is usually between € 20,000 and 30,000 for 10 to 15 small urban actions. The amount of placemaking, established public places that the municipality gets for such a small investment, is astonishing. Usually, initiators maintain the newly established place. However, there are notions, that maintenance should be ensured and/or financed, as it is not fair to burden local communities with public space maintenance. Since the implementation of these urban actions is fairly easy to film and photograph, the municipality can also benefit from PR from such a project.</p>
<p>Source of information</p>	<p>IPoP and another NGO called prostoRož designed Outdoors (Zunaj) for the City of Ljubljana.</p> <p>https://www.youtube.com/watch?v=qLqZ9F5EM1s</p>



12. Urban Gardening - Bamberg

Name of the good practice	Urban Gardening - Urbaner Gartenbau
Country of origin	Germany
City of origin	Bamberg
Population of the city of origin	79,034

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	<u>social media</u>
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
<u>green spaces</u>	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
governance, policy	
other	

The problem the good practice addresses	<p>The history of the Market Gardeners' District of Bamberg dates back to the Middle Ages. The historic structures of home gardens are protected as monument ensemble by the Bavarian Law for the Protection and Preservation of Buildings. Since the Middle Ages, urban gardening has been practiced in Bamberg. These late medieval structures of gardening, from farmsteads to adjacent acreage, have been exceptionally preserved to this day in the centre of Bamberg. The Market Gardeners' District with its wide and open spaces, within the World Heritage site and its buffer zone does not only characterize Bamberg's townscape, but also forms an important contrast to the densely constructed town of Bamberg. The Market Gardeners' District together with the City on the Hills and the Island District is an integral part of the World Heritage site.</p> <p>Land use through farming has been evident in the area from the 14th century and continues to this day. Thus, not only tangible, but also intangible cultural heritage assets exist. These include traditions, knowledge, and processing techniques used by the gardeners. In 2014, Bamberg's gardening tradition was inscribed on the Bavarian Inventory of Intangible Cultural Heritage. In 2016, it was included in the National Inventory of Intangible Cultural Heritage.</p> <p>Despite the great importance of urban gardening for Bamberg, commercial farming has declined sharply in recent decades. Consequently, several gardening fields have become fallow.</p>
Short description of the interventions implemented	<p>The project is based on a cooperation of local stakeholders: Bamberg World Heritage Office, Association of the Gardeners' and Vintners' Museum, Liquorice Society of Bamberg (supporting gardeners in their efforts to resuscitate the cultivation of liquorice), Association of Bamberg Gardeners, Association of</p>



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	<p>Bamberg’s Heritage Garden. Various initiatives have been developed to raise awareness of locals and visitors on the value of urban gardening:</p> <p>The cultural, religious and economic life of Bamberg’s gardeners is conveyed at 18 selected stations on a circular route through the Market Gardeners’ District which also includes a viewing platform. The platform provides visitors a unique view over the gardens that hide away from the street.</p> <p>The Gardeners’ and Vintners’ Museum located at the heart of the Market Gardeners’ District has a permanent exhibition that provides information about the work, religion, and private livelihood of Bamberg’s gardeners and vintners. The exhibition offers multimedia stations, films, and a bilingual audio guide showing how was life more than 100 years ago. The adjacent garden features numerous local vegetables.</p> <p>Local farming quality is ensured by 19 gardener families, who have joined hands to form the Association of Bamberg Gardeners to safeguard the local tradition of gardening. In addition to a shopping guide for their fields and products, the annual Open Garden Day attracts large number of visitors giving an insight into the market gardens.</p> <p>In 2012, Bamberg’s Heritage Garden was established as a show and conservation garden. It presents about 30 different crop species from Bamberg and the surrounding area. Rare crop species and rediscovered local crop varieties that were almost wiped out are grown in the garden.</p>
Benefits of the interventions	<p>The urban gardening project connects aspects of city planning, heritage protection, tourism, and horticulture. The project aims at keeping Bamberg’s gardening culture alive. It consists of awareness raising activities, a marketing campaign as well as a sustainable land use approach. The well-established interventions contribute to the protection of biodiversity as well as cultural and environmental education within the local community and for tourists. Impacts are social (e.g. education), ecological (e.g. cooling of the city climate) and economic (e.g. affordable and non-risky food trade for everyone).</p>
Source of information	<p>https://welterbe.bamberg.de/en/projects/urban-gardening https://gaertnerstadt-bamberg.de/</p>







13. Solidarity Agriculture - Bamberg

Name of the good practice	Solidarity Agriculture - Solidarischen Landwirtschaft
Country of origin	Germany
City of origin	Bamberg (and other cities)
Population of the city of origin	79,034

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	social media
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
urban (re)design	application
<u>green spaces</u>	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
governance, policy	
other	

The problem the good practice addresses	<p>Like the US-American “Community Supported Agriculture”, the “Solidarity Agriculture” addresses the increasing interest in sustainable, regional agriculture - especially in urban areas and communities spatially distant from rural agriculture. Instead of being reliant on anonymous supermarkets and food stores, members are able to share the process from the very beginning of crop growing to get a reference to the consumed food (in this case particularly vegetables). Because of the lack of space nonprivate gardens and in areas under cultivation in town, city dwellers have the opportunity to benefit from common areas under cultivation.</p>
Short description of the interventions implemented	<p>Solidarity Agriculture is a community joined by interested people with an agricultural background and consumers, who are committed to ecological food. Behind the community, there is an economic concept: several private households bear the costs of a farm. In return, they receive a part of the crop yield in a regular cycle. Producers and consumers work together in a binding manner and understand agriculture as a social responsibility.</p> <p>The network is spread in Germany and operated in different cities. It aims to give as many people as possible the opportunity to get involved in this alternative way of agriculture, which perfectly fits for urban communities. After more than 20 years of preliminary initiatives, the Solidarity Agriculture was founded in 2010 as a nationwide network, which is a registered association.</p> <p>Members are able to share crop growing, husbandry, harvest and workshops about different topics like market gardening education - financially and as a hands-on action.</p>



	<p>In Bamberg, the concept is established in 2017. There is an area of 13,000 m² for around 160 people. Owners can choose to spend € 50 or 95 per month on their share of produce for two people. From this income, the association can recruit three gardeners for part-time jobs. Additionally, some working days are organized to come together.</p>
Benefits of the interventions	<p>Some benefits of the intervention are:</p> <ul style="list-style-type: none">▪ intensive walking and cycling to the spaces used as common area under cultivation;▪ awareness raising in favour of landowners like gardeners and farmers;▪ healthy nutrition;▪ reduction of waste;▪ learning experiences for young and old;▪ sustainable and future-proof conversion of uncultivated land in town or suburban areas.
Source of information	<p>https://www.solidarische-landwirtschaft.org/startseite https://www.solawi-bamberg.de/</p>





14. Safe way to school - Stepnica

Name of the good practice	Safe way to school in Stepnica - Bezpieczna droga do szkoły w Stepnicy
Country of origin	Poland
City of origin	Stepnica
Population of the city of origin	2,485

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	social media
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
green spaces	citizen science
guerrilla gardening	other
community, citizen participation	
<u>governance, policy</u>	
other	

The problem the good practice addresses	<p>There are many dangerous traffic situations on public roads that can cause conflict between road users, such as:</p> <ul style="list-style-type: none"> drivers - do not let pedestrians pass, brake sharply, reverse carelessly, pass cyclists dangerously, drive at excessive speed; cyclists - forcing priority; pedestrians - running onto the roadway. <p>Moreover, in the area affected by the development, children felt unsafe crossing the road on their way to school, and older students described uncomfortable pedestrian infrastructure from school to the park and skate park.</p>
Short description of the interventions implemented	<p>The good practice was initiated by Stowarzyszenie Szczecińskiego Obszaru Metropolitalnego (SSOM). Architect Paweł Jaworski and Damian Róż from SSOM were responsible for the implementation of the project.</p> <p>The aim of the project was to improve road safety and eliminate dangerous situations. Activities under the project included:</p> <ul style="list-style-type: none"> introducing signage for the residential zone and obstacles to slow down car traffic in the form of mobile pots with greenery; cleaning up the existing traffic signage; pedestrians have absolute priority and can use the entire width of the roadway; parking can only be done in designated areas, and the maximum speed limit is 20 km/hour.



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Benefits of the interventions	<p>One of the primary benefits is the improvement in road safety. Pedestrian-friendly environment encourages more people to walk and promotes healthier lifestyles. With slower traffic and improved pedestrian infrastructure, school routes become safer. The interventions address dangerous traffic situations reducing conflicts between road users. It makes cycling a safer mode of transportation, encouraging its use and reducing traffic congestion. Encouraging responsible parking prevents haphazard parking that can obstruct traffic and endanger pedestrians. This ensures a more organized and safer road environment.</p> <p>Overall, these interventions contribute to an improved quality of life for residents in the area. Safer roads, better pedestrian facilities, and a more pleasant urban environment create a sense of well-being and satisfaction among the community members.</p>
Source of information	<p>https://issuu.com/paweozyrsjaworski/docs/stepnica_bezpieczna_droga_raport_2021 https://stepnica.pl/aktualnosci/pokaz/5174_bezpieczna_droga_do_szkoly</p>





15. Graciousness campaign - Singapore

Name of the good practice	Graciousness campaign
Country of origin	Singapore
City of origin	Singapore
Population of the city of origin	3,547,809

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	social media
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
urban (re)design	<u>application</u>
green spaces	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
governance, policy	
other	

The problem the good practice addresses	A problem that has to be faced that people do not use enough public transport but using cars instead. This creates traffic congestion and has a lot of negative effects on the environment, including the pollution of the air or noise pollution. This could be solved if more people walked, cycled or used public transport. The goal of this intervention would be to promote public transport, and at the same time raise awareness of graciousness and kindness, so that everyday travel with others can be a more pleasant experience.
Short description of the interventions implemented	<p>The project was a result of a collaboration between the Land Transport Authority and the Ministry of Transport. Students of the Singapore Polytechnic, Burger King and Spotify were also involved in the collaboration. The main goal of the campaign is to promote graciousness in public transport, and for that to happen, the interventions implemented are the following:</p> <ul style="list-style-type: none"> ▪ Posters: New posters have been rolled out at various locations, for example sheltered walkways, Mass Rapid Transit stations and selected buses. These posters aim to urge people to be more thoughtful towards others while using public transport. ▪ Themed train: The interior of a train on the North East Line has been decorated with visuals promoting kind behaviour as a part of the campaign. This themed train, designed by students from Singapore Polytechnic, aims to create a positive environment during travels. ▪ Collaborations: The Land Transport Authority partnered with fast-food chain Burger King to launch a "thoughtful sundae." Additionally, music playlists will be launched on digital music service Spotify later in 2023 to enhance the campaign's reach.



Benefits of the interventions	<p>The interventions' main goal was to encourage thoughtful behaviour. The posters and visuals on the themed train aim to urge commuters to be more thoughtful towards others while using public transport. By raising awareness and promoting kind behaviour, the interventions seek to create a more positive environment during travels. Another benefits of the campaign were:</p> <p>Generating positivity: The campaign's theme of "It Feels Good To Be Thoughtful!" aims to generate positivity among public transport users and foster a sense of happiness and well-being. By emphasizing the positive aspects of graciousness on public transport, the interventions aim to make every journey a pleasant one.</p> <p>Community involvement: The involvement of students from Singapore Polytechnic in designing the themed train provides an opportunity for them to apply their skills for the benefit of the community. This gives them a sense of engagement and participation, creating a stronger sense of community among people.</p> <p>Collaborations and partnerships: By partnering with external organizations (Burger King and Spotify), the interventions can spread the message of graciousness more effectively.</p>
Source of information	<p>New campaign launched to promote graciousness on public transport The Straits Times</p>





16. Grow with PT - Thessaloniki

Name of the good practice	Grow with PT
Country of origin	Greece
City of origin	Thessaloniki
Population of the city of origin	325,182

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	<u>social media</u>
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
urban (re)design	application
green spaces	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
governance, policy	
other	

The problem the good practice addresses	The good practice addresses the problem of inadequate public transport infrastructure and support. People using cars instead of public transport causes air and noise pollution, creates traffic congestion and takes away a good opportunity to socialize. The practice aims to promote the benefits of public transport and raise awareness among political decision-makers and citizens about the social, economic, and environmental advantages of public transport usage. The campaign aims to solve issues such as traffic congestion, pollution, lack of social inclusion, and the need for sustainable economic growth in cities. By highlighting the benefits of public transport and making it better and more enjoyable, the campaign aims to address these challenges and make cities more liveable and efficient.
Short description of the interventions implemented	The good practice of the public transport promotion campaign was initiated by the Thessaloniki Public Transport Authority (ThePTA) in 2013. The campaign was based on the UITP (International Union of Public Transport) campaign of PTx2=2015, which aimed to double the market share of public transport by 2025. The interventions implemented in the public transport promotion campaign included the following: <ul style="list-style-type: none"> ▪ Raising awareness: The campaign aimed to raise awareness among political decision-makers and citizens about the social, economic, and environmental benefits of public transport. This was done through social media, television, posters and leaflets. ▪ Joint campaigns: The campaign encouraged cities to work together on a shared issue, highlighting the benefits of public transport across cities and countries. This joint effort aimed to amplify the results and create unity.



	<ul style="list-style-type: none">▪ Potential for learning and transfer: The campaign recognized the potential for learning and transfer to other cities. Participants were handed a questionnaire and identified common areas for improvement, such as network development, providing better services, purchasing new vehicles, and improving urban space management. The campaign aimed to share experiences and provide low-cost adaptation opportunities for other cities interested in implementing similar initiatives.
Benefits of the interventions	The intervention promoted public transport and its benefits. It contributed to sustainable development and environmentally friendly modes of transportation. It successfully united 31 countries for the first time, to show that the public transport sector has a common aim to make cities better to live and work in, and to show that when cities work together on a common theme the results are amplified. The campaign raised awareness amongst political decision makers and citizens and included the opinions of several participants to identify common areas for improvement.
Source of information	Awareness Campaign to promote public transport usage: 'GROW with PT' Interreg Europe - Sharing solutions for better policy

ΕΡΔΙΖΟΥΜΕ με τα
ΣΑ ΜΑΖΙΚΗΣ ΜΕΤΑΦΟΡΑΣ





17. Central Meetbike (Field Trips) - Germany

Name of the good practice	Central Meetbike (Field Trips)-
Country of origin	Germany
City of origin	Cities from West Germany
Population of the city of origin	-

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	social media
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
urban (re)design	application
green spaces	citizen science
guerrilla gardening	other
community, citizen participation	
<u>governance, policy</u>	
other	

The problem the good practice addresses	The problem that the good practice addresses is the lack of proper and safe cycling infrastructure and, therefore, the low rate of bicycle use amongst citizens. The main goal is to encourage greater bicycle use by implementing soft measures, such as awareness campaigns and education programs. The campaign's goal is to promote cycling and create a more cycling-friendly environment in cities. The good practice aims to address this by organizing field trips for decision makers, planners and journalists to raise awareness, share information, and inspire them by visiting best practice examples in East German cities. By doing so, it aims to overcome barriers and encourage more people to choose cycling as a mode of transportation, leading to many benefits such as improved traffic flow, reduced pollution, and enhanced sustainability.
Short description of the interventions implemented	The campaign was initiated by Central Meetbike project, which organized four field trips for decision makers, planners and journalists. These trips were study tours with a goal to visit best practice examples in East German cities by cycling through them. Its aim was to show people what is possible to establish in former socialistic countries, to learn about the details of planning and implementation of cycling measures, to answer questions about the legal framework that is necessary to implement high quality cycling measures and to provide contacts for further cooperation between German experts and experts from Poland, Czech Republic and Slovakia.
Benefits of the interventions	In the end of the project about 100 experts from Poland, Czech Republic and Slovakia visited the cities Dresden, Leipzig, Dessau-Roßlau and Berlin. The project made it possible to transfer knowledge between the experts and gave participants the opportunity to learn about best practices, planning details, and



implementation strategies in East German cities, which could be valuable for their own cycling initiatives in their countries. This exposure to successful projects could inspire them and form their own efforts to promote cycling in their regions. The project created a platform for collaboration among experts and stakeholders from different countries. By establishing contacts and connections during the field trips, participants could foster ongoing cooperation and exchange of ideas, leading to potential cooperation and knowledge sharing in the future.

Source of information

[cmb_fact_sheet_s-03_means_public_relations.pdf \(europa.eu\)](#)



CENTRAL
EUROPE
COOPERATING FOR SUCCESS



Výzkumný ústav dopravný
Výskumný ústav dopravný



EUROPEAN UNION
EUROPEAN REGIONAL
DEVELOPMENT FUND



18. Central Meetbike (Facebook profile of Cycling Capital Munich) - Munich

Name of the good practice	Central Meetbike (Facebook profile of Cycling Capital Munich)
Country of origin	Germany
City of origin	Munich
Population of the city of origin	1,487,708

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	<u>social media</u>
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
urban (re)design	application
green spaces	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
governance, policy	
other	

The problem the good practice addresses	The problem that the good practice addresses is the lack of bicycle usage amongst citizens and the lack of information provided about traffic conditions, events and other activities related to cycling. People using cars instead of bicycles even for shorter distances create traffic congestion, noise and air pollution, and as a result of these make the cities less and less liveable. This is a result of conditions that are too good for cars and poor for bicycles.
Short description of the interventions implemented	The intervention implemented was the creation of a Facebook profile for the Cycling Capital (Radlhauptstadt München) campaign in Munich. The profile served as an umbrella campaign to promote cycling in the city. It provided general information about cycling traffic, such as updates on construction sites, new cycling infrastructure, and tips for cycling in winter. The profile also shared information about events and activities related to cycling in Munich. Users could contribute their own information, investigations, and discoveries related to cycling, which were then published on the profile's pin board. Overall, the intervention aimed to use the availability provided by Facebook to engage and inform many people, primarily young ones, about cycling in Munich.
Benefits of the interventions	The Facebook page now has over 9,000 followers. On the profile, people can find general information about traffic in Munich, news about events and other activities, as well as information provided, reviewed or discovered by other users and published on the pin board. They can easily access traffic information before they want to go somewhere or visit events. This is a cost-effective way to spread information and gives citizens an opportunity to share the information they have



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and cooperate, or even find like-minded people who also follow the profile and socialize. It also provide useful entertainment for people when they're scrolling through Facebook.

Source of information [cmb_fact_sheet_s-03_means_public_relations.pdf \(europa.eu\)](http://cmb_fact_sheet_s-03_means_public_relations.pdf(europa.eu))





19. Nextbike - Austria

Name of the good practice	Nextbike - a bicycle rental system
Country of origin	Austria
City of origin	Cities of Lower Austria
Population of the city of origin	-

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	social media
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	<u>application</u>
green spaces	citizen science
guerrilla gardening	other
community, citizen participation	
<u>governance, policy</u>	
other	

The problem the good practice addresses	At the heart of the problem addressed by good practice was the fact that there is too much individual car traffic in Lower Austria, but there are not enough alternatives to public transport and green mobility. The objective is to offer a climate-friendly mobility option for all people (citizens, travellers, students, etc.) in various Lower Austrian cities. Especially, the problem of the first/last mile can be solved with this measure in a cost-efficient and environmentally friendly way.
Short description of the interventions implemented	Since 2010, the government of Lower Austria has also been working to establish a state-wide network of rental stations in Lower Austria. The operator of the system is the Energy and Environment Agency of Lower Austria. Across Europe, Austria's Nextbike is the first bicycle rental system to be introduced and implemented in rural areas. Currently, "nextbike NÖ" is operated by Radland GmbH.
Benefits of the interventions	Anyone in Lower Austria who wants to get on a bike for short city trips without having their own one can use one of over 1,000 nextbikes in 17 rental regions in around 60 communities. Rental bikes are available at more than 200 locations, such as train stations. The nextbike is cost-effective for users: the first half hour is free of charge, with the partner tariffs of ÖBB VORTEILSCARD and VOR-Jahreskarte the first hour is free of charge. You can rent the bikes via the application or by phone.
Source of information	https://www.nextbike.at/en/





20. City Bus - Krems

Name of the good practice	City Bus - Stadtbus
Country of origin	Austria
City of origin	Krems
Population of the city of origin	25,500

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	social media
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
green spaces	citizen science
guerrilla gardening	other
community, citizen participation	
<u>governance, policy</u>	
other	

The problem the good practice addresses	<p>Too many people using their own private vehicle to get from A to B within the city, creating congestions and the need for more parking space. Hence, the city needs to provide an alternative to individual traffic.</p> <p>The city's aim was to create better connections between the city districts. At the same time, better connections to train services and regional bus lines were to be created.</p> <p>The contract of the previous city bus system expired at the end of 2020, so considerations for a new city bus system had to be started in time. The first discussions on this topic took place in 2018.</p> <p>The previous bus system had 4 bus lines. Now there are 7 lines, which means that more districts are served. In addition, a 30-minute interval was introduced, as well as the operating hours were extended.</p>
Short description of the interventions implemented	<p>The city bus Krems was initiated by the city of Krems and has been operating since December 2020. The goal was that a wide range of the city's population, from babies to the elderly, could get from A to B in an environmentally friendly way at all points of the city.</p>
Benefits of the interventions	<p>The start of the new bus system was not smooth and caused the resentment of some citizens, but nevertheless many citizens eventually accepted it. Since the start of the new city bus system, the number of passengers has doubled every year, and today - exceeding all forecasts - it has reached its limits. The city bus is used by all age groups to get to school, doctor's office, work or leisure facilities.</p>



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As a supplement to the city bus, the call shared cab is offered to provide another possibility to use public transport outside the operating hours. The shared cab serves those parts of the city that are not covered by the city bus network.

Source of information

<https://www.krems.at/leben/mobilitaet/stadtbus-ast>





21. CityWalk - Nyíregyháza

Name of the good practice	CityWalk pilot actions
Country of origin	Hungary
City of origin	Nyíregyháza
Population of the city of origin	115,000

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	social media
<u>open streets</u>	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
urban (re)design	application
green spaces	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
governance, policy	
other	

The problem the good practice addresses

1. Designing informative signs for pedestrians: The idea of the pilot action comes from the American Walk [Your City] initiative. When asked why people in a city don't walk, a common answer is that it takes too much time to walk. However, empirical research in recent years shows that when people try to estimate physical distances in time, they often get distorted results - they overestimate the time required for a 500-meter or even 1.5-kilometer journey, and this demotivates them to walk. One way to correct this misconception is to use clear, simple signs that remind residents that they are not too far away from the places they visit almost every day by foot - these signs emphasize the duration of the walk rather than the distance.

2. Community-based planning of the pedestrian-friendly transformation of the Dózsa György street: The renovation of apartment buildings in the neighbourhood along uniform, pedestrian-friendly plans gave rise to the idea that it would be worthwhile to develop a concept covering the entire Dózsa György street, taking into account and prioritizing the conditions for walking. The city management considers it important to involve the local residents in determining the possible directions of the planning, and therefore wants to organize a community event (picnic) by closing Dózsa György street for one day, which pedestrians/cyclists can use freely. Facilitators of the creative program elements/workshops will take care of making the city dwellers aware of walkability issues and bringing their opinions to the surface - the best feasible and most imaginative solutions will be incorporated by the design team into the visual plans serving as the final product of the pilot.



Short description of the interventions implemented	<p>1. Designing informative signs for pedestrians: As part of the project, the first step is to determine the locations: it is worth choosing an area of the city that is home to at least 8-10 intersections where the signs can be placed conveniently and visibly, as well as 10-15 useful, interesting and popular destinations (government buildings, community transport hubs, restaurants, parks, etc.). In the case of Nyíregyháza, this area clearly means the city centre and its surroundings, but defining specific locations and targets is another important professional task.</p> <p>A significant aspect of the design of the signs was that, going beyond the American initiative, the Nyíregyháza team included data for motivational purposes in addition to the walking distance (and, where appropriate, the cycling distance) (for example, if the city dweller chooses walking or cycling, he will save X HUF, avoid X amount of carbon dioxide emissions and burn X calories). These data emphasize the economic, environmental and health benefits of walking; they can be used by residents who like to save, protect the environment, and want to exercise and exercise.</p> <p>2. Community-based planning of the pedestrian-friendly transformation of the Dózsa György street:</p> <p>The street was opened for pedestrians on the 11th of May 2019 (Saturday) 14⁰⁰-18⁰⁰. During the afternoon, a number of programs concerning walking, biking and other sports were available to the public; several organizations dealing with healthy lifestyle choices were introduced. In a separate information tent visitors could get to know the CityWalk project and filled in an anonymous questionnaire about their walking and cycling habits in exchange for gifts with the project logo. There was also a special workshop - a so-called "walkshop": those who were interested walked the whole street and discussed the condition of the sidewalks, making suggestions for development.</p>
Benefits of the interventions	<p>The implementation of the ideas has several positive effects on the city.</p> <p>1. Designing informative signs for pedestrians: The outcome of the pilot action is a final design for the informative signs (shown below, presenting the distance, the time, the number of steps, the burned calories and the avoided CO2 emissions by walking and cycling) and 10 selected locations within the city to showcase them after the project. The expected results (in a long term) are the following:</p> <ul style="list-style-type: none">▪ a modal shift in the city centre - hopefully, the citizens will be motivated to walk/bike instead of driving to everywhere within the downtown area; and▪ less driving means fewer parking cars - currently, some of the sidewalks in the centre are often blocked by parking cars which affects street life. <p>These effects can only be reached consistently by implementing other walkability interventions (providing reliable public transport service, reviewing and changing the parking system, etc.).</p> <p>2. Community-based planning of the pedestrian-friendly transformation of the Dózsa György street:</p> <ul style="list-style-type: none">▪ it gives the city administration an opportunity to start local discourses related to the pedestrian-friendly concept and makes walkability a trendy topic;▪ the participation-based method strengthens residents' attachment to the community, active citizenship through participation in local decisions;▪ the completed visual plans give an idea of the needs of the locals, and inform the city leaders about the traffic problems considered the most pressing by the population;▪ if there is an opportunity (and resources), the implementation of the visual plans will transform one of Nyíregyháza's busiest streets in a pedestrian-friendly manner and with a preference for non-motorized means of transport.
Source of information	<p>Municipality of Nyíregyháza, MEGAKOM Strategic Development Consultants</p>



VASÚTÁLLOMÁS - KOSSUTH TÉR: 2 km

26 perc	2500 lépés	128 kalória	-276 g	
	12 perc	-	116 kalória	-276 g



UTCAI PIKNIK A BELVÁROS SZÍVÉBEN

Nyíregyháza a gyalogosbarát város





22. Bike2Work - Ferrara

Name of the good practice	Bike2Work - Ferrara
Country of origin	Italy
City of origin	Ferrara
Population of the city of origin	129,000

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	social media
open streets	<u>GIS-based solutions</u>
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
urban (re)design	<u>application</u>
green spaces	citizen science
guerrilla gardening	other
community, citizen participation	
governance, policy	
other	

The problem the good practice addresses	<p>The problem addressed is the perceived unreliability of public transports in the territory of Ferrara Municipality, which leads people - namely workers - to choose cars/individual use of cars instead of more sustainable transports.</p> <p>In addition, the parking conditions for those working in the city centre are quite favourable, with low parking fees (the same price as a return bus ride) for a full-day stay in the areas around the historic centre.</p> <p>Finally, at citizens' level, the deterioration of air quality due to passenger cars traffic is strongly perceived, especially during commuting hours. It results also from the measurement of pollutants, as the city is among the municipalities with more than 50,000 inhabitants, which usually exceeds the permissible deviations of the daily levels of PM10 particles.</p>
Short description of the interventions implemented	<p>In 2021, in the framework of the "Air Break" Urban Innovative Action project and the protocol signed with the Emilia Romagna Region, which promotes and finances the initiative, the Municipality of Ferrara launched the Ferrara Bike2work programme to promote cycling for commuting among the employees of the municipality and participating firms/companies, who are granted a monetary incentive for each kilometre. The objectives of the intervention have been</p> <ul style="list-style-type: none"> ▪ supporting corporate Mobility Managers who promote sustainable mobility among employees; ▪ supporting companies in the adoption of policies and initiatives for sustainable commuting's plans; ▪ Encouraging employees to significantly change their behaviour in terms of mobility, fostering a positive shift in modal splits.



	<p>The project involves public and private companies operating within the municipality, whose employees are rewarded with 0.20 €/km, up to a maximum of 20 km/50 € per day, for sustainable commuting, including walking, cycling, public transport, and car sharing. The journey is tracked through the mobile application and the “Play&Go Aziende” platform, developed by FBK - Fondazione Bruno Kessler, the municipality’s partner in UIA “Air Break” project, which also provides a platform for the companies’ Mobility Managers.</p>
Benefits of the interventions	<p>During the 3 campaigns announced from 2021 to 2023, which took a total of 20 months, an average of 660 employees (per campaigns) of 64 companies (including the municipality of Ferrara) participated. During a total of 89,517 valid journeys, the participants made 327,601 km of sustainable travel to and from work, which represented a “saving” of more than 17 tons of CO₂. As for the Municipality alone, the GIS tool counted 138 active users, with a total reimbursement of € 11,300.</p> <p>As revealed in a 2022 survey realised by FBK, before the beginning of Bike2Work, 44% of participants rarely used bicycle for home-workplace commuting (56% used it regularly or frequently). At the time of the survey, for 79% of the participants, the bike has become the main mode of transportation for commuting; 89% declared that they would continue the good behaviour acquired; 82% are satisfied/very satisfied with the experience; and 94% said that they would participate in future campaigns.</p>
Source of information	<p>Mobility Office of the Municipality of Ferrara</p> <p>“Play&Go Corporate: An End-to-End Solution for Facilitating Urban Cyclability” by A. Bucchiarone, S. Bassanelli, M. Luca, S. Centellegher, P. Cipriano, L. Giovannini, B. Lepri, A. Marconi in IEEE TRANSACTIONS ON INTELLIGENT TRANSPORTATION SYSTEMS, v. 2023, (2023), p. 1-14. - DOI: 10.1109/TITS.2023.3256133</p>



23. Culture Token - Vienna

Name of the good practice	Culture Token - Kulturtoken
Country of origin	Austria
City of origin	Vienna
Population of the city of origin	1,931,593

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
<u>sustainable mobility</u>	<u>social media</u>
open streets	<u>GIS-based solutions</u>
play streets	<u>digital participation tools</u>
pop-up parks, parklets	<u>artificial intelligence</u>
superblocks	<u>token system</u>
urban (re)design	<u>application</u>
green spaces	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
<u>governance, policy</u>	
other	

The problem the good practice addresses	Identifying tools to increase sustainable mobility such as public transport or walking or cycling within the city.
Short description of the interventions implemented	<p>The city of Vienna is working on the world's 1st culture token. The culture token is</p> <ul style="list-style-type: none"> ▪ a pilot project with scientific support and peer review, ▪ a digital bonus system that rewards environmentally conscious behaviour with free access to cultural events using a smartphone application, ▪ a digital credit that can be redeemed at cultural institutions. <p>Specifically, in the 1st version, a virtual token is generated for actively reducing CO₂ by walking, biking, and using public transportation. This can be exchanged for vouchers for tickets to well-known cultural institutions. A digital incentive system that links the everyday behaviour of citizens with the use of culture. Everyone involved benefits from this.</p> <p>How are the culture tokens collected and used?</p> <p>By tracking movement, i.e. recording movement data, the culture token application actively measures the distances travelled. It automatically detects whether you are walking, biking, or using public transportation. The application then uses data from the Ministry of the Environment to calculate how much CO₂ you have saved compared to a normal car journey.</p> <p>One token should help avoid about 20 kilograms of CO₂. To save that much CO₂, you would need to walk, bike or using public transportation on your daily commute for around 2 weeks.</p> <p>When you redeem a culture token for a specific event, you will automatically receive a QR code on your smartphone. You have to show this when entering the</p>



	<p>selected cultural institution. The following framework conditions are essential for implementation:</p> <ul style="list-style-type: none">▪ protection of privacy and data protection,▪ research interests,▪ no corporate interests,▪ clear added value for citizens. <p>A closed test group of 2,000 people tested the culture token starting in the 1st half of 2023. Acquired tokens can be exchanged for culture services by users for about 6 months after the resumption of the project. Participation is voluntary, users can uninstall the culture token application at any time and have the right to delete their data.</p>
Benefits of the interventions	<p>By walking, cycling or using public transport, people get physical exercise while contributing to less CO₂ output. The "Culture Token" application is used to calculate CO₂ savings by measuring sustainable mobility modes (walking, cycling, using public transport).</p> <p>For these types of mobility, a breakdown is displayed in the application and the kilograms of CO₂ saved are calculated in contrast to travel by car. Furthermore, the kilograms of CO₂ savings are displayed cumulatively for all participants in the application.</p> <p>For a certain number of kilograms of CO₂ savings, culture tokens are calculated and displayed in the application, which can be exchanged for vouchers from cultural institutions, which are offered in the application by cultural institutions.</p>
Source of information	<p>Kultur-Token - Digitales Wien</p>





24. Urban Lab - Rzeszow

Name of the good practice	Urban Lab Rzeszow
Country of origin	Poland
City of origin	Rzeszow
Population of the city of origin	197,181

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	social media
open streets	GIS-based solutions
play streets	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	application
green spaces	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
<u>governance, policy</u>	
other	

The problem the good practice addresses	<p>The Urban Lab concept was developed in response to the lack of instruments in Polish cities to support cooperation between different groups of urban stakeholders, including, first and foremost, cooperation between the city hall and residents.</p> <p>The developed Urban Lab model was based on the Quadruple Helix concept, which describes a pattern of innovation cooperation in which users (residents), business representatives (private sector), universities (scientific institutions) and authorities (public sector) cooperate to produce innovations in the form of new knowledge, technologies, products and services, and organizational solutions.</p> <p>The various Urban Lab stakeholders, as modelled, correspond to the elements of the quadruple helix, which are residents, the public sector, the private sector and academic institutions. Their role can vary greatly, since each urban lab is a kind of balancing tool between the different types of this cooperation.</p> <p>Local stakeholders spontaneously create the dynamism and creativity of the city, stimulating innovation and entrepreneurship. The challenge here is to transform these activities into a structured process of social and technological innovation that can be realized in these types of Urban Labs. In this way, small and independent initiatives get a chance to scale up and test proposed solutions in real-world conditions, as they are implemented using adequate resources and with the formal leadership from one of the partners.</p>
Short description of the interventions implemented	<p>The concept of Urban Labs, which operates under Polish conditions, was developed by the team of the Institute for Urban and Regional Development with the direct support of the Ministry of Funds and Regional Policy. In terms of the pilot implementation of the Urban Lab in Rzeszow a document entitled</p>



	<p>"Adaptation of the Urban Lab concept in Rzeszow" (for the period 2019-2021) was prepared. It finally started its activities on October 9, 2019.</p> <p>Urban Lab Rzeszow is an instrument of cooperation of the City of Rzeszow with enterprises, scientific entities, NGOs and residents, with the aim of improving the residents' quality of life by using innovative solutions to solve identified problems and generate added value using urban resources.</p> <p>Urban Lab Rzeszow is a place (with an area of over 200 m²) which goal is to involve the city's residents in the discussion on the development and implementation of various forms of innovation. As an urban laboratory, Urban Lab also presumes to stimulate pioneer solutions and to present solutions to real-world problems related to urban challenges.</p> <p>In order to enhance the proper work of Urban lab, the President of Rzeszow set up a Strategic Group consisting of 15 members - representatives of local government, universities, business and other experts. The aim of the group is to designate thematic areas for the Urban Lab activity as well as the concept and structure of Thematic Teams (TT) working in the certain thematic areas. TTs (experts with proper knowledge and experience) create opinions and recommendations in the field of problematic areas.</p>
<p>Benefits of the interventions</p>	<p>Since 2019, Rzeszow Urban Lab has been working in three main thematic areas. In the first year of operation, they dealt with the issues of urban mobility and the implementation of solutions for sharing urban data. In 2020, work on issues related to improving the quality of life (smart living) began, and the activities started earlier were also continued in 2021.</p> <p>The main thematic areas set for the given year were developed within the work of the Strategic Group, the Thematic Teams, the Innovation Incubator, during conferences, numerous events and trainings at the Urban Cafe, as well as at urban hackathons or within a number of other individual activities of the Urban Lab such as: Kids Hackathon, Business-Culture MIX, Eco-mobility and alternative forms of transport, Innovative Education in Rzeszow - a day of inspiration with Microsoft, Further perspectives for bicycle rental, Business Breakfast # 8 - "PARP Connect & ScaleUp", the city with non-governmental organizations, Robot Challenge - mobility in the future city, Women design Rzeszow, Edu Hack - Hackathon for urban education, Smog-free city - discussion.</p> <p>Urban Lab Rzeszow established networks of cooperation with stakeholders such as (name and type: S -science; I - inhabitants/NGO, B - business, P - public administration):</p> <ul style="list-style-type: none"> ▪ Permanent (several times a month): University of Rzeszow, Rzeszow University of Technology - S, Rzeszow Senior Citizens Council - I, Kreatywny Senior Association - I, Spice Gears Academy Podkarpackie - B/I, SARP Rzeszow Branch - I, APROBATA - I, G2A.com - B/I, Union of Polish Metropolises - P/I, Association for the Support of Education "Promotor" - I, MEDYK Medical Center - B, Primary schools and kindergartens in Rzeszow - I ▪ Periodic (several times a quarter): Polish Information Processing Society - Podkarpackie Branch - S/B, Warsaw University of Technology - Faculty of Transport - S ▪ Episodic (once a quarter or less): Early Stage - B, European Association for Promoting Active Mobility 50+ - I, Parasol Foundation - I, Software house - B
<p>Source of information</p>	<p>https://urbanlab.net/urban-lab-network/urban-lab-rzeszow/</p>





25. Tulln 2030 -participatory urban development - Tulln

Name of the good practice	Citizen Participation for Urban Development - Tulln 2030
Country of origin	Austria
City of origin	Tulln
Population of the city of origin	16,550

Categorization	
TACTICAL URBANISM	DIGITAL URBAN COMMUNICATION
sustainable mobility	social media
<u>open streets</u>	<u>GIS-based solutions</u>
<u>play streets</u>	digital participation tools
pop-up parks, parklets	artificial intelligence
superblocks	token system
<u>urban (re)design</u>	<u>application</u>
<u>green spaces</u>	citizen science
guerrilla gardening	other
<u>community, citizen participation</u>	
<u>governance, policy</u>	
other	

The problem the good practice addresses	<p>In the fall of 2019, based on the need for a new local development concept to adapt to the new climate reality and achieve the climate goals, the municipal council decided not only to create a new local development concept, but also to include the areas of energy, urban greenery, environment, mobility and digitization in the future strategy.</p> <p>Experts created the basis for the master plan, and then reviewed and further developed with citizens in the summer of 2020 - largely digitally due to the pandemic.</p>
Short description of the interventions implemented	<p>With the help of external citizen participation experts, a wide information and participation process was started, and 400 ideas collected. The top target of the process was collecting ideas "How to reach climate neutrality in 2040?".</p> <p>The experts developed a multimedia activation campaign:</p> <ul style="list-style-type: none"> ▪ short films and podcasts, digital city walks and a growing exhibition on site provided detailed information on the topics of the master plan; ▪ analogue and digital ideas could be submitted. <p>Ideas were discussed and developed in online workshops, called "digital city talks". https://www.nonconform.at/ideenwerkstatt/die-tulln-strategie-2030/</p>
Benefits of the interventions	<p>The essences developed in the participation process were not only incorporated into the "Tulln Strategy 2030", but also into the local development concept (ÖEK), which regulates the management of areas for the next 10-15 years.</p> <p>The ÖEK is the guiding principle for the spatial and functional development of the municipality of Tulln and was completed in 2021. The "Tulln Strategy 2030" forms</p>



the basis for the ongoing planning of the city, for measures and projects in a wide variety of subject areas such as environment, education and culture.

Source of information

<https://www.nonconform.at/ideenwerkstatt/die-tulln-strategie-2030/>
<https://www.tulln.at/aktuelles/nibelungenplatz-beteiligungs-und-planungsprozess>

