Interreg CENTRAL EUROPE

Co-funded by the European Union

PopUpUrbanSpaces

# PopUpUrbanSpaces Audit

## Urban Mobility and Travel Behaviour Audit

Version 1

08 2023

# Table of Content

# 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:**

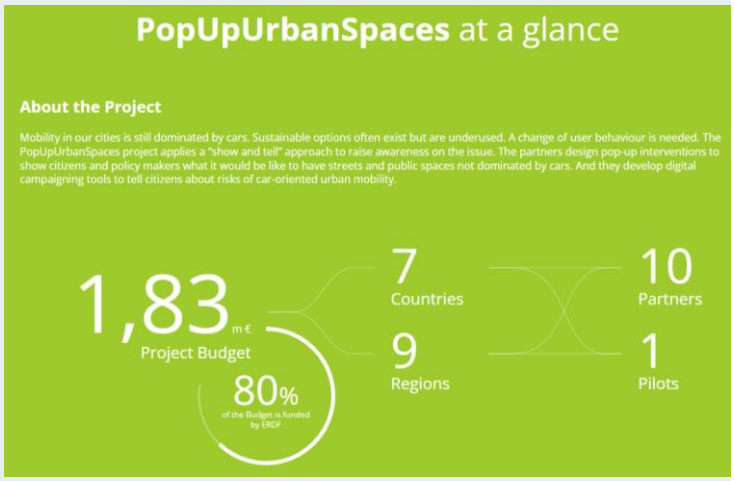
- tactical urbanism, tactical placemaking
- digital urban communication
- sustainable urban mobility

**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 Urban Mobility and Travel Behaviour Audit


The purpose of conducting the audit using a common methodology in 7 pilot cities is to collect specific information on urban mobility. The audit aims to assess the current state of mobility in these cities, including the existing infrastructure and the main challenges faced in the provision of sustainable mobility options and in using public spaces. The audit also seeks to understand the travel attitude of the population, including their travel behaviour, preferences, and willingness to adopt new mobility options. Through this audit, city partners can identify gaps and opportunities for 'greening' mobility practices as well as reducing congestion and pollution. The collected data were analysed and can be used to prepare demonstration actions as well as to develop tools and formulate recommendations both for the territorial partners and generally for cities are interested in improving urban transport system.

The audit's results provide policymakers and planners with the necessary information to design and implement effective mobility policies, initiatives, and projects that can enhance the overall quality of life and environment in these cities. Thus, the purpose of conducting an audit is to inform evidence-based decision-making to support sustainable mobility and urban development.

The audit consists of two main parts as city partners

- collect data related to the key topics of the project, and
- provide a brief narrative description of their general situation and specific challenges regarding urban mobility, travel attitude, and using public spaces.

| Key data of the city partner | Narrative description |
| --- | --- |
| • Contact data<br>• Demography and society<br>• Economy and labour market<br>• Mobility (car-oriented transport, public transport, active mobility)<br>• Public spaces | • Summary description<br>• Key challenges and learning needs<br>• Public spaces with significant problems<br>• Existing local initiatives and policies |

# CITY OF KAMNIK (SI)

## 1. Contact Data

| | |
|---|---|
| **City name** | Municipality of Kamnik |
| **Contact person** | Barbara Strajnar |
| **Organization** | Municipality of Kamnik |
| **Address** | Glavni trg 24, 1240 Kamnik |
| **Phone** | +386 1 831 82 01 |
| **E-mail** | barbara.strajnar@kamnik.si |

# 2. Key Data of the City Partner

## 2.1. Demography and Society

| Number and share of population by main age groups (2022) | | | | | | |
|---|---|---|---|---|---|---|
| < 15 years | | 15 - 64 years | | 64 < | | Total |
| No. | % | No. | % | No. | % | No |
| 4,797 | 16.1 | 19,127 | 64.2 | 5,875 | 19.7 | 29,799 |

| | |
|---|---|
| **Change in population - natural increase or decrease in the period 2015-2021 (+% or -%)** | +1.89 % |
| **Life expectancy at birth (2021)** | 79.07 (men)<br>84.01 (women) |

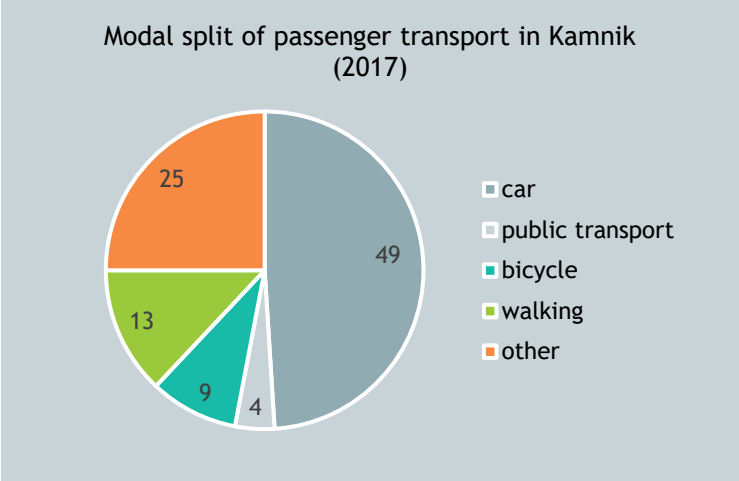
## 2.2. Economy and Labour Market

| | |
|---|---|
| **Activity rate (%) (2022)** | 70.1 |
| **Unemployment rate (%) (2022)** | 5.6 |

| Number of enterprises by industries (2022) | | | | | | |
|---|---|---|---|---|---|---|
| Agriculture, forestry and fishing | | Industry and construction | | Services | | Total |
| No. | % | No. | % | No. | % | No. |
| 13 | 2.2 | 351 | 58.6 | 235 | 39.2 | 599 |

| | |
|---|---|
| **Number of retail shops (2022)** | 139 |
| **Number of catering units (2022)** | 96 |
| **Number of tourist arrivals at accommodation establishments (2022)** | 14,626 |

## 2.3. Mobility




### 2.3.1. Car-oriented Transport

| | |
|---|---|
| **Total length of public roads (km) (2022) from which** | 485.6 |
| **paved / unpaved** | 371.7 / 113.9 |
| **city-maintained / maintained by others** | 424.2 / 61.4 |
| **Passenger car stock (2022)** | 16,666 |
| **Number of passenger cars per capita (2022)** | 0.5 |
| **Number of parking places (free / not free) (2022)** | 714 / 244 |

### 2.3.2. Local Public Transport

| | |
|---|---|
| **Passengers carried (annually, 2022)** | 2,326,884 |
| **Passenger kilometres (annually, 2022)** | 1,928,439 |
| **Length of the network (km) (2022)** | 1,865 |
| **Number of local routes (2022)** | 24 |

### 2.3.3. Active Mobility

| | |
|---|---|
| **Length of bicycle routes (km) (2022)** | 12.7 |
| **Number of official bicycle parking units (2022)** | 26 parking units/locations |
| **Length of pavements (km) (2022)** | 48.9 |

## 2.4. Public spaces

| | |
|---|---|
| **Total territory (km$^2$) (2022)** | 63.6 |
| **Total size of green areas (km$^2$)** | N/A |
| **Number of public parks (2022)** | 5 |
| **Total surface of public parks (km$^2$) (2022)** | 0.91141 |
| **Number of public playgrounds (2022)** | 15 |
| **Number of outdoor gyms (2022)** | 2 |
| **Number of other outdoor facilities (2022)** | 16 |
| **Number and capacity of outdoor public benches, seats (2022)** | 160 |

# 3. Summary Description

The municipality of Kamnik is a local public authority, occupying an area of 266 km$^2$ with approx. 30.000 inhabitants. It is located about 20 km north of Ljubljana in the Osrednjeslovenska region under Kamnik-Savinja Alps. Kamnik has good bus links to Ljubljana, as well as a railway line. Since last year, it also has a new cycle path from Kamnik to Ljubljana. In terms of demographic structure, it is one of the younger municipalities, especially in recent years, because its population is relatively younger than the national average.

The municipality of Kamnik is an important local development holder through providing jobs, residential complexes, schools, recreational and traffic infrastructure, services for the local population living in the city and surrounding rural areas and many more. Kamnik has several big companies and a number of medium-sized and small businesses. The Coworking and Incubation Centre (KIKštarter) plays a very important role in the development of the local economy.

The municipality of Kamnik has broad experiences in planning and implementing various public projects, most recently also in the field of sustainable mobility or environmentally friendly use of public spaces (construction of bike paths, establishment of e-bike rental system KAMKOLO, implementation of the Integrated Transport Strategy measures, walkability planning and implementing on the basis of special strategic document, etc.). Most of the recent municipal actions/projects have been focusing especially on sustainable use of urban spaces, regarding vulnerable groups in transport (measures aimed at strengthening the role of pedestrians, children, disabled, cyclist in traffic), trying to revitalize businesses in old town and strengthening the role of CCIs in the local business sector.

The municipality has its own website with all relevant information (https://www.kamnik.si/) and a thematic website for sustainable mobility (https://kamkolo.si/). It also has a FB page for sustainable mobility (https://www.facebook.com/kamnikkolo).

The municipality has broad experiences in cooperating with local stakeholders from all main sectors (public, private, NGOs), especially in fields of tourism, culture and entrepreneurship (different tourist associations and businesses, public institutions for culture, tourism and sports, business incubator Kikštarter).

# 4. Key Challenges and Learning Needs in Using Urban Spaces and Urban Mobility

**Use of public spaces:**

- Public spaces are often parked by cars
- Many public spaces are in bad shape and need renovation
- Public spaces are poorly equipped with urban amenities (benches, drinking fountains, tables, litter bins, bicycle racks)

**Walking:**

- Insufficient pavements on roads
- Missing sections of safe school paths
- Pavements are too narrow and in need of renovation
- Lack of urban amenities along pedestrian routes (benches, drinking fountains, toilets, catering facilities, rubbish bins, etc.)
- Lack of awareness among citizens of the benefits of walking as an alternative to motorised transport

**Cycling:**

- Lack of cycle routes, especially to employment centres and tourist spots and along the busiest roads
- Insufficient facilities for cyclists (bike racks, covered cycle sheds, etc.)
- Failure to take cyclists into account in road design and reconstruction
- Lack of traffic calming zones where pedestrians and cyclists have priority
- Insufficient awareness of the benefits of cycling

**Public transport:**

- Inadequate bus stops (lack of urban amenities, insufficient safety for waiting passengers, etc.)
- Lack of transfer points (p+r)
- Inadequate accessibility of bus stops for disabled passengers, school-age children
- Lack of fast train and bus lines
- Incoherence and disconnection of bus and rail transport
- Inadequate conditions for bicycle parking at bus and rail stops

**Motor traffic:**

- Excessive individual car use (lack of carpooling)
- Lack of traffic calming zones and speed limits
- Insufficient control and sanctioning of offences
- Lack of construction measures to reduce speed (humps, chicanes, paving)
- Failure to make use of possible measures to regulate freight traffic (time limit for deliveries in the city centre, parking for freight vehicles outside the city centre)
- Lack of parking zones for time-limited and paid parking

**Use of connected digital communication tools:**

- Lack of publications on the promotion of sustainable mobility
- No systematic campaign on the benefits of more sustainable forms of mobility (walking, cycling, public transport)
- No systematic campaign to change travel habits

# 5. Public Spaces with Significant Problems

**The Square under the Little Castle:** The square is located between the hill Mali Grad and the Café Veronika. It is a very attractive location in the city, but unfortunately currently used as a car park. We want to make the square area more welcoming for residents and visitors. We would like to temporarily turn the currently parked areas into a venue for cultural events, music performances and shows by means of pop-up measures. If this is accepted by the residents and the municipal authorities, the temporary measures could be made permanent.

**The main street of the "old" town, Šutna:** Due to better accessibility, logistics and business/trade opportunities, many local artists, shops and businesses have relocated from the centre of Kamnik (Šutna). They moved to the outskirts of Kamnik to industrial and business zones or closer to Ljubljana. Local residents have identified the process of "emptying" their city centre as a serious problem. It had (has) strong implications for tourism, culture and access to everyday amenities for residents. Many shops and cafés in Šutna have gone out of business. The street is relatively poorly frequented with citizens. With pop-up measures we would like to brighten up and revitalise the street.

**Degraded industrial area - "Barutana area":** In recent years, the municipality of Kamnik has been trying to revitalise an area of degraded industrial land. Kamnik bought a run-down factory which has been redesigned by young architects, artists and creatives. A group of NGOs, which is called "Creative Quarter Barutana or KČB", has also been set up to revitalise the area. The Barutana area is becoming envisaged as a possible new cultural centre for Kamnik. Despite its potential, the area itself is still very underdeveloped, still an urban region with abandoned fields. We would like to see as many cultural events as possible in this area, where participants (visitors) will be encouraged to cycle there or come with public transport or by foot. Through this process we will be able to explore potential event locations and cycle routes to improve the cycling infrastructure of the area in the future.

**Main Square:** The Main Square is partly well maintained and partly occupied by parked cars. We want to change an area where cars are often parked by installing flower beds, bike racks, games, etc. The key obstacle is that the problematic part of the square is privately owned, so an agreement with the landowner will be needed.

# 6. Existing Local Initiatives and Policies

**Interventions, good practices**

**Walkability Strategy and a Local Walkability Plan:** In Slovenia, in 2016/2017, a number of municipalities (including Kamnik) we elaborated so-called integrated transport strategies on how to manage the transport of urban centres in a sustainable way. However, it has become clear that planning for walking and cycling requires a more detailed set of objectives and measures, as well as local implementation plans to improve walking and cycling conditions. As a result, Kamnik, in the framework of the CityWalk project co-financed by the Interreg Danube Programme, in cooperation with the Heart of Slovenia Development Centre and the

external contractor CIPRA Slovenia, became the first Slovenian city to adopt a Walkability Strategy and a Local Walkability Plan.

Today's situation regarding walking and cycling conditions in Kamnik is not bad, but it is essential to continue with the traffic management as well as to continue the efforts to revitalise the town centre. The main objectives of the Walkability Strategy and the Local Walkability Plan are as follows:

- to create the conditions for a continuous improvement of the quality of the urban environment for pedestrians and cyclists;
- to improve traffic safety in the city;
- to link/connect green spaces, play areas and walking and cycling routes;
- to establish a joint body to monitor the progress of the implementation of the strategy;
- to implement measures which will enable Kamnik becoming a pedestrian-friendly city and the first city in Slovenia to execute strategic documents on walkability;
- to implement measures in the selected corridor, which constitutes the backbone of walking and cycling in Kamnik, through the Walkability Plan.

We are trying to follow the above-mentioned documents, taking into account the limitations of the budget, while at the same time we are always looking for grants, EU (co)financing programmes to (co)finance them.

**Pop-up interventions by Štajn student group:** In 2008, a group of local architecture students known by the name Štajn, along with local cultural societies and a youth centre Kotlovnica started to oppose disadvantageous processes in Kamnik. They used local summer festival (Kamfest), to start prototyping better traffic solutions for the city centre and started to address sustainable mobility topics to citizens. One of the most important projects of the local practice was reducing the traffic in city centre and introducing one way traffic organisation. This change in the traffic regulation offered additional outside spaces for pedestrians, bicycles, and outside gardens for bars. Idea was first introduced with the help of street festival and later mayor of Kamnik decided to make it a permanent solution that improved the walkability and traffic safety.

# 7. Planned Activities of the Demonstration Actions

In recent years, Kamnik got another big pop-up project in a shape of creative district Barutana. Former gunpowder factory buildings were redesigned by young architects, artists, and creatives. With the help of bottom-up urbanism, it became a stage and area for Kamfest festival. Later, municipality of Kamnik decided to buy that area for future public development. Today, the area has a lot of potential for different use and is becoming precepted as the new possible cultural centre of Kamnik. Despite its potential, area itself is still very under-developed, it is still a brownfield urban region. There are some bureaucratic issues and lack of sufficient funding.

Pilot project will first propose a small set of cultural events in Kreative district Barutana, where participants (visitors) will be encouraged to get there with the bicycles. Through that process, we will be able to research potential event locations and bicycle paths to improve bicycle infrastructure of the area in the future. We will focus on how people (bicycle users) use space, how we can improve sustainable mobility and creative development of the whole area. After the research through pop-up interventions, we will introduce results, measures, and infrastructure project to the municipality.

# CITY OF VARAŽDIN (HR)

## 1. Contact Data

| | |
|---|---|
| **City name** | Varaždin |
| **Contact person** | Marin Šipek |
| **Organization** | Development Agency North |
| **Address** | Trg bana Josipa Jelačića 17 |
| **Phone** | +38598319667 |
| **E-mail** | marin.sipek@dan.hr |

## 2. Key Data of the City Partner

### 2.1. Demography and Society

| Number and share of population by main age groups (2021) | | | | | | |
|---|---|---|---|---|---|---|
| < 15 years | | 15 - 64 years | | 64 < | | Total |
| No. | % | No. | % | No. | % | No |
| 5,728 | 13.08 | 27,877 | 63.68 | 10,177 | 23.24 | 43,782 |

| | |
|---|---|
| **Change in population - natural increase or decrease in the period 2011-2021 (+% or -%)** | -6.74 |
| **Life expectancy at birth (2022)** | 76.5 |

## 2.2. Economy and Labour Market

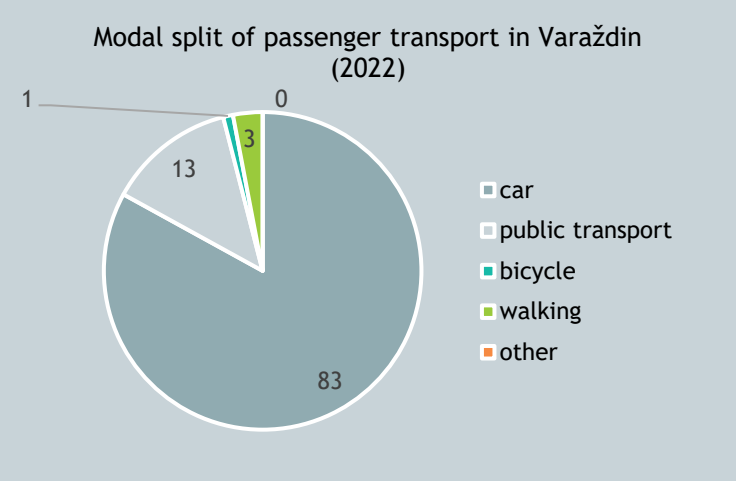
| | |
|---|---|
| **Activity rate (%) (2021)** | 78.96 (15-89 years old) |
| **Unemployment rate (%) (2021)** | 21.04 (15-89 years old) |

| Number of employees by industries (2022) | | | | | | |
|---|---|---|---|---|---|---|
| Agriculture, forestry and fishing | | Industry and construction | | Services | | Total |
| No. | % | No. | % | No. | % | No. |
| 93 | 0.31 | 12,247 | 40.75 | 10,633 | 35.38 | 22,973 |

Note: There are 7,077 people working in city, regional and national administration and public service providers such as healthcare, police, military and other providers. These people amount to additional 7,077 employees which amount to 23,55% share in Varaždin employment picture.

| | |
|---|---|
| **Number of retail shops (2022)** | N/A |
| **Number of catering units (2022)** | 386 |
| **Number of tourist arrivals at accommodation establishments (2021)** | 25,630 |

## 2.3. Mobility



### 2.3.1. Car-oriented Transport

| | |
|---|---|
| **Total length of public roads (km) (2022) from which** | 266.19 |
| **paved / unpaved** | 266.19 / 0 |
| **city-maintained / maintained by others** | 266.19 / 0 |
| **Passenger car stock (2022)** | 51,567 |
| **Number of passenger cars per capita (2022)** | 1.17 |
| **Number of parking places (free / not free) (2022)** | - / 996 (three parking zones) |

### 2.3.2. Local Public Transport

| | |
|---|---|
| **Passengers carried (annually, 2022)** | 75,682 |
| **Passenger kilometres (annually, 2022)** | approx. 290,784 |
| **Length of the network (km) (2022)** | approx. 119 |
| **Number of local routes (2022)** | 5 |

### 2.3.3. Active Mobility

| | |
|---|---|
| **Length of bicycle routes (km) (2017)** | 28.5 |
| **Number of official bicycle parking units (2022)** | approx. 20 |
| **Length of pavements (km) (2022)** | 266.18 |

## 2.4. Public spaces

| | |
|---|---|
| **Total territory ($km^2$) (2022)** | 59.8 |
| **Total size of green areas ($km^2$)** | N/A |
| **Number of public parks (2022)** | 9 |
| **Total surface of public parks ($km^2$) (2022)** | 0.17 |
| **Number of public playgrounds (2022)** | 51 |
| **Number of outdoor gyms (2022)** | 5 |
| **Number of other outdoor facilities (2022)** | approx. 180 |
| **Number and capacity of outdoor public benches, seats** | N/A |

# 3. Summary Description

**Location and accessibility -** Varaždin is located on the edge of the Pannonian plain of the Alpine system, in northwestern Croatia along the Drava River, in a fertile alluvial plain that descends toward the Drava in a southwest-northeast direction - in a very important geographical area and is rightfully called the "northwest gate of Croatia". Towards the south, the plain gently rises to Haloze and Varaždinsko - Topličko gorje. There is the still underutilized "Croatian corridor" Budapest - Zagreb - Rijeka, with roads that separate from the Eastern Alpine Road and connect to an important European transversal road.

The city is the centre of Varaždin County, which borders the Republic of Slovenia in the northwest. An excellent traffic location is a great advantage of Varaždin: it is 80 km from Zagreb, 140 km from Graz (Austria), 180 km from Ljubljana (Slovenia), 250 km from the main Croatian port - Rijeka, Budapest (Hungary) 280 km and Trieste (main Italian port) 280 km, and from Vienna (Austria) 330 km.

**Key economic and demographic features -** Varaždin as a cultural, transport, administrative and industrial centre belongs to the above-average economically active and export-oriented parts of Croatia. Favourable geographical location, high-quality educational structure of the population, entrepreneurial tradition and the existence of quality transport infrastructure are a strong contribution to the potential for the development of economic activities. The city of Varaždin encourages the further development of entrepreneurship with its support programs for entrepreneurs and craftsmen. Due to various projects and activities, an important contribution is made by city companies and supporting institutions: Development Agency North, Tehnološki park Varaždin, Regional Energy Agency North, Gradska tržnica, Centre of Competence for Renewable Energy Sources and Zona Sjever. The economic performance of the city is also confirmed by the Analysis of the financial results of business operations of entrepreneurs based in the city of Varaždin in 2020 (Source: Fina, Register of Annual Financial Statements):

Ranking of the City of Varaždin as the county centre in the Republic of Croatia (out of 21):

- 8$^{th}$ place according to the number of entrepreneurs (2,176),
- 5th place according to the number of employees of entrepreneurs (21,003),
- 5th place according to total income (HRK 14,876,418,000),
- 5th place according to the profit criterion (HRK 707,384,000),
- 3rd place according to net profit (HRK 571,653,000).

In the ranking of the cities and municipalities of Varaždin County, the entrepreneurs of the city of Varaždin in 2021 take the 1st place in terms of each criterion above.

**Mobility and public spaces -** In 2018, the City of Varaždin created a Sustainable Urban Mobility Plan (SUMP), but that document was not adopted by the City of Varaždin Assembly. Partly due to the COVID-19 pandemic, partly for other reasons, very few activities have started to implement this Plan, and with the arrival of the new city government in 2021, the revision and evaluation of this document has started. During the preparation of this Evaluation, the producer carried out a series of activities on the basis of which it is possible to draw the following conclusions:

- the SUMP was created according to the "old" "Guidelines for the development of sustainable urban mobility plans" from 2013, and it needs to be adapted to the new "Guidelines for the development and implementation of sustainable urban mobility plans (second edition)" from 2019;
- the structure of the goals and measures in the existing Plan is not clearly defined, and they are mostly not written precisely in a clear textual (linguistic) form of the goals, in addition, most of the objectives are written as measures;

- by counting the traffic at characteristic intersections and comparing it with data from 2017, an increase in the load on most roads is visible, and the share of passenger cars is still over 80%, so it is possible to conclude that citizens still use a passenger car as the majority means of transport;
- despite the increase in the number of paid parking spaces compared to the previous period by approximately 20%, there was an increase in the average occupancy of parking lots in all zones, which certainly implies a change in the parking charging policy, but also in the overall traffic policy, which must aim to reduce the use of private cars;
- despite the efforts made to improve the public transport system, there is no significant increase in the number of passengers, which clearly indicates the need to redesign the public transport service, namely: a new high-quality network of lines, organized and easy available public transport stops, high-quality and frequent timetable, high-quality and comprehensible information about planning and travel progress available through modern and classic information channels, etc.;
- it is clearly visible from the survey that a large number of citizens want to move around the city and its surroundings in a sustainable way, but the actual figures related to the use of the public transport system, walking and cycling indicate the need to implement a considerable number of measures in order to improve the situation.

For the above-mentioned reasons, the Catalog of Sustainable Transport Development Projects of the City of Varaždin was proposed, with stages of implementation of individual projects and activities, in order to reach the level required for the implementation of the existing Plan as soon as possible, and to begin preparations for the creation of a new Sustainable Urban Mobility Plan 2.0, and according to the mentioned European guidelines that are in force.

**Digital communication tools** - Citizens are encouraged to communicate with the municipality through various channels:

- The right to access information: https://varazdin.hr/pravo-pristup-informacijama/
- Citizen reception: https://varazdin.hr/prijem-gradana/
- Citizens' complaints: https://varazdin.hr/predstavke-i-prituzbe-gradana/

**Community, citizen participation** - Citizens are able to give their thoughts on ongoing city processes through several channels:

- Consultations with the interested public: https://varazdin.hr/savjetovanja-sa-zainteresiranom-javnoscu/
- Transparent Varaždin : https://varazdin.hr/transparentni-varazdin/

# 4. Key Challenges and Learning Needs in Using Urban Spaces and Urban Mobility

The city of Varaždin, like many other urban centres, faces a number of challenges and learning needs related to the use of urban spaces and mobility. Some of the key challenges and learning needs include:

**Use of public spaces:**

- Ensuring the availability and accessibility of public spaces for all citizens, including people with disabilities and the elderly.
- Promoting the sustainable use of public spaces to ensure environmental protection and improve the quality of life.

- Development of strategies for managing public spaces to meet the diverse needs of residents and promote social interaction.

**Walking, cycling, public transport and motorized transport:**

- Increasing safety and comfort for pedestrians and cyclists, including the development of infrastructure, such as bike lanes and safe pedestrian zones.
- Improving public transport to encourage the use of sustainable forms of transport and reduce dependence on the private car.
- Promotion of environmentally friendly forms of transport, such as electric vehicles, in order to reduce the emission of harmful gases.

**Using digital communication tools:**

- Education of citizens on the use of digital tools for communication in the context of urban space and mobility.
- Development of digital platforms that facilitate the sharing of information about traffic, public transport and accessibility of urban spaces.
- Ensuring access to digital tools for all citizens, including those who are less skilled in the use of technology.

In addition to the challenges related to the use of urban spaces and mobility, there are also needs for continuous learning in order to acquire the skills and knowledge necessary to face these challenges. This may include training and educating citizens on sustainable forms of transport, managing public spaces and using digital communication tools.

In conclusion, in the use of urban spaces and urban transport in the city of Varaždin, key challenges include ensuring accessibility, safety and sustainability. In order to overcome these challenges, continuous learning and education is necessary in order to develop the skills and knowledge needed for the sustainable use of urban spaces and mobility.

# 5. Public Spaces with Significant Problems

**Kapucinski Trg (Capuchin square):** The temperature in the city is affected by concrete and asphalt surfaces that emit heat that they absorb from the sun, thereby increasing summer temperatures. One of the larger such areas is Kapucinski trg. Due to its purpose of serving events some days of the year, there is no greenery planted in its central part. Benches have been installed that are not used because it is uncomfortable to stay in that heat.

**Ulica Augusta Šenoe (August Šenoa street):** It is located within the historical complex of the city of Varaždin, starts from the main square and connects the contents of the city centre (pedestrian zone and local market) with the southern and northern parts, but only in one direction south-north. Within the 7.5-12 m wide street there is one lane, parking on one side and a sidewalk on both sides. Spatial plan created in 2007 predicted the abolition of car traffic and the expansion of the pedestrian zone. In 2019, traffic and parking for cars were abolished in the northern part of the street, and a couple of catering terraces were arranged in the parking lot. In the southern part, it is also necessary to cancel traffic at rest in order to provide a surface for a bicycle path in both directions and thus ensure the safe movement of cyclists through the city centre without violating traffic rules. Also, it is an asphalt surface in the old city centre that gets excessively hot during the summer months and does not have any shading and is not pleasant for pedestrians.

**Trg Slobode (Freedom square):** The square is located at the entrance to the historical centre of the city. This space is divided into two parts: one part is used as a road with a parking lot, while the other part is

reserved for a pedestrian zone, although traffic is allowed. However, this square is not architecturally and urbanistically arranged in the best possible way. As for the horticultural arrangement, there are seven linden trees on the square that provide shade and 'cool' simply and other accompanying greenery. In order to further improve this space and create an even more pleasant environment for citizens, it is necessary to consider the establishment of a stricter pedestrian zone and the horticultural arrangement of Freedom Square. The establishment of a stricter pedestrian zone on Freedom Square would enable more sustainable and safer access to this space. This would remove cars and create a space exclusively for pedestrians, which would improve the movement of citizens and reduce the risk of accidents. This change would allow people to relax, walk and enjoy the space without worrying about traffic chaos.

**Sajmište (Fair):** The „Sajmište“ area is located in the northern part of the city of Varaždin, a continuation of Ognjen Prica street. North of the Fairgrounds are Matija Gubec Square and Pavle Štoos Square, and the area leads all the way to the Drava River. The area of the Fair has several problems, it is unorganized, which means that there is a lack of adequate infrastructure and space planning. This results in a chaotic appearance and lack of organization. Despite these challenges, the Fair has a significant role in the city. An antiques fair is held twice a week, which attracts many visitors and dealers. Fair could become even more attractive for various events and activities throughout the year.

# 6. Existing Local Initiatives and Policies

In the City of Varaždin, there are several relevant local initiatives and policies aimed at sustainable mobility and the promotion of walking. One example of good practice is the "Day without cars" in Hallerova aleja, which is organized in cooperation with the Association of Varaždin cyclists and the City of Varaždin.

During the "Day without cars", the street designated by the program, otherwise a busy street, is temporarily closed to vehicle traffic. In 2022, Haller's alley was closed for one day. This initiative has shown that it is possible to turn that street into a pedestrian zone and has stimulated discussions on how to further develop this spatial change. Similarly, the Association of Varaždin Cyclists also initiated the closure of Augusta Šenoa Street to traffic in 2019, which was also successfully implemented.

Another example of good practice is the transformation of Habdelićeva Street and the attached parking lot into a unique pedestrian zone, which becomes a space for citizens to meet and socialize. Recognizing the need to create an attractive urban space, the city authorities decided to conduct an architectural and urban planning competition for the conversion of the former parking lot into a new square.

The transformation of the former parking lot into a new square represents a smart approach to the development of urban spaces. The city of Varaždin recognized the importance of public spaces as places of gathering and promoting togetherness and made changes that became the basis for creating a new identity of the city. This innovative intervention in the urban landscape has become an example of good practice that will inspire other cities to recognize the potential of their spaces and transform them into attractive centres that enrich the lives of their citizens.

In addition to these local initiatives, spatial planning, such as the Urban Development Plan of the City of Varaždin, provides spaces that should be transformed into pedestrian zones. These documents serve as guidelines for the future development of the city, with the aim of creating safe and pleasant pedestrian areas.

These initiatives and spatial plans are important steps towards promoting sustainable mobility, reducing vehicle traffic and creating an environment that encourages walking. They serve as examples of good practice and can inspire other cities and local communities in developing similar interventions and policies.

# 7. Planned Activities of the Demonstration Actions

One of the four locations mentioned in Section 5 will be a location of our demonstration action. After first meetings with local stakeholders the most likely one is August Šenoa street: the aim is making the street greener with installation of mobile green boxes. The plan is to make the street half bicycle lane and half pedestrian “chill zone”. These boxes will be a combination of seats and plants that could be arranged as needed and if needed could be moved around the city. The general goal on our side is to move the car traffic and parking spaces from this street and give it back to the citizens.

# CITY OF FERRARA (IT)

## 1. Contact Data

| | |
|---|---|
| **City name** | Ferrara |
| **Contact person** | Alessio Stabellini |
| **Organization** | Municipality of Ferrara - Environment and Agriculture Department |
| **Address** | Via G. Marconi 39 - 44122 Ferrara |
| **Phone** | +39 0532 418826 |
| **E-mail** | ambiente@comune.fe.it |

# 2. Key Data of the City Partner

## 2.1. Demography and Society

| Number and share of population by main age groups (2022) | | | | | | |
|---|---|---|---|---|---|---|
| < 15 years | | 15 - 64 years | | 64 < | | Total |
| No. | % | No. | % | No. | % | No |
| 14,191 | 10.8 | 79,547 | 60,7 | 37,219 | 28.4 | 130,957 |

| | |
|---|---|
| **Change in population - natural increase or decrease in the period 2015-2022 (+% or -%)** | -1.7 |
| **Life expectancy at birth (2022)** | 80.1 (Province level) |

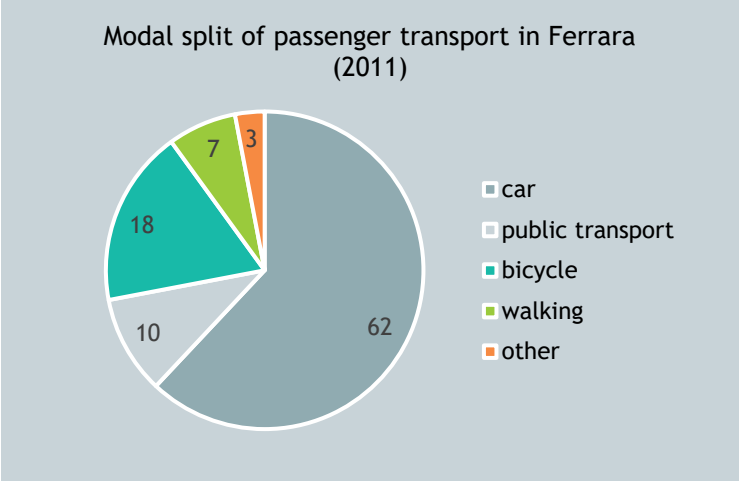
## 2.2. Economy and Labour Market

| | |
|---|---|
| **Activity rate (%) (2022)** | 73.1 (Province level) |
| **Unemployment rate (%) (2022)** | 8.1 (Province level) |

| Number of enterprises by industries (2022) (Province level, data from the Chamber of Commerce) | | | | | | |
|---|---|---|---|---|---|---|
| Agriculture, forestry and fishing | | Industry and construction | | Services | | Total |
| No. | % | No. | % | No. | % | No. |
| 7,217 | 24.47 | 6,367 | 21.6 | 15,909 | 53.93 | 29,493 |

| | |
|---|---|
| **Number of retail shops (2022)** | 4,619 - among company headquarters (3,144) and local branches (1,475) (Province level, data from the Chamber of Commerce) |
| **Number of catering units (2022)** | 2,555 - among company headquarters (1,928) and local branches (627) (Province level, data from the Chamber of Commerce) |
| **Number of tourist arrivals at accommodation establishments (2022)** | 221,198 - of which 170,986 from Italy and 50,124 from abroad (data from the Municipality) |

## 2.3. Mobility




### 2.3.1. Car-oriented Transport

| | |
|---|---|
| **Total length of public roads (km) (2021) from which** | 1,148.28 |
| **paved / unpaved** | 1,068.28 / 80 |
| **city-maintained / maintained by others** | 946.98 / 201.3 |
| **Passenger car stock (2021)** | 231,793 |
| **Number of passenger cars per capita (2021)** | 1.77 |
| **Number of parking places (free / not free) (2021)** | 3,701, of which 1,366 paying stalls on the road + 1,049 interchange/subterranean stalls + 1,286 other paying stalls<br>around 2,500 free parking on the road |

### 2.3.2. Local Public Transport

| | |
|---|---|
| **Passengers carried (annually, 2022)** | 8,614,770 |
| **Passenger kilometres (annually, 2022)** | 2,540,381.22 |
| **Length of the network (km, 2022)** | 117.6 km |
| **Number of local routes (2022)** | 19 |

### 2.3.3. Active Mobility

| | |
|---|---|
| **Length of bicycle routes (km) (2022)** | 213 |
| **Number of official bicycle parking units (2022)** | 6,436 (in the city centre) |
| **Length of pavements (km) (2022)** | N/A |

## 2.4. Public spaces

| | |
|---|---|
| **Total territory (km²) (2022)** | 404.35 |
| **Total size of green areas (km²) (2021)** | 8.29 |
| **Number of public parks (2022)** | 38 |
| **Total surface of public parks (km²) (2022)** | 1.8 |
| **Number of public playgrounds (2022)** | 201 |
| **Number of outdoor gyms (2022)** | 6 |
| **Number of other outdoor facilities (2022)** | 61 |
| **Number and capacity of outdoor public benches, seats (2022)** | 687 public benches<br>2,061 seats |

# 3. Summary Description

The city of Ferrara is the capital city of the homonymous province, located in the north-east corner of the Emilia-Romagna Region, a very few kilometres away from the natural border with Veneto Region represented by the Po River. The characteristics of its territory cause a highly wet climate. The housing density is high in the city centre and along the main routes; in the south and east mainly residential, industrial and commercial in north-west. The population is strongly characterized by high average age: around ⅓ of inhabitants is more than 65 years old. As for the economic structure, the leading sectors are commerce, agriculture, manufacturing, tourism and real estate. A chemical plant with around 1,800 employees is 5 km from the city centre. The city also hosts a university, whose structures and departments are mainly located in the downtown - except the ICT and Chemical-Biomedical poles, in the neighbourhood.

Known as “the city of bikes”, cyclists are an easy-detectable presence in the city, even though the modal split shows an impressive use of cars. The cycling network is composed by 177 km of paths, often promiscuous with cart roads, along axes that ensure effective and safe links at brief-medium distances, with considerable flows of bikes especially in commuting hours. Green areas in the city and around it are quite diffused, counting more than 8 km² of green areas, of which around 2 of public parks.

In 2019 the Municipality’s Centro IDEA - devoted to sustainability policies design and implementation - released the second physical version of Metrominuto Ferrara - walking and cycling, the “translation” of a public transport map for pedestrians and cyclists.

Community and citizens’ participation has been developed in more recent years, especially in project-oriented occasions. Among them, is the regeneration of the central Piazza Cortevecchia, financed by the Ministry for Ecological Transition in 2022, whose design (now in the implementation phase) has been chosen from a set by a citizens’ survey; UIA Air Break, led by the municipality and devoted to air quality improvement through behavioural change in mobility; and the recently won URBACT Action Planning Network S.M.ALL, devoted to sustainable mobility for all, led by the municipality - offered several occasions to develop co-creation paths and participatory design skills in the administration.

# 4. Key Challenges and Learning Needs in Using Urban Spaces and Urban Mobility

The structure and overall organisation of the city and its administration led to the identification of the following critical challenges and learning needs with regard to the use of urban spaces and mobility.

- Improve the road system, especially within the city's Walls, its penetration and connections towards functional and easier links among main axes and access routes;
- Reduction of motorized traffic in the city centre by planning interventions to reduce car fluxes and, in general, improve the environmental charge caused by motorized transit traffic;
- Further developing the alternatives to cars, improving the sustainable mobility system - in particular with regard to cycling and rail system;
- Improve water/river infrastructure, by the regeneration of the waterway for navigation and its integration with the existing urban tissue;
- Adjust/adapt the vectors to the urban tissue they cross, by making the road system more integrated, fostering modal interchange for commercial purposes, and separating heavy and light transport systems;
- Valorize touristic terminals as interchange spots and gates to the city's historical centre;
- Widen the surfaces dedicated to bike sharing and parking for cargo bikes, to incentivize the distribution of goods in the ZTL (limited-traffic zones);
- Characterize public spaces in a sporty and recreative sense by installing light infrastructures for collective use (gyms, multifunctional benches, game tables);
- Involving the third sector to further restrict the speed limits for private vehicles, and to expand the Pedibus experience;
- Designing and realising an inventory of roads.

# 5. Public Spaces with Significant Problems

**Giardini 20 e 29 Maggio 2012:** The Giardini 20-29 Maggio 2012, known as the former Standa gardens, are located right in front of the Ferrara Castle, in the very heart of the city. They represent an important transport node, hosting several bus stops and spaces for bike/scooter sharing, and are highly frequented especially by fragile citizens and caregivers, who find here relief from heat waves in summer. On the other side of the primary traffic arteria of Viale Cavour, at the crossroad signed by the Poste palace, the green triangle of Cavour gardens likewise represents a critical node especially for pedestrian mobility in the downtown. In this complex system pedestrians, bikes, small-electrical mobility systems, cars, public and commercial transport means share the same space.

**Piazzale Giordano Bruno:** Located near the train station, this public green area suffers from several years of diverse problems linked to small criminality. It already hosts playgrounds and a kiosk, benches, and facilities, but it is highly underrated for security reasons. Its location and the residential density of the area - which also hosts schools, the stadium, facilities for families, and the regenerated creative hub Grisù - claim for an intervention.

**Via Azzo Novello - High School:** Via Azzo Novello is an important axis that connects intra and extra moenia (walls) in the north quarter of the city, coming from the Parco Urbano and passing through the city walls. The technical High School "Bachelet" (students from 14 to 18) overlooks the tree-lined road, and that

generates high congestion during entrance/exit hours due to the high amount of car traffic, from parents taking their children just in front of the school.

**Via Valle Pega - Schools**: The Valle Pega street, located in the south-east quarter of the city centre, is highly congested at least twice a day in correspondence with the entrance/exit hours of the two schools located in the huge building on the street. The high number of caregivers that arrives by car in front of the school to get the pupils (up to 10 years old) blocks the bottleneck generated by the access to via Baluardi, an important - and thigh - road that ensures the west-to-east link in the city.

# 6. Existing Local Initiatives and Policies

For a long time, the city of Ferrara is committed to developing strategies and plans to improve the quality of its mobility system.

- **The SUMP**: Sustainable Urban Mobility Plan has been approved in December 2019 after a three-step journey made of i) Knowledge phase (2016); ii) Participative process for the designing of the Plan; iii) Approval of the SUMP for the City of Ferrara. The SUMP provides the city with the strategic framework for planning the short-term interventions, with the following objectives: a) guarantee to all the citizens' several options for mobility to access key services and areas; b) improve safe conditions; c) reduce atmospheric and acoustic pollution, as well as emissions and energy consumption; d) improve efficiency and cost-effectiveness of transports for people and goods; e) actively contribute to improving the attractiveness of the territory and the quality of the urban environment for the sake of citizens, the economic sector and the society in its complex.
- **The "Piedibus" - Pedestrian bus for pupils:** Protocol has been approved for the school year 2022/2023, after previous tests. The "lines" activated are 4 and reach more than 50 pupils. The stakeholders involved in its implementation are the Regional School Office, the schools of the city, the Mobility Agency, Ferrara Open Lab, FIAB Ferrara, Parents for Future, Fridays for Future, Teachers for Future, ARPAE - Regional Agency for Environmental Protection, the paediatricians, the CSV - Centre for Volunteering and the cooperatives of pre and post-school services.
- **Mobilityamoci project**, composed of i) a web-based inventory of home-school commuting behaviours, involving 4 primary schools; ii) the test to fine-tune a model for home-schooling commuting - toward a "SUMP for children".
- **"Born to walk" campaign**: a yearly concourse to promote pedestrian and sustainable mobility for home-school commuting.
- **"Bike 2 Work" campaigns:** to incentivize sustainable mobility from home to work using the leverage of cashback.

# 7. Planned Activities of the Demonstration Actions

The municipality of Ferrara intends to work on action G1 "Tactical urbanism methods to test sustainable urban mobility solutions in public space". The focus of the demonstration action is to experiment with the renovation of a critical mobility area in the most central space of the city, located in the crossroad between the Poste building and the Cavour gardens. This tiny green area represents an "island" in the intense trafficked area in which cars, pedestrians, and soft and hard mobility means share the same space.

The pilot action is intended to test and promote the valorization of the presence of pedestrians and cyclists at the crossroad, thus subverting the traditional preeminence of cars and motorized vehicles over light mobility systems. To do so, there will be tested co-created interventions to create more creative public

spaces that discourage the use of private vehicles. Signposts and outdoor furniture - like benches, lighting systems, etc - will improve safer accessibility and the use of the space for walkers and cyclists, while the removal of obstacles, desealing actions and adaptation of the crossings may foster sustainable mobility by guaranteeing access to the area to all citizens - even those who are affected by reduced mobility conditions - and make the space more liveable and agreeable.

# CITY OF RZESZOW

## 1. Contact Data

| | |
|---|---|
| **City name** | Rzeszów |
| **Contact person** | Danuta Kandefer |
| **Organization** | Rzeszow Regional Development Agency (RARR) |
| **Address** | Chopina Street 51, 35-959 Rzeszow |
| **Phone** | +48 17 86 76 237 |
| **E-mail** | dkandefer@rarr.rzeszow.pl |


# 2. Key Data of the City Partner

## 2.1. Demography and Society

| Number and share of population by main age groups (2022) | | | | | | |
|---|---|---|---|---|---|---|
| < 15 years | | 15 - 64 years | | 64 < | | Total |
| No. | % | No. | % | No. | % | No |
| 32,320 | 16.39 | 128,568 | 65.20 | 36,293 | 18.41 | 197,181 |

| | |
|---|---|
| **Change in population - natural increase or decrease in the period 2015-2022 (+% or -%)** | +5.7% |
| **Life expectancy at birth (2022)** | 73.7 years for men<br>81.8 years for women |

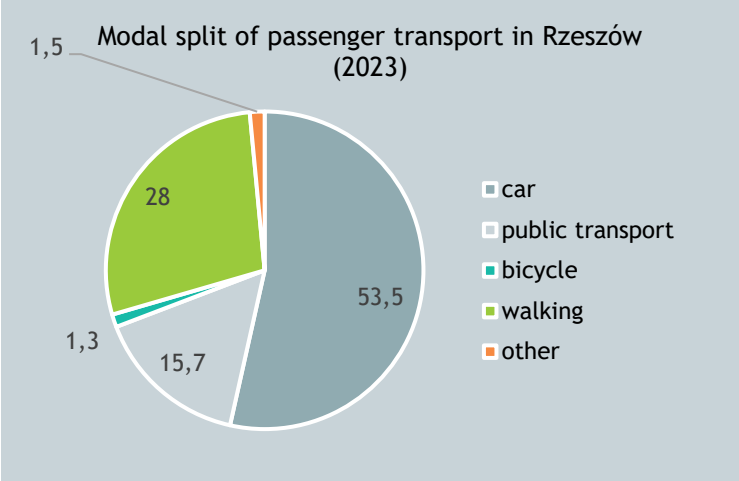
## 2.2. Economy and Labour Market

| | |
|---|---|
| **Activity rate (%) (2022)** | 53% |
| **Unemployment rate (%) (2022)** | 4.2 % |

| Number of enterprises by industries (2022) | | | | | | |
|---|---|---|---|---|---|---|
| Agriculture, forestry and fishing | | Industry and construction | | Services | | Total |
| No. | % | No. | % | No. | % | No. |
| 126 | 0.4 % | 5,190 | 15.2 | 28,800 | 84.4 | 34,116 |

| | |
|---|---|
| **Number of retail shops (2022)** | **795** |
| **Number of catering units (2022)** | 429 |
| **Number of tourist arrivals at accommodation establishments (2022)** | 328,000 |

## 2.3. Mobility




### 2.3.1. Car-oriented Transport

| | |
|---|---|
| **Total length of public roads (km) (2022) from which** | 359.74 |
| **paved / unpaved** | 357.01 / 2.73 |
| **city-maintained / maintained by others** | 359.74 / 10 |
| **Passenger car stock (2022)** | 122,830 |
| **Number of passenger cars per capita (2022)** | 1.6 |
| **Number of parking places (free / not free) (2022)** | ▪ 3,419 places in the paid parking zone<br>▪ 350 free parking places 24 hours a day<br>▪ Approx. 7,000 parking places near supermarkets (free for a few hours/day) |

### 2.3.2. Local Public Transport

| | |
|---|---|
| **Passengers carried (annually, 2022)** | 26,918,778 |
| **Passenger kilometres (annually, 2022)** | 298 |
| **Length of the network (km) (2022)** | 298 |
| **Number of local routes (2022)** | 63 |

### 2.3.3. Active Mobility

| | |
|---|---|
| **Length of bicycle routes (km) (2022)** | 171.02 |

| | |
|---|---|
| **Number of official bicycle parking units (2022)** | 55 |
| **Length of pavements (km) (2022)** | 295.23 |

## 2.4. Public spaces

| | |
|---|---|
| **Total territory ($km^2$) (2022)** | 129 $km^2$ |
| **Total size of green areas ($km^2$) (2022)** | 5.46 |
| **Number of public parks (2022)** | 16 |
| **Total surface of public parks ($km^2$) (2022)** | 0.8494 |
| **Number of public playgrounds (2022)** | 58 |
| **Number of outdoor gyms (2022)** | 28 |
| **Number of other outdoor facilities (2022)** | Fountains -12<br>Parklets - 9<br>Pump track - 1<br>Skatepark - 1 |
| **Number and capacity of outdoor public benches, seats (2022)** | 575 benches (benches approx. 2 m long, able to accommodate an average of 3-4 people) |

# 3. Summary Description

Rzeszow is a progressive economic, academic and cultural centre, the capital of the Subcarpathian Province and one of the largest cities in the region (south-eastern Poland). Demographic forecasts assume that by 2045 the number of city inhabitants will increase to 242,000, which translates into demand for housing, social, transport and technical infrastructure, and green areas. The city attracts young people, but this immigration will decrease over time. The outbreak of the war in Ukraine increased the number of migrants in the city, mainly young women with children. It is assumed that by 2045, an additional 8,000 Ukrainian citizens will live in Rzeszow. The aging of the population requires the development of services targeted at seniors – both younger seniors still socially active and older seniors with special needs.

The economic development of the city involves the use of its internal advantages and potentials, which include, among others: a developing academic center and the related scientific and research sector, functioning cluster structures, dynamic development of entities conducting professional, scientific and technical activities and the modern business services industry, as well as the functioning of numerous business environment institutions. Providing appropriate areas for conducting and developing various business activities is of key importance for the city's economic development. There is a need to maintain and develop economic activity zones and locate there production and service activities that, due to their nature, scale or logistic needs, would constitute a nuisance to the environment and residents. Due to the convenient location and external connections of the city logistics services will be developed: forwarding, warehousing and transport, requiring properly prepared and connected investment areas. The character and size of the city do not justify the need to create monofunctional so-called "business districts" or larger clusters of office buildings.

Attracting specialists and creative communities is important for the city's economic development. This means the need to increase the attractiveness of the city in terms of the quality of life in all its aspects, including access to basic and higher-level services, with particular emphasis on the cultural and entertainment offer, communication solutions, aesthetics and quality of space, access to green areas, etc.

Further development of urban tourism is expected (e.g. MICE tourism, cultural tourism, one-day and weekend tourism, transit tourism), by using and developing the potential including gastronomy, entertainment, sports and recreation and culture, as well as hotel, exhibition and conference facilities.

The city center is an area of traditional location of trade and services, including small crafts, which is the basis for their development in this area. City-wide markets are important for trade and services. In the city center and older housing estates with multi-family buildings built in the times of the Polish People's Republic, the level of access to basic services should generally be considered high and in most cases sufficient. The problem of low saturation with public services applies in particular to areas incorporated into the city after 2005, especially those where the intensive development of housing construction and the dynamic increase in the number of inhabitants was not accompanied by the development of social infrastructure. A 15-minute availability model should be considered desirable.

One of the city's main problems is the incompleteness of the basic road system, in particular the lack of closure of subsequent rings of ring roads. In addition, the increasing car traffic results in the failure of the road network. However, increasing the capacity of road network will not solve the problems and will result in intensifying motorized traffic. It is necessary to take actions aimed at reducing car traffic (especially in the city center), while developing public transport services. Changing transport priorities also requires the development of multimodal transport and an appropriate parking policy, which involves the need to create transfer hubs integrating various forms of transport. The Suburban Agglomeration Railway has a significant potential for the development of public transport.

Moreover, there is a need to develop infrastructure for pedestrians, allowing pedestrians and cyclists to be treated as rightful and privileged road participants. The city has insufficiently developed bicycle infrastructure. Its development is desirable, allowing not only the use of a bicycle for recreational purposes, but also as a full-fledged means of transport to ensure comfortable movement between individual parts of the city.

Progressing climate change, as well as problems with air quality, result in reduced car traffic, the development of electromobility, including infrastructure needs in this area, including vehicle charging stations and so-called zero-emission transport zones.

# 4. Key Challenges and Learning Needs in Using Urban Spaces and Urban Mobility

Rzeszow should systematically and consistently implement the inverted transport pyramid, in which pedestrians, cyclists, and public transport have priority over other means of transport due to wide-ranging health, economic and environmental benefits. The inverted transport pyramid presents an approach to city planning that gives priority to traveling on foot or by bike, and - over longer distances - by public transport, reducing car traffic and air pollution. The implemented urban spatial planning policy and the redefinition of priorities in the field of supporting new forms of mobility leading to the development of sustainable transport determine the direction of changes for the division of transport tasks in Rzeszow in the future - reducing the share of individual transport to approximately 32% at the expense of increasing public transport to a minimum of 36% and bicycle transport to 7%. Other means of transport (e.g. scooters and other personal transport devices) should also be noticeable and their share should reach approximately 2%.

The traffic pattern for 2045 indicates the downtown area and the north-western or south-eastern axis as the main directions of movement. Pursuing a transport policy focused on the development of pedestrian and bicycle infrastructure does not exclude the construction of new roads, the implementation of which is necessary for the efficient functioning of the city based on public transport. The proposed actions are aimed at reducing the use of cars in all urban journeys. It is also necessary to properly connect the city with the area of neighboring communes forming the Rzeszow Functional Area using good public transport.

The dynamic spatial development of the city and ongoing changes in public transport require an appropriate parking policy. In order to organize and differentiate the rules of accessibility to individual areas of the city, taking into account the possibility of using a passenger car and parking, the city is divided into three transport accessibility zones. Each transport accessibility zone has different indicators to meet parking needs for various facility functions. They apply to new investments and non-road modernizations related to the increase in usable area and the related parking needs.

The bicycle transport system should provide the opportunity to quickly, efficiently and safely cycle through the city between various sources and destinations. Cycle paths should constitute a complete system enabling short-distance travel (up to 5 km). The main goal of system development is to achieve min. 7% share of bicycle traffic in all trips in total.

Well-organized pedestrian spaces are the key to a well-functioning and livable city. This is the basic way of getting around the city, connecting all other elements of urban transport. Pedestrians should be treated by other road users (drivers, cyclists, scooter users) and by planners and designers of new infrastructure as full, privileged road participants to ensure their safety.

In accordance with the legal requirements, new public utility buildings and multi-family residential buildings and related internal and external parking spaces have to be provided with charging points for electric vehicles with a power of not less than 3.7 kW.

Summary:

- Prioritizing pedestrians, cyclists and public transport
- Improving inter-neighbourhood transport services, especially in located estates in the ecological zone, as well as connections of the city with neighboring communes forming the Rzeszow Functional Area
- Striving to reduce car traffic in the city, with particular emphasis on the city center, including the historic centre
- Integration of various forms of public transport and the offers of various carriers, with particular emphasis on Podkarpacka Kolej Aglomeracyjna
- Pursuing a parking policy supporting the operation of public transport
- Development of public transport as a priority means of transport for the city and neighbouring communes
- Development of bicycle infrastructure
- Implementation of the parking policy
- Shaping infrastructure for pedestrians as the most privileged road users
- Creating conditions for the development of urban electromobility

# 5. Public Spaces with Significant Problems

- Insufficient access to public transport in peripheral housing estates (need to increase the number of lines and their frequency in some housing estates) as well as insufficient attractiveness and efficiency of urban bus transport as an alternative to individual transport.
- Ineffectiveness of bicycle infrastructure solutions resulting in the loss of cyclists' time, resulting from the necessity to sometimes cross intersections where no bicycle crossings have been designated.
- Occurrence of conflicts between pedestrian and bicycle traffic: promenades where there is no clear segregation of pedestrian and bicycle traffic, streets where a large number of vehicles and high speed discourage cyclists from using the road, public transport stops where pedestrian traffic is not properly separated from cycling encourages cyclists to ride through the stop platform and pedestrians to extend the stop zone to the bicycle path bypassing the stop.
- Lack of park&ride solutions and insufficient number of kiss&ride and park&go solutions resulting in lack of interest of drivers of individual cars in changing their behavior towards sustainable forms of mobility.

# 6. Existing Local Initiatives and Policies

- Preparation and updating of the Integrated Territorial Investment Strategy for the Rzeszow Functional Area (ROF) – in progress.
- Preparation of the Sustainable Urban Mobility Plan for the ROF area - in progress.
- Conducting a parking policy:
  - applicable Resolution No. LXIX/1516/2022 of the Rzeszow City Council of November 22, 2022 amending the resolution on the establishment of a paid parking zone for motor vehicles on public roads in the city of Rzeszow and the introduction of vehicle parking fees, the amount of additional fees and the method of their collection,
  - applicable Order No. VIII/1599/2021 of the Mayor of Rzeszow of December 30, 2021 on establishing standards for parking indicators.
- Activities of the Urban Innovation Center *Urban Lab* - a Department of the Rzeszow City Hall, which is an instrument of cooperation between city authorities and residents, enterprises and scientific entities, aimed at improving the quality of life of residents through innovative solutions to identified problems (initiating, testing, implementing and evaluating projects) and generating additional values using urban resources. Urban Lab conducts broadly defined activities as an "urban laboratory", which is a space for discussions between residents, social organizations, representatives of universities and business on the directions of city development. Urban Lab's activities are focused on:
  - cooperation with Partners to develop solutions to diagnosed urban problems,
  - providing urban data on the website www.otwartedane.erzeszow.pl useful for all groups of urban stakeholders, which can also be used to create innovative solutions and projects implemented by Urban Lab and its Partners,
  - running the Urban Cafe, which is a space for meetings and debates between city residents and its authorities, local government officials, scientists and business representatives, where coffee is only a pretext for discussion,

- running the Innovation Incubator, supporting the process of developing innovative projects submitted by residents.

# 7. Planned Activities of the Demonstration Actions

In the demonstration actions Rzeszow Regional Development Agency in a strong cooperation with the Municipality of Rzeszów will implement activities to increase the supply of bicycles and their parking where needed, separation or reduction of parking spaces for cars and application for tracking – supported by additional digital communication activities.

# CITY OF KREMS

## 1. Contact Data

| | |
|---|---|
| **City name** | Krems an der Donau |
| **Contact person** | Julia Zemann |
| **Organization** | Magistrat der Stadt Krems |
| **Address** | Bertschingerstraße 13, 3500 Krems an der Donau |
| **Phone** | +43 2732 801 459 |
| **E-mail** | baudirektion@krems.gv.at |

# 2. Key Data of the City Partner

## 2.1. Demography and Society

| Number and share of population by main age groups (2023) | | | | | | |
|---|---|---|---|---|---|---|
| < 15 years | | 15 - 64 years | | 64 < | | Total |
| No. | % | No. | % | No. | % | No |
| 3,294 | 10.5 | 21,326 | 68 | 6,763 | 21.5 | 31,383 |

| | |
|---|---|
| **Change in population - natural increase or decrease in the period 2016-2023 (+% or -%)** | +6.4 |
| **Life expectancy at birth** | N/A |

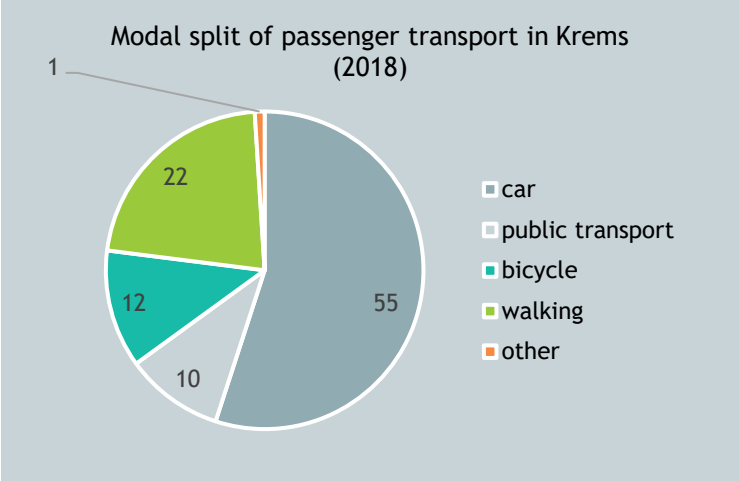
## 2.2. Economy and Labour Market

| | |
|---|---|
| **Activity rate (%) (2020)** | 44.8 |
| **Unemployment rate (%) (2020, 2023)** | 3.6<br>4.8 |

| Number of enterprises by industries (2011) | | | | | | |
|---|---|---|---|---|---|---|
| Agriculture, forestry and fishing | | Industry and construction | | Services | | Total |
| No. | % | No. | % | No. | % | No. |
| 135 | 5.2 | 187 | 7.1 | 2,295 | 87.7 | 2,617 |

| | |
|---|---|
| **Number of retail shops** | N/A |
| **Number of catering units** | N/A |
| **Number of tourist arrivals at accommodation establishments (2022)** | 109,604 |

## 2.3. Mobility




### 2.3.1. Car-oriented Transport

| | |
|---|---|
| **Total length of public roads (km) (2022) from which** | 361.2 |
| **paved / unpaved** | N/A |
| **city-maintained / maintained by others** | N/A |
| **Passenger car stock** | N/A |
| **Number of passenger cars per capita (2018)** | 1.3 (cars per household) |
| **Number of parking places (free / not free) (2022)** | 2,336 parking places in public garages |

### 2.3.2. Local Public Transport

| | |
|---|---|
| **Passengers carried (annually, 2022)** | 524,377 |
| **Passenger kilometres (annually, 2022)** | 369,000 bus kilometres |
| **Length of the network (km) (2022)** | 62.5 |
| **Number of local routes (2022)** | 7 |

### 2.3.3. Active Mobility

| | |
|---|---|
| **Length of bicycle routes (km) (2022)** | 9.5 km<br>16.3 km (incl. combined bicycle and pedestrian routes) |
| **Number of official bicycle parking units (2023)** | ~ 700 public parking units |
| **Length of pavements (km) (2022)** | 140.1 km<br>147.8 km (incl. combined bicycle and pedestrian routes, stairs, crosswalks etc.) |

## 2.4. Public spaces

| | |
|---|---|
| **Total territory (km²) (2023)** | 51.6 |
| **Total size of green areas (km²) (2022)** | 35.5 |
| **Number of public parks (2023)** | 20 |
| **Total surface of public parks (km²) (2022)** | 0.122 |
| **Number of public playgrounds (2023)** | 23 |
| **Number of outdoor gyms (2023)** | 4 (1 Skatepark, 2 Fun courts, 1 Freerunning-Parcour) |
| **Number of other outdoor facilities (2023)** | 175 playground equipment; 250 waste baskets, 171 plant pots, 13 fountains |
| **Number and capacity of outdoor public benches, seats (2023)** | ~900 benches (ca. 3-4 seats each) |

# 3. Summary Description

Krems is located in the southern Waldviertel in the Wachau, directly on the Danube, about 70 km west of Vienna and at an altitude of 221 m above sea level. The KEM (Climate and Energy Modell region) consists of the statutory city of Krems and is made up of eleven cadastral municipalities with a total of just over 30,000 inhabitants. The city is accessible by several means of transport. On the one hand by motorized individual transport, on the other hand by public transport (bus and train), as well as by bicycle routes and a landing stage.

The Danube port of Krems is traditionally an important goods transshipment point and still an economic engine of the city. Krems is also a popular destination for excursions and vacations. In 2018, the number of overnight stays was close to 247,000. Another feature of the city of Krems is the large number of educational institutions from diverse disciplines. With six secondary schools, five high schools and six universities and colleges, Krems is a supraregional centre for education. The majority of the resident businesses are in the fields of trade and crafts (36 %) and commerce (30 %). Tourism & Leisure and Information & Consulting are the next largest categories, each accounting for about 15%. Industry plays a rather minor role, accounting for only 0.6% of the total number of businesses in Krems. An important part of Krems' identity is its long tradition in viticulture.

The city itself has a well-connected bus system including a shared cab service. The network of bicycle paths and footpaths also extends beyond the city and its borders. In the public space there are various recreational areas with different groups of people. On the one hand, there are the numerous parks, as a place of retreat and recreation, and on the other hand, the lively city centre, which invites people to linger. Also the different squares attract with their markets (Genussmarkt, Vinatagemarkt, various festivals).

For citizens, the employees of the magistrate are available to discuss concerns. For this purpose, there are the possibilities to inform themselves via the city's homepage https://www.krems.at/ and various platforms to act in interest groups. Residents are regularly invited to city events in order to make the city of Krems fit for the future.

# 4. Key Challenges and Learning Needs in Using Urban Spaces and Urban Mobility

**Challenges**

- Public places: How to reduce urban heating and make public places more enjoyable for the public?
- Public space is predominantly used by cars; parents driving their kids to school or kindergarten instead of walking or using public transport.
- Speed limits are difficult to implement.
- Politics: When the mayor is not of the ruling party of the province, things do not move (fast).
- Intelligent green space design: How to initiate the process for high quality green space design and how to pay for it?
- Temporary use/redesign of public spaces: Who is in charge, whose budget covers which actions?
- Shortage in (skilled) staff, many ideas but not enough people to support their implementation.

**Learning needs regarding**

- using public spaces,
- walking/cycling/public transport/motorized transport,
- applying related digital communication tools,
- who is in charge of establishing pop-up initiatives,
- how to reach out to vulnerable groups,
- how to get people engaged,
- who could act as a mentor for active citizens who want to establish pop up initiatives,
- how to overcome political obstacles,
- project management.

# 5. Public Spaces with Significant Problems

**Hoher Markt:** The High Market is a large square, where two schools, an inn and a cultural institution are located. As a result, there are many parking spaces here, some of which are unregulated. Due to the two schools, parking problems and congestion occurred here in the morning hours and in the afternoon hours. The parent cabs have been contained by conversion measures and the bollards that have been erected now regulate the parking situation. However, the redesign is still somewhat unbalanced, and it has not yet been possible to create a pleasant atmosphere to linger in. Therefore, temporary measures to improve the design of the square would be helpful. The square is relatively large, and a lot of parking spaces are available. There are two schools at Hoher Markt, which created a parent-taxi problem here. Bollards have now been erected on the square, parking spaces marked, and parent cab stops set up in the surrounding area.

**Hafnerplatz:** This square consists of two small green islands with a lot of parking space around. There is also an elementary school here and there is a significant problem with bringing and fetching schoolchildren, both on foot and by car. A better design of the square with fewer parking spaces and more places for children to stay, as well as more safety on the way to school with regard to motorized traffic would be desirable. It may be possible to establish a kind of pedestrian zone.

**Dreifaltigkeitsplatz:** It is a historic square with some underground constructions, which should be preserved. The square is paved, and, in the centre, there is a plague column. At the same time, a weekly market is held here. This location is exposed to the sun all day and there is no possibility to stay or cool down. Temporarily, two trees have been placed in large troughs.

Further temporary measures in the course of the project would be desirable here, in order to test further shading or cooling possibilities, as well as a temporary green space arrangement, so that the place becomes more livable.

**Südtirolerplatz:** This square is a public space with a parking possibility to reach the city centre. Temporary measures for shading, green space design and for increasing the quality of the stay would be desirable.

# 6. Existing Local Initiatives and Policies

**Interventions, good practices**

Tree sponsorships, Future Conference, Krems Climate Conference, Climate Dialogue, various working groups, E-Masterplan for E-Infrastructure, Local Development Concept, Climate and Energy Model-region Krems, Working Group for Pedestrian and Bicycle Paths

**Other existing ideas**

PopUp bike parking in parking lots, 102 environmental island/collection points for use which are currently lying fallow, a planted convertible, ride-share bench, deck chairs in parking lots (with parking ticket), pop up square design, name change (from street to habitat), city park intervention, blooming streets (street painting), actions of the target group students/pupils, roadblocks, use of EU mobility week

# 7. Planned Activities of the Demonstration Actions

As a first measure to publicize and "advertise" the project, the EU Mobility Week is to be used (16-22 September). On one day, a FAXI (bicycle Taxi) branded with the PopUpUrbanCity logo is to drive along a fixed route (in an area of the Ringstraße that is closed to car traffic) and give people a lift following a hop on/hop off principle. The driver should serve as an informant and be able to explain the most important information about the project. Furthermore, there should be a Faxi stand at Südtiroler Platz, for which a beach flag with the project logo(s) is needed (in preparation).

As a further measure, the establishment of an email address (e.g. popupurbanspaces@donau-uni.ac.at) is planned to give interested citizens the opportunity to contribute ideas/suggestions.

Kremser Stadtjournal is also a useful communication channel for informing the general public (e.g. publishing articles, photos, etc.).

# CITY OF BAMBERG

## 1. Contact Data

| | |
|---|---|
| **City name** | Bamberg |
| **Contact person** | Charlotte Heine |
| **Organization** | Zentrum Welterbe Bamberg / Bamberg World Heritage Office |
| **Address** | Untere Mühlbrücke 5, 96047 Bamberg |
| **Phone** | +49951871815 |
| **E-mail** | Charlotte.heine@stadt.bamberg.de |

# 2. Key Data of the City Partner

## 2.1. Demography and Society

| Number and share of population by main age groups (2020) | | | | | | |
|---|---|---|---|---|---|---|
| < 15 years | | 15 - 64 years | | 64 < | | Total |
| No. | % | No. | % | No. | % | No |
| 9,443 | 12.3 | 52,160 | 68.0 | 15,071 | 19.7 | 76,674 |

| | |
|---|---|
| **Change in population - natural increase or decrease in the period 2015-2021 (+% or -%)** | +0.601 |
| **Life expectancy at birth (2019/21)** | Germany: 80.95 |

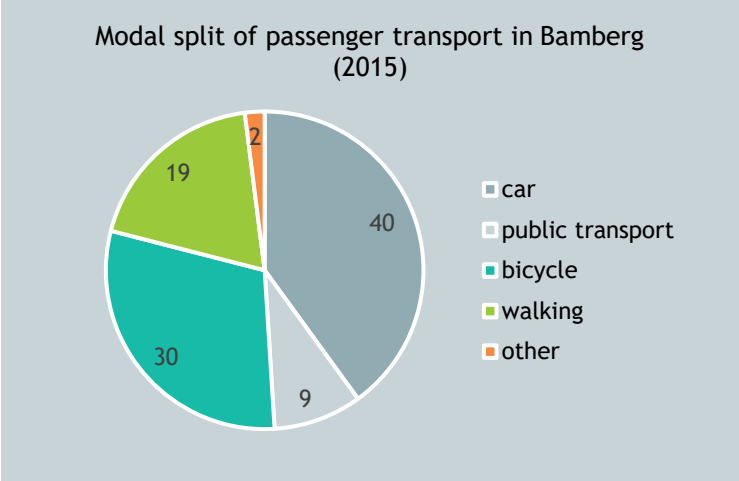
## 2.2. Economy and Labour Market

| | |
|---|---|
| **Activity rate (%) (2020)** | 95.4 |
| **Unemployment rate (%) (2020)** | 4.6 |

| Number of enterprises by industries (2021 as measured by the obligation to contribute to social insurance) | | | | | | |
|---|---|---|---|---|---|---|
| Agriculture, forestry and fishing | | Industry and construction | | Services | | Total |
| No. | % | No. | % | No. | % | No. |
| N/A | 0.2 | N/A | 39.9 | N/A | 59.9 | N/A |

| | |
|---|---|
| **Number of retail shops (2023)** | 727 |
| **Number of catering units (2023)** | 220 restaurants |
| **Number of tourist arrivals at accommodation establishments (2022)** | 726,250 (+378,270 in the administrative district) |

## 2.3. Mobility




### 2.3.1. Car-oriented Transport

| | |
|---|---|
| **Total length of public roads (km) (2021) from which** | 267.5 |
| **paved / unpaved** | 267.5 / 0 |
| **city-maintained / maintained by others** | 267.5 / 0 |
| **Passenger car stock (2021)** | 44,214 + 661 electric cars = 44,875 total |
| **Number of passenger cars per capita (2021)** | 0.525 |
| **Number of parking places (free / not free) (2023)** | 13,097 (free: 1,304 / not free because of parking ticket, parking disc, … : 11,793) |

### 2.3.2. Local Public Transport

| | |
|---|---|
| **Passengers carried (annually, 2021)** | 5,301,965 |
| **Passenger kilometres (annually, 2021)** | 19,857 |
| **Length of the network (km) (2021)** | 246.2 |
| **Number of local routes (2021)** | 29 |

### 2.3.3. Active Mobility

| | |
|---|---|
| **Length of bicycle routes (km) (2021)** | 66.5 |
| **Number of official bicycle parking units (2022)** | 2818 |
| **Length of pavements (km) (2021)** | 264.7 |

## 2.4. Public spaces

| | |
|---|---|
| **Total territory (km²) (2021)** | 54.62 |
| **Total size of green areas (km²) (2023)** | 3.5 |
| **Number of public parks** | N/A |
| **Total surface of public parks (km²)** | N/A |
| **Number of public playgrounds (2022)** | 109 |
| **Number of outdoor gyms (2015)** | 54 |
| **Number of other outdoor facilities** | N/A |
| **Number and capacity of outdoor public benches, seats (2023)** | 1289 public benches |

# 3. Summary Description

Bamberg is located in southern Germany in the north of Bavaria. With over 77,000 inhabitants Bamberg is a growing midsize town and an urban district. It is a good example of a Central European town with a basically early medieval plan and many surviving ecclesiastical and secular buildings of the medieval period. There are more than thousand single monuments. When Henry II, Duke of Bavaria, became King of Germany in 1007 he made Bamberg the seat of a bishopric, intended to become a 'second Rome'. Of particular interest is the way in which the present town illustrates the link between agriculture (market gardens and vineyards) and the urban distribution centre. The Town of Bamberg was listed as World Heritage in 1993, which leads to a precise protection of historic structures like the medieval street layout. The current roads and public mobility like busses and bicycle routes are based on this situation. There are three historic core areas:

- the City on the Hills characterised by imposing architecture and being the historic political such as religious district,
- the Island District flanked by two arms of the river Regnitz as the vibrant heart of trade and commerce,
- the Market Gardeners' District with market gardens and extensive open spaces for urban horticulture still under commercial use.

The accessibility is excellent: freeway access, train access (e.g. less than 3 hours to Berlin). Tourism is a stable and important economic factor. Because of Bamberg's location on the Main-Danube Canal, passengers from river cruise ships represent an important international target group among the day visitors. Industry offers 30 percent of the jobs in Bamberg. The city has a high life expectancy. Because of the university in town, there are many students (11,600 in 2022/23) such as families using public spaces. Bamberg has different kinds of public space: e.g. parks with playgrounds and pedestrian area or a wide town hall square. A municipal agent is responsible for cycling in Bamberg.

Digital communication tools are the common social media as Instagram and Facebook with different content (education, politics, events, etc.). Additionally, there are different websites offered by municipal institutions, which can be used by the public.

Citizen participation is generated for projects of any intention. For example, local residents are aware of World Heritage and participate. There are many different associations and civic volunteers in Bamberg, who advocate social or sustainable projects.

# 4. Key Challenges and Learning Needs in Using Urban Spaces and Urban Mobility

Bamberg challenges **using public space** as whereabouts for the public. Not destroyed during the Second World War as other German cities many public spaces became conglomerates of different elements out of various construction phases without an objective concept in the last decades. Somewhere this causes spatial densification producing a confusing situation and an uncomfortable space. Somewhere else, this causes wide, unused or just sporadically used areas, which are uncomfortable as well. There are not as many seating-accommodations as needed.

**Walking and cycling** have been focussed in the past, which led to extensions of cycle paths. Since a few weeks, there are some elements installed in front of traffic lights facilitating bikers: They do not have to dismount anymore and can gain momentum by pushing off from handrails. Nevertheless, there needs to be done more for safe walking and cycling (e.g. in front of the railway station and its square).

**Public transport** is centralized around the bus station "ZOB" ("Zentraler Omnibus Bahnhof"), which is located in the Island District. Unfortunately, this can lead to extensive journey times, which needs to be improved. Furthermore, public transport is not available around-the-clock: The timetable needs to be intensified at night and at the weekends. Motorized transport has a high significance in German cities and dominates the design and layout of roads in Bamberg – as opposed to walking and cycling, which are secondary and attachments. Still, Bamberg has to become a pedestrian- and cyclist-friendlier city.

A related **digital communication tool** is a digital twin (in German "Digitaler Zwilling") of the municipal project "Smart City Bamberg" (https://smartcity.bamberg.de/). The digital twin recreates the World Heritage City in virtual space. Sensors enrich the twin with real-time data from the city. On this basis, planning is simulated and illustrated. The database is intended to be usable across departments and supports mobility and energy planning as well as crisis prevention or a guidance system for people with disabilities. An additional benefit is created through tools of public participation and long-term documentation of the World Heritage. This twin is not finalized yet, but is in progress and should be finished in 2027. Progressing this tool is challenging and needed for public use of urban space.

# 5. Public Spaces with Significant Problems

Public spaces in Bamberg, which could be focused on (even within the "PopUpUrbanSpaces" project) are as follows.

**Schönleinsplatz and Markusplatz:** Public places like the "Schönleinsplatz" or "Markusplatz", which have been representative and formative spaces for the cityscape in the past, are dominated by automobile traffic nowadays. Anyway, green areas in the middle of the traffic of these spaces are landscaped with grass, fountains, seating-accommodations and plastic art. They are focussed for the preservation of garden monuments from the 19th century. Overall, the general view and the layout of these spaces are developable.

**Maximilianplatz and Domplatz:** A huge problem is the open space at the town hall square named "Maximilianplatz" and at the "Domplatz", which connects the cathedral with the Old Court and the New Residence as centre of the City on the Hills. The "Maximiliansplatz" is an open area within the pedestrian area. But the space exists without green elements besides some plant pots, enough seating-accommodations, without an attraction to arrest attention and to invite passers-by to stay. A part of the space is used as market. This needs to be accessible for marketeers and leads to difficulties installing a steady layout. Sporadically, it is used for events like carnival, the Corpus Christi procession or wine and other festivals. A pop-up-concept could be a chance to establish the "Maximiliansplatz" as a popular

whereabouts. The “Domplatz” suffers a similar situation of missing attractiveness. It is used for cars (driving and parking) and for some religious events. There is no green and less seating-accommodations versus the “Maximiliansplatz”. Nevertheless, both public spaces suffer from different owners of their area, which has to be considered thinking about new concepts.

**Bridges in front of the Old Town Hall:** Two footbridges in front of the Old Town Hall of Bamberg in the middle of the Regnitz are other public spaces with problems. The lower one is highly controversial as a potential space for a beer garden or for a different outdoor dining space. In 2022, there has been a public-opinion poll, whether it fits for catering or not. There has been a test run by a gastronome with beer tables and a bar, which was visited by many tourists. However, it was not successful and accepted by locals. In 2023, the municipality installed a balustrade. The bridge is a traffic route for walking and cycling. This space might be an interesting topic for the “PopUpUrbanSpaces” project.

**Train station:** A typical German problem is the area planning of squares in front of train stations because of the discrepancy of different interests like being practical and clear or being welcoming and comfortable. This applies for Bamberg, as well. The “Deutsche Bahn” plans an extension of the rails because of its significance for the railroad connection of Berlin and Munich. This major project will last more than ten years and might effect the public space concept, which could be focused right now by arranging pop-up-elements. But still, this space in front of the train station suffers from different owners like the “Maximiliansplatz” and the “Domplatz”.

# 6. Existing Local Initiatives and Policies

There are different strategies, concepts and action plans in potential relation to the “PopUpUrbanSpaces” project:

**The Lighting Master Plan for Bamberg** was adopted unanimously by the City Council in 2006. It is concerned with the appearance of the historic town at night. The plan’s objectives are the illumination of important historic buildings with differentiated individual lighting that conveys the spatial qualities of the building. High-quality lighting of the main thoroughfare from the railway station to the “Domplatz” (cathedral square) forms a very important element of the urban space. Night-time spatial orientation in the urban environment should be improved. The lighting master plan also deals with aspects of energy-saving, security and road safety. Its implementation continues. Stakeholders are the Municipal Finance Division and the Municipal Utilities.

**Urban Development Concept:** In 2009 and 2010 the urban development concept for the city as a whole was drawn up using a participative approach. It is intended to link together the various different projects and plans related to urban development in Bamberg, for which among other factors the World Heritage status occupies an important role and offers particular chances, and to highlight medium to long-term opportunities. It includes a focus on public spaces.

**Urban Gardening:** The project “Urban Gardening” deals with horticulture as urban heritage in Bamberg and is linked with the Market Gardeners’ District with its long tradition of market gardening that still lives on today. From former 500 gardeners only 40 gardener families live and work on their own land in Bamberg today. Because the sector has shrunk, however, much gardening land in the inner-city area has fallen out of use – spaces for which sensitive uses must now be found. The project “Urban Gardening” is intended to keep alive the typical Bamberg gardeners’ culture, to develop new methods of gardening and to preserve the unique and outstanding inner-city gardening lands as part of the UNESCO World Heritage site. It combines topics of urban planning, monument protection, community involvement, tourism and commercial horticulture in a special way. The project pursues different topics like marketing, education, tourism and land use. For example, the project team installed a walking route through the Gardeners’ District that offers

insights into the gardeners' cultural, religious and economic lives and added a viewing platform. Visitors can view over the garden lands and stay for a while.

**Smart and inclusive city:** As illustrated above, another local policy is a digital twin to recreate the World Heritage City in virtual space, which should be finished in 2027. Additionally, there are many citizens' initiatives with different objectives. Supra-regional initiatives like "Transition" act in Bamberg too (https://www.transition-bamberg.de/).

# 7. Planned Activities of the Demonstration Actions

Preliminary and indicative information about the planned demonstration actions are not chosen right now.

# CITY OF NYÍREGYHÁZA

## 1. Contact Data

| | |
|---|---|
| **City name** | Nyíregyháza |
| **Contact person** | Edina Nagy |
| **Organization** | Municipality of Nyíregyháza |
| **Address** | 4400 Nyíregyháza, Kossuth tér 1. |
| **Phone** | +36 42 524 524 |
| **E-mail** | nagy.edina@nyiregyhaza.hu |


# 2. Key Data of the City Partner

## 2.1. Demography and Society

| Number and share of population by main age groups (2022) | | | | | | |
|---|---|---|---|---|---|---|
| < 15 years | | 15 - 64 years | | 64 < | | Total |
| No. | % | No. | % | No. | % | No |
| 17,305 | 14.98 | 75,112 | 65.02 | 23,104 | 20.00 | 115,521 |

| | |
|---|---|
| **Change in population - natural increase or decrease in the period 2010-2022 (+% or -%)** | -1.97 |
| **Life expectancy at birth (2022)** | male: 70.7<br>female: 77.5 |

## 2.2. Economy and Labour Market

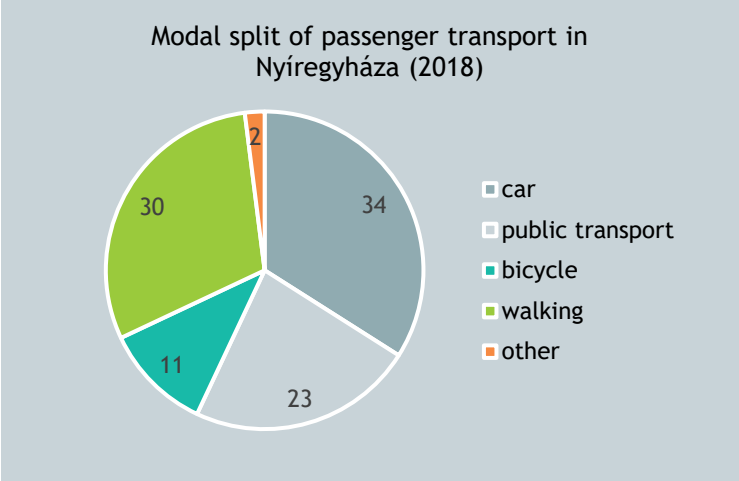
| | |
|---|---|
| **Activity rate (%) (2022)** | cc. 70 |
| **Unemployment rate (%) (2022)** | 2.68 |

| Number of enterprises[1] by industries (2019) | | | | | | |
|---|---|---|---|---|---|---|
| Agriculture, forestry and fishing | | Industry and construction | | Services | | Total |
| No. | % | No. | % | No. | % | No. |
| 105 | 2.06 | 1,042 | 20.4 | 3,961 | 77.54 | 5,108 |

| | |
|---|---|
| **Number of retail shops (2021)** | 1,924 |
| **Number of catering units (2021)** | 664 |
| **Number of tourist arrivals at accommodation establishments (2019 as last year before COVID)** | 113,699 tourists<br>212,692 tourist arrivals |

[1] Excluding individual entreprenuers (total number of enterprises: 12,996)

## 2.3. Mobility




### 2.3.1. Car-oriented Transport

| | |
|---|---|
| **Total length of public roads (km) (2022) from which** | 651 |
| **paved / unpaved** | 342 / 309 |
| **city-maintained / maintained by others** | 599 / 52 |
| **Passenger car stock (2020)** | 47,720 |
| **Number of passenger cars per capita (2020)** | 0.409 |
| **Number of parking places (free / not free) (2022)** | 12,300 / 3,865 |

### 2.3.2. Local Public Transport

| | |
|---|---|
| **Passengers carried (annually, 2022)** | 13,174,000 |
| **Passenger kilometres (annually, 2022)** | 46,755,000 |
| **Length of the network (km)** | N/A |
| **Number of local routes (2023)** | 48 |

### 2.3.3. Active Mobility

| | |
|---|---|
| **Length of bicycle routes (km) (2022)** | 77.6 |
| **Number of official bicycle parking units (2023)** | 226 |
| **Length of pavements (km) (2022)** | 352.6 |

## 2.4. Public spaces

| | |
|---|---|
| **Total territory (km²) (2023)** | 275 |
| **Total size of green areas (km²)[2]** | 1.858 (16.4 m²/inhabitant) |
| **Number of public parks (2023)** | 13 |
| **Total surface of public parks (km²) (2023)** | 0.179 |
| **Number of public playgrounds (2023)** | 101 |
| **Number of outdoor gyms (2023)** | 26 |
| **Number of other outdoor facilities (2023)** | 40 |
| **Number and capacity of outdoor public benches, seats (2023)** | 1729 benches >> 5200 seats |

# 3. Summary Description

Nyíregyháza is a city in north-eastern Hungary, located near the tri-border region of Hungary, Romania and Ukraine. Its accessibility is relatively good, flexible and diversified (IC-train, motorway), and it is considered one the most important transport nodes in the east of Hungary.

With a stagnant population of approx. 116,000, Nyíregyháza is the seventh-largest city in the country. Its development has been continuous since the 18th century, thus the city became the economic and cultural centre of the region. As the county seat of Szabolcs-Szatmár-Bereg County it has a large agglomeration, and provides a wide range of public and other services for the population of the city and its surroundings.

In the economy, the agriculture was dominant over the centuries – due to favourable natural conditions. After the change of regime, several foreign-owned companies established new production sites in Nyíregyháza (e.g. LEGO, Michelin, Hübner). The largest employers of the city are located in industrial parks and industrial areas, but the tertiary sector also plays an outstanding role in the local economy and labour market. As a consequence, a high number of daily commuters travel to and from Nyíregyháza every day.

Thanks to the developments of the last decade, tourism has become one of the important sectors. The main attractions are located in the downtown (e.g. museums, churches, elements of built heritage) and in the northern part of the city (e.g. zoo, spa and wellness centre, open air village museum).

In terms of its geography and urban structure Nyíregyháza offers favourable conditions for sustainable mobility: flat area, numerous (relatively large) interconnecting squares in the city centre, wide roads, etc. – these positive factors create a potential for further improving sustainable urban mobility – primarily active forms of transport.

The public road network has a radial structure with 2 main ring roads:

- great boulevard is functioning as bypass;
- small boulevard directly surrounds the city centre's pedestrian zone.

Recently various projects have been implemented, aimed at improving the quality and occupancy rate of alternative modes of transport (e.g. procurement of 41 CNG[3] and 6 electric low-floor busses, expanding

[2] regularly cleaned green areas

[3] compressed natural gas

bicycle road network, traffic calm measures). The existing pedestrian-only zone in the inner city is relatively large, but there are other areas from which cars may be excluded in the future.

The municipality of Nyíregyháza make great efforts towards retaining and attracting inhabitants as well as strengthening the community both at city and at neighbourhood level – this was the aim of the TalentMagnet project co-financed by the Interreg Central Europe Programme. Digitization appears in many areas of the city management - partly thanks to the "Digital Nyíregyháza" program and the developments implemented since then. Digital administration is now commonplace, and sometimes smart solutions also appear in the field of public services (e.g. automated monitoring of waste collection, Nyíregyháza App, the Nyíregyháza Timetable application containing the public transport schedule, the automatic measuring station that monitors air pollution). However, there is still room for greater use and spread of digital communication tools.

# 4. Key Challenges and Learning Needs in Using Urban Spaces and Urban Mobility

**Using public spaces:**

- Some districts and public places are habitually abandoned (mainly from Saturday afternoon to Monday morning)
- Some of them are underused which deteriorates the cityscape, social cohesion, and local identity, too
- Green areas appear as islands, they do not form a unified network

**Pedestrian traffic:**

- Poor quality of sidewalk coverings in some places
- Narrow pavements near the city centre (particularly considering priorities of special needs groups, e.g. people with baby carriages or wheelchairs)
- Principle of barrier-free construction is not always applied (e.g. high curbs)

**Bicycle traffic:**

- Low rate of people using bicycle regularly
- Despite the continuously expanding network, some critical sections of core bicycle routes are still missing (e.g. along main road between larger residential areas and the city centre) that limits traffic safety
- Limited number of bicycle storage and other necessary bicycle facilities
- Traffic lights are optimized for cars – slowing down the bicycle traffic
- Regulatory failures (e.g. regarding bicycle parking, low-speed streets, using one-way streets in the opposite direction by bicycle)
- Attitude problems, insensitivity to the other's point of view (in relation cyclists – car drivers and cyclists – pedestrians)

**Public transport:**

- Very low (22%) occupancy rate of buses
- Outdated vehicles (a significant improvement is expected thanks to the new buses)

- Routes and schedules are not in line with the real needs ("sightseeing" routes instead of easy-to-understand straight, direct lines, districts with poor access, chaotic and confusing schedules, inadequate frequency, etc.)
- Inefficient operation, inappropriate business model of public transport, limited policy support, public finance do not promote / reward efficiency and quality improvements
- Controversial image, inadequate marketing: public transport used mainly by people who cannot afford to maintain a car – it is not considered a transit option, rather as a last resort

**Motorized transport:**

- Congestion in rush hour, overcrowded boulevards and radial roads (especially the transport nodes)
- Unreasonably high proportion of people using cars to achieve the city centre because of "too good" conditions for cars
- Limited number of P+R parking places along the main access roads, opportunities for changing means of transport are inflexible

**Other factors:**

- Relatively small size of attractive green areas in the downtown
- Air pollution and smog particularly during winter – caused mainly by household heating, not by traffic, but still prevents people from walking because of the poor air quality
- Limited number of attractive catering units – restaurants, pubs, cafés – in the city centre
- Relatively small number of outdoor and indoor community spaces and community activities
- Despite the continuous development, cityscape and street design is not attractive and unified enough
- Segregated urban areas with high ratio of disadvantaged people

**Applying digital communication tools:**

- The transport app does not provide up-to-date information
- In a survey among inhabitants, almost 60% of the respondents consider their own digital competences to be average or below
- The utilization of the Nyíregyháza App is low both from the operator's and user's side

# 5. Public Spaces with Significant Problems

During a complex street audit process, 5 critical public spaces of the city were assessed in 2022. The paragraphs below summarize the key findings of the street audit.

**Toldi street:** It is a street of 1.2 km length along a watercrouse in a mainly residential area. Although it is surrounded by a relatively wide green area, the street and the stream is totally underused, even unused. It does not represent any attraction for the residents: there are no barriers, street lighting is inadequate, the green area is neglected. Potential interventions:

- Creating steps leading to the water,
- Installation of street furniture (benches, seats, even cooking areas),
- Renovation of bridges necessary for crossing,

- Renewal of the vegetation.

**Kiss Ernő street:** The 700 m long street has dominantly residential function completed with other functions. It connects the train and bus station with the city centre; however it is rather underused. The sidewalks are not wide enough, in some places they are used by cars for parking. Both the greenery and the buildings are eclectic. Potential interventions:

- Creating a mixed-use zone favoring pedestrians (parklets, street furniture, traffic calming),
- Renewal and unification of the vegetation,
- Use of clear road signs (mainly for cyclists).

**Luther street:** The 400-meter long Luther street – as the southeastern edge of the downtown pedestrian zone - leads car traffic to the city centre. Conflicts easily arise between modes of transport in this mixed-use area. Cyclists and cars drive too fast near pedestrians. The crossing is sometimes unclear, unsafe and/or too long for pedestrians. Potential interventions:

- Optimizing traffic light settings,
- Official marking of unmarked crossings,
- Expansion of the pedestrian zone, first temporarily on an experimental basis.

**Bethlen Gábor street:** The examined 900-meter section is an important route for travellers from the bus and train station to the city centre (and back). It has dominantly residential function completed with other ones. As it is a connection point between the ring road and the city centre, it has to handle significant pedestrian, bicycle, car and bus traffic. The bike path is safely separated from both cars and pedestrians. The further away pedestrians and cyclists are from the main square, the less motivation they feel to continue their journey on foot/bicycle. Potential interventions:

- Changing the monotonous, concrete-oriented street scene,
- Road and building renovation in critical sections,
- Repainting bicycle paths and pedestrian crossings,
- Installation of a traffic light.

Egyház street and Síp street: The approximately 450-meter-long route forms a continuous "loop" around the parking lot between the two mixed-use streets. The streetscape is dominated by the centrally located parking lot. The condition and design of Egyház utca is better, traffic safety on Síp utca, especially because of the kindergarten, is not adequate. Cyclists typically ride on the sidewalk. Potential interventions:

- Construction of an underground garage, which would enable the creation of a green area,
- As a less drastic solution, creating a smaller green area for every 2-4 cars,
- Reconstruction of sidewalks on the Síp street.

# 6. Existing Local Initiatives and Policies

**Relevant strategies, concepts, action plans or similar documents**

In 2021, the local government adopted the Sustainable Energy and Climate Action Plan (SECAP) and Sustainable Urban Mobility Plan (SUMP) of the city, and in 2022 it developed the Sustainable Urban Development Strategy of Nyíregyháza (FVS) for the 2021-2027 programming period – all of these documents place greater emphasis on sustainability and green transition. The core document for mobility is obviously the SUMP including the following objectives:

1. Mobility to support the strengthening of the economy (e.g. sustainable accessibility of workplaces, industrial and logistics areas as well as tourist attractions),
2. Integrated regional, suburban and urban transport system (e.g.intermodality, strengthening the connection of outlying settlement parts),
3. Development of an intelligent public transport system (e.g. green fleet, renewal of passenger information),
4. Improving the conditions of individual modes of transport within the city (e.g. traffic calming, optimization of parking, prefering walking and cycling),
5. Intelligent, innovative, environmentally friendly mobility (e.g. encouraging the spread of alternative propulsion systems and fuels, awareness raising activities).

**Interventions, good practices**

- **Green city project:** complex renewal of two public places in the downtown (regeneration of greenery, running track, smart bench and other street furnite, traffic calming measures, etc.).
- **Street picnic as a pilot action:** in the CityWalk project co-financed by the Danube Transnational Programme focused on making partner cities (includin Nyíregyháza) more pedestrian-friendly. As a pilot action of Nyíregyháza, cars were temporarily banned from an otherwise crowded street in the downtown on a Saturday afternoon to raise awareness of sustainable forms of mobility. The long-term and upscaleable results of the CityWalk project was aknowledge by the RegioStars award in 2019.
- **Bike picnics:** The event, organized every year, serves to promote cycling. Cyclists of all ages travel on the 30 km cycle path in and between Nyíregyháza and Tokaj, completed in 2017.
- **Street audit:** an easy-to-use methodology was created and tested in a cross-border project implemented in Nyíregyháza and two other cities from Romania and the Ukraine. As a result 5 public spaces in Nyíregyháza were thouroghly asses and auditors formulated useful, proactive recommendations were on preparing future interventions.

# 7. Planned Activities of the Demonstration Actions

The city of Nyíregyháza plans to implement two demonstration actions:

- One will focus on tactical transit methods to improve user experience on public transport by providing up-to-date information to users and counting passengers of public transport. The planned method would also be used for getting feedback on the service quality, problems users may encounter and suggestions for improvement to have reliable information.
- Within the second pilot action Nyíregyháza will use digital campaigning tools for raising awareness of sustainable modes of transport and making public spaces more liveable.

Details of the demonstration actions will be defined during 1-day transnational planning workshops with the relevant partners.