

HIGHLIGHTS

OF THE

POPUPURBANSPPACES

PROJECT

Interreg
CENTRAL EUROPE



Co-funded by
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PopUpUrbanSpaces



WELCOME TO OUR GREEN WORLD

The main objective of the PopUpUrbanSpaces project is to enable the public sector and related entities in cities 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





ABOUT OUR APPROACH TACTICAL URBANISM

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

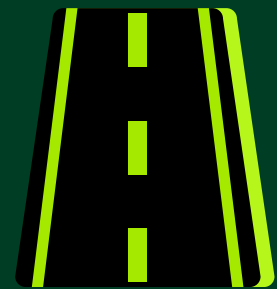
Tactical urbanism encompasses a range of practices that share a collaborative approach, bringing together various stakeholders to develop alternative planning methods. The goal is to provide goods and services that operate outside of the traditional market-based system. These practices are designed to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

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



TACTICAL URBANISM

SUBCATEGORIES



Road/street tactics

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



Parking lots/Parking spaces tactics

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



Sites/block of buildings tactics

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



Tactics with no places defined

DEPAVE, GUERRILLA GARDENING, CHAIR BOMBING



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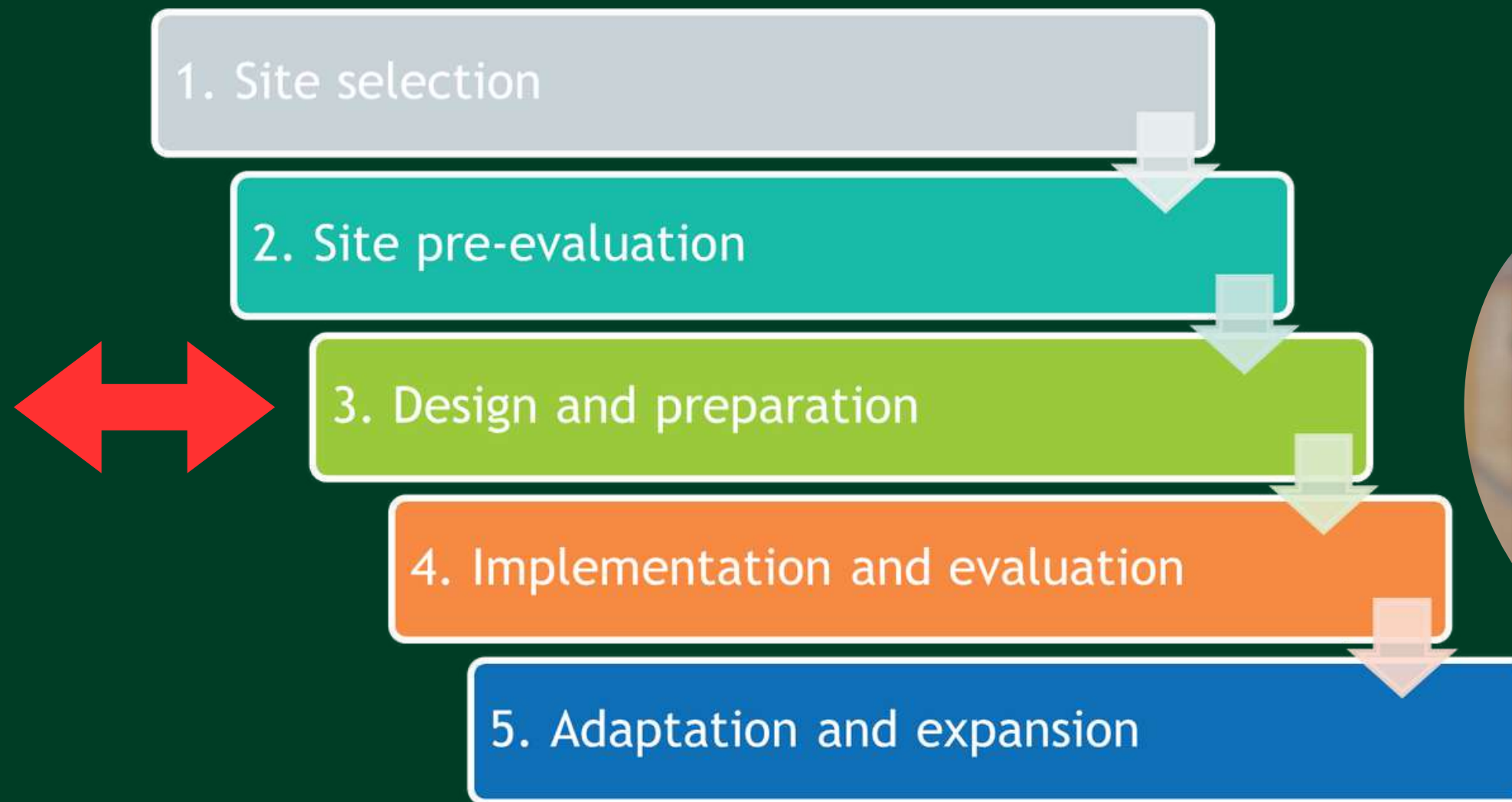


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THE TACTICAL URBANISM PROCESS

Continuous documentation, communication
and stakeholder engagement



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BENEFITS OF TACTICAL URBANISM



Economic benefits

tactical urbanism allows experimentation and testing of ideas before making substantial political and financial commitments. By activating underutilized spaces, interventions often increase pedestrian frequency and therefore indirectly support small, local business owners. Furthermore, tactical urbanism projects improve vibrancy and attractiveness of cities, which help boost local economies



Social benefits

interventions often prioritize pedestrian-friendly infrastructure, green spaces and encourage active mobility. They promote physical and mental well-being, encouraging community participation, strengthen social ties, foster social inclusion, and help create a shared sense of identity. Public safety is also supported by tactical urbanism, as the interventions create more visible and active public spaces



Environmental advantages

Many interventions enhance green infrastructure: they contribute to increasing urban biodiversity, improving water management, combating the urban heat island effect, absorbing pollutants and particulate matter from the air. By promoting and supporting sustainable transport options, tactical urbanism leads to a more balanced modal split.



Perception and imagination of urban space

tactical urbanism interventions serve as tangible demonstrations of potential improvements, providing decision-makers with real-world evidence to support policy changes or larger-scale interventions



Politically

tactical urbanism projects require collaboration between various stakeholders, including residents, community organizations, and government agencies, fostering cooperative relations and shared responsibilities. By involving citizens in the decision-making process, tactical urbanism projects build trust, improve transparency, and enhance the legitimacy. Local governments can test innovative solutions without significant political risk.

OUR 7 PILOT CITIES



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KEY CHALLENGES OF THE POPUPURBANSPACES CITIES

 • Overrepresented car use and car ownership • Congestion in rush hour • “Too good” conditions for cars • Limited number of P+R parking places • Insufficient control and sanctioning of offences	 • Low occupancy rate of buses • Outdated vehicles • Routes and schedules not in line with the needs • Inefficient operation, inappropriate business model • Controversial image • Long travel times • Inadequate accessibility
 • Non-networked bicycle paths • Limited number of adequate bicycle storage (B+R) • Traffic lights not optimized for cycling • Regulatory failures • Attitude problems, insensitivity to the other’s point of view • Failure to take cyclists into account in road design	 • Poor quality of sidewalk coverings • Narrow and non-barrier-free pavements • Relatively limited size of traffic-calmed zones • Lack of urban amenities along pedestrian routes • Safety issues
 • Underused/abandoned vs. overcrowded public places • Isolated and unattractive green areas • Small number of outdoor and indoor community spaces • Not enough attractive and unified cityscape and street design • Poorly equipped public spaces • Lack of objective and feasible development concept	 • Non-collection of data and non-use of existing data • Low utilization rate of existing transport apps • Inadequate digital competences in certain social groups • No systematic campaign to change travel habits



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OUR CONSERVATION SUCCESS RATE



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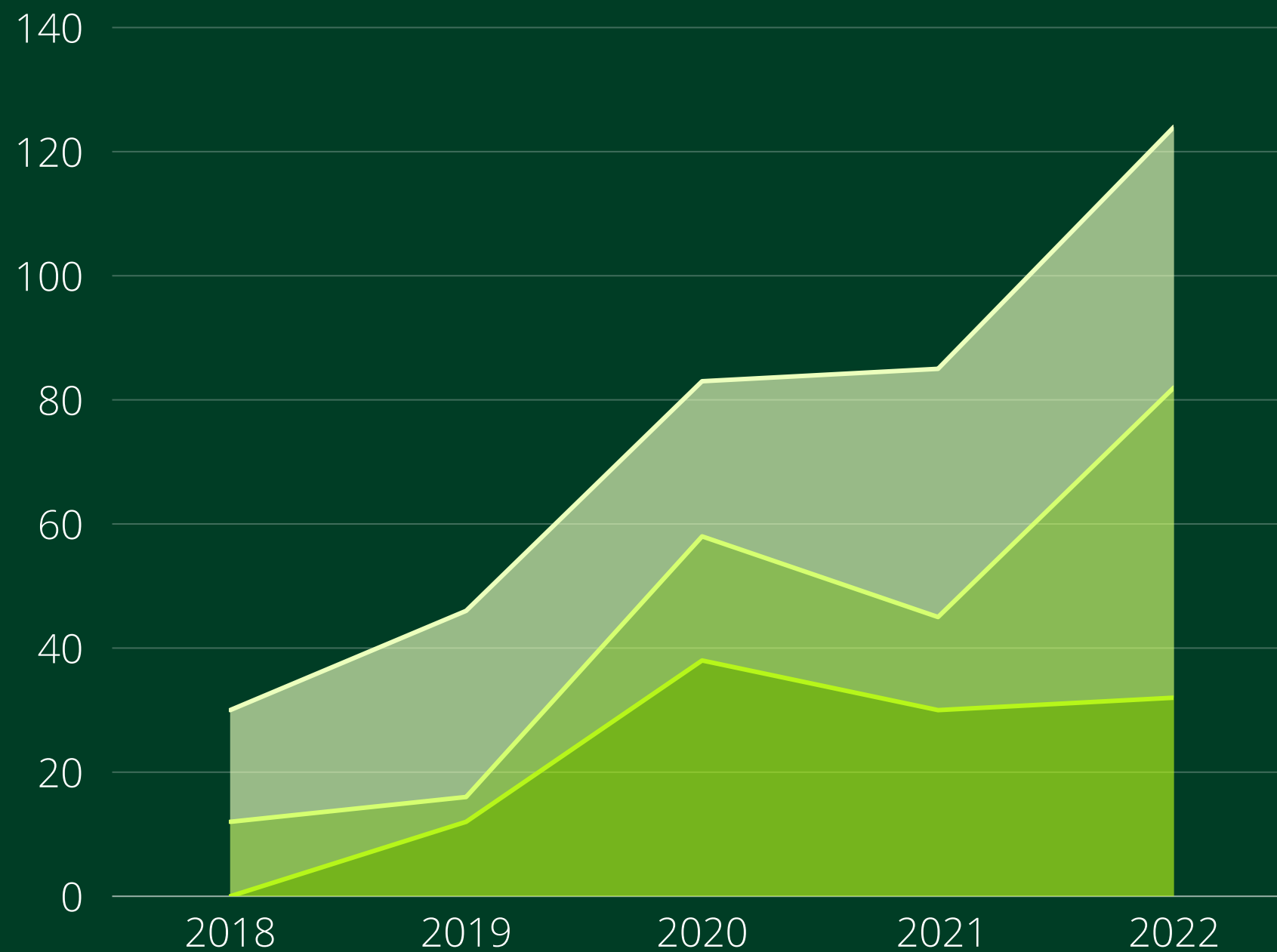


OUR TARGET HERE



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INFOGRAPHIC SECTION

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MEET OUR ZOO KEEPER



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The background is a dark green color with a subtle pattern of leaves. There are four large, light green abstract shapes: a circle in the top-left, a circle in the top-right, a circle in the bottom-left, and a circle in the bottom-right. In the top-left circle, there are several small, light green circles. In the top-right circle, there is a branch with several light green leaves. In the bottom-left circle, there is a branch with several light green leaves. In the bottom-right circle, there are several small, light green circles.

THANK'S FOR WATCHING

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