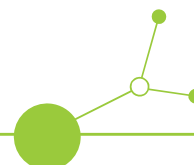


D.3.2.1 Territorial Policy Action Plans



Version 1
02 2026





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1. Introduction

Within the PopUpUrbanSpaces project, Territorial Policy Action Plans (TAPs) were developed as key strategic outputs supporting partner cities in accelerating the transition towards sustainable and active urban mobility. Building on the evidence generated through pilot actions and stakeholder engagement, the TAPs translate practical project experience into structured policy guidance and implementation roadmaps at local level.

The plans promote the integration of tactical urbanism/transit, placemaking approaches, and participatory governance into regular municipal practice. By doing so, they aim to help cities move beyond isolated pilot interventions towards systemic and long-term change in how public space and mobility are planned, managed, and communicated.

Each territorial partner prepared a locally tailored action plan reflecting its specific spatial structure, mobility patterns, institutional setting, and policy framework. At the same time, all plans follow a common transnational methodology developed within the project, ensuring comparability, transferability, and strategic coherence across Central Europe.

2. Overview of Territorial Policy Action Plans

Seven territorial partner prepared a locally tailored action plan reflecting its spatial characteristics, mobility challenges, and institutional framework.

The Municipality of Kamnik builds its plan on the pilot transformation of the Veronika parking area and focuses on institutionalisation through a dedicated municipal funding line, establishment of an advisory body, permanent redesign of the pilot site, public roundtables, digital awareness campaigns and educational activities. The plan is aligned with SUMP and spatial planning documents and emphasises integration into formal municipal governance and financing.

DAN Sjever Varaždin prepared a TAP as a preparatory and enabling document for the city's future SUMP revision. The plan foresees expansion of tactical interventions, temporary bike infrastructure testing, establishment of a Sustainable Urban Mobility Advisory Board, and systematic monitoring and evaluation mechanisms.

The **Municipality of Ferrara** focuses on neighbourhood-scale regeneration through co-designed pedestrian routes, temporary wayfinding, playful elements and social nodes. The action plan is embedded in PUG, PUMS and ATUSS frameworks and promotes tactical activation as a catalyst for sustainable mobility and social cohesion.

The **Rzeszów Regional Development Agency** builds on the "Bike + Bus" pilot intervention and proposes establishing a permanent Mobility Forum, continuing awareness campaigns and implementing tactical micro-interventions to strengthen intermodality. The plan aligns with SUMP for the Rzeszów Functional Urban Area and national strategies.



Krems (UWK) integrates tactical urbanism into its officially approved Climate Neutrality Roadmap. Within the mobility field of action, the roadmap foresees transfer of PopUpUrbanSpaces results, development of guidelines for pop-up projects, procurement of modular furniture and regular implementation of pop-up interventions as preparatory instruments for long-term transformation.

The City of Bamberg translates pilot experiences into actions promoting inclusive public spaces and low-traffic streets through pocket parks, participatory idea collection, temporary pedestrianisation and reversible seating solutions. The plan emphasises participatory ownership and integration into long-term urban planning objectives.

The City of Nyíregyháza developed a comprehensive stand-alone action plan structured around people-first streets, public transport improvements, awareness-raising campaigns and co-created mobility governance. The plan proposes temporary pedestrianisation, plaza pop-ups, smart public transport solutions and the establishment of a Mobility Forum.

3. Key Common Findings Across Partner Cities

3.1. Common Challenges

Across all partner cities, several structural challenges were identified:

Persistent car dependency.

Short car trips dominate mobility patterns, limiting modal shift potential and placing pressure on public space.

Fragmented active mobility infrastructure.

Gaps in cycling networks, pedestrian safety concerns, and insufficient intermodality reduce the attractiveness of sustainable alternatives.

Limited institutional integration of tactical urbanism/transit.

While pilot projects proved successful, temporary interventions are not yet systematically embedded in planning, budgeting, and governance systems.

Resource constraints.

Financial and staff limitations require scalable, modular, and cost-efficient approaches.

Need for sustained behavioural change.

Communication and long-term awareness efforts remain critical to securing durable modal shift.

All TAPs propose mitigation measures including early integration into official strategies, use of low-cost and reversible solutions, participatory engagement processes and alignment with national and EU policy frameworks.

3.2. Common Opportunities

The TAPs collectively demonstrate a clear shift from experimentation to structured policy integration.

Several cities establish permanent mobility forums or advisory boards (Rzeszów, Nyíregyháza, Varaždin). Kamnik introduces a dedicated funding line, while Krems embeds tactical urbanism within a climate roadmap. In all cases, pilot-tested approaches are aligned with SUMP, PUMS, SECAP or related strategic frameworks.



Temporary pedestrianisation, modular furniture, micro-interventions and co-design workshops are consistently used as testing instruments that allow cities to observe behavioural responses, gather data, refine solutions and increase public acceptance before permanent investment.

3.3. Tactical urbanism/transit as a bridging instrument

A major cross-cutting finding is the role of tactical urbanism/transit as a bridge between:

- short-term testing and long-term infrastructure,
- citizen engagement and formal policy,
- experimentation and risk-managed investment.

Temporary pedestrianisation, pop-up bike infrastructure, micro-interventions, artistic activation, and modular furniture systems consistently served as low-risk instruments for spatial transformation. These interventions allowed municipalities to:

- observe behavioural responses,
- gather data,
- refine designs,
- increase public acceptance,
- and justify future permanent investments.

This confirms tactical urbanism/transit as a legitimate and scalable planning instrument rather than a one-off communication activity.

4. Strategic Recommendations for Replication and Scaling

Based on the synthesis of all Territorial Action Plans, the following recommendations are proposed for cities seeking to accelerate sustainable mobility transitions:

4.1. Institutionalise Tactical urbanism/transit

Temporary interventions should be formally integrated into municipal procedures for policy continuity and faster innovation cycles.

Cities should:

- Develop standardised guidelines for pop-up interventions,
- allocate dedicated annual budgets,
- establish cross-departmental coordination mechanisms,
- embed tactical approaches in SUMP, climate, and urban development strategies.



4.2. Use Temporary Measures to De-risk Long-Term Investments

Pop-up interventions should precede permanent reconstruction for evidence-based investment decisions and stronger political support.

Cities should:

- Pilot pedestrian zones and corridors before capital investment,
- apply modular and reversible materials,
- conduct before-after monitoring,
- prioritise visible and high-traffic areas.

4.3. Strengthen Participatory Governance Structures

Sustainable mobility requires institutionalised dialogue to improve legitimacy and long-term behavioural change.

Cities should:

- Establish permanent mobility forums or advisory boards,
- integrate workshops and co-design workshops into planning cycles,
- include schools, businesses, NGOs, and vulnerable groups,
- combine physical engagement with digital communication tools.

4.4. Embed Actions in Financial and Strategic Frameworks

Policy uptake, long-term sustainability and scalability depend on the formal integration of actions into strategic planning and financial frameworks.

Cities should:

- Align TAP measures with SUMP, SECAP, PUMS, and climate roadmaps,
- secure political endorsement,
- develop medium-term investment pipelines,
- connect measures to EU and national funding opportunities.



4.5. Maintain Continuous Awareness and Behaviour-Change Campaigns

Spatial change must be accompanied by cultural transformation to achieve durable modal shift and broader public support.

Cities should:

- Implement recurring mobility campaigns,
- use storytelling and local success cases.
- Apply visually engaging and data-driven communication,
- monitor behavioural trends over time.

5. Conclusion

The Territorial Policy Action Plans developed within the PopUpUrbanSpaces project demonstrate a clear transition from pilot experimentation to structured policy integration. Across all partner cities, temporary interventions tested during the project have been translated into formal implementation frameworks that define governance structures, financial mechanisms and strategic alignment with long-term mobility and climate objectives.

The plans also confirm the value of temporary and reversible measures as instruments for risk-managed transformation. By enabling real-life testing, stakeholder feedback and incremental refinement, cities strengthen the legitimacy and feasibility of long-term mobility investments. At the same time, structured participatory mechanisms contribute to stronger ownership and support behavioural change alongside spatial redesign.

Another important outcome is the consistent alignment of TAP measures with SUMP processes, climate roadmaps and broader European objectives. This integration anchors the project results within formal policy frameworks and creates a foundation for future scaling and funding.

Taken together, the Territorial Policy Action Plans function as a concrete scaling mechanism of the PopUpUrbanSpaces approach. They bridge demonstration and long-term policy, experimentation and institutional learning, and local action with transnational objectives. By embedding tested tools into official planning systems, partner cities have established a durable basis for continued implementation and progressive transition towards sustainable, people-centred urban mobility beyond the project duration.



ANNEX

The template for the *Territorial Policy Action Plan - English summary* provides a standardised structure for all territorial partners. Each partner was required to provide information on: identification of the territorial partner and type of action plan (stand-alone or part of a larger strategic document), a short description of the action plan and its background, defined goals and objectives, planned actions (including name of action, short description, intended result, stakeholders involved and time framework), as well as risks or challenges and proposed mitigation measures.

PopUpUrbanSpaces

Territorial policy action plan- English summary

Municipality of Kamnik, Slovenia



Version 1
01 2026





Summary

Territorial partner:		
Action plan is (check the box):	<input type="checkbox"/> Stand alone territorial action plan	<input checked="" type="checkbox"/> Part of a larger local strategic document ¹
Short description of the action plan (aim of the document, background)²:	<p>The Territorial Action Plan for Sustainable Mobility (SM)/Tactical Urbanism (TU) in Kamnik builds upon the results of the PopUpUrbanSpaces pilot project, which introduced tactical urbanism interventions in the town centre (notably the temporary redesign of part of the Veronika parking area). The document establishes a structured framework for implementing tactical urbanism and sustainable mobility measures and integrating successful temporary interventions into permanent municipal strategies and spatial planning.</p> <p>The plan addresses key challenges such as high car dependency, dispersed settlement patterns, limited pedestrian and cycling infrastructure, and climate impacts. It aligns with local strategies (Kamnik's SUMP, spatial planning documents, cultural and tourism strategies) and EU frameworks including The European Green Deal and EU Urban Mobility Framework.</p>	
Goals and objectives (add lines if needed)³	<p>1. Goal: Strengthen sustainable and active mobility as the primary choice for local travel.</p>	<p>Objectives: 1. Increase the share of walking, cycling and public transport use.</p>

¹ Such as e.g. SUMP, Climate Roadmap

² If actions are planned as part of a strategic document, briefly describe the document and how do actions related to tactical urbanism/transit fit in it.

³ If actions are planned as part of a strategic document, write down the goals and objectives related to tactical urbanism/transit.



		2. Expand pedestrian and cycling areas and improve safety for vulnerable road users.	
2. Goal: Institutionalise tactical urbanism within municipal governance and financing.		<p>Objectives:</p> <ol style="list-style-type: none"> 1. Establish permanent financial and governance mechanisms. 2. Integrate tactical urbanism into municipal strategies and spatial planning documents. 	
3. Goal: Increase public awareness and participation.		<p>Objectives:</p> <ol style="list-style-type: none"> 1. Engage citizens and stakeholders in participatory processes. 2. Promote long-term behavioural change towards sustainable use of public space. 	
Planned actions ⁴ (add lines if needed)			
Name of the action	Short description of the action	Intended result	Stakeholders involved
1. Dedicated municipal funding line	Specific budget line for tactical urbanism and sustainable mobility projects.	Increased number of implemented projects.	Municipality of Kamnik, Institute for Public Culture, NGOs.
			Time framework
			Annual (budget cycle).

⁴ If actions are planned as part of a strategic document, write down the actions related to tactical urbanism/transit.



2.	Advisory body establishment	Creation of a consultative body supporting integration of tactical urbanism.	Improved institutional capacity and coordination.	Municipality, external experts, stakeholders.	Within mandate period.
3.	Permanent transformation of Veronika parking (pilot location)	Redesign of parking area - pilot location to prioritise pedestrians and cyclists.	More public space for active mobility.	Municipality, Mayor, Municipal Council.	Within political mandate.
4.	Public roundtables and lectures	Regular participatory events on sustainable mobility/tactical urbanism.	Greater public engagement.	Municipality, public cultural institute, NGOs, citizens.	Continuous.
5.	Digital awareness campaign	Ongoing/permanent TU/SM communication via municipal social media channels (IG/FB Sustainable mobility Kamnik).	Behavioural change and awareness increase.	Municipality, external communication contractors.	Continuous.
6.	Educational activities for children	Annual school and kindergarten activities promoting sustainable mobility/tactical urbanism.	Long-term cultural shift.	Municipality, schools, pre-schools, NGOs, external contractors.	Annual / Continuous
Risks or challenges and suggested mitigation measures.		<p>Political risks: Changes in priorities may delay implementation. Mitigation: Early integration into official strategies and budgets.</p> <p>Legal risks: Permitting or regulatory constraints. Mitigation: Early involvement of legal and technical experts.</p> <p>Financial risks: Limited municipal resources.</p>			



	<p>Mitigation: Diversified funding sources (EU, national, public-private partnerships).</p> <p>Community resistance: Opposition to spatial transformations/motorized traffic restrictions.</p> <p>Mitigation: Strong participatory processes and transparent communication.</p>
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Popupurbanspaces Territorial policy action plan- English summary

DAN Sjever Varaždin, Croatia



Version 1
01 2026





Summary

Territorial partner:	DAN Sjever Varaždin	
Action plan is (check the box):	<input type="checkbox"/> Stand alone territorial action plan	<input checked="" type="checkbox"/> Part of a larger local strategic document ¹
Short description of the action plan (aim of the document, background) ² :	<p>This Territorial Action Plan provides a clear and practical framework for advancing sustainable urban mobility in Varaždin by translating the results of the PopUpUrbanSpaces pilot into concrete policy guidance. It demonstrates how tactical urbanism can be used as an effective tool to test mobility solutions, engage citizens, and support evidence-based decision-making, while remaining fully aligned with long-term strategic objectives at the local, national, and European levels.</p> <p>As a compact historic city and an urban node within the Trans-European Transport Network, Varaždin faces the dual challenge of maintaining regional and international connectivity while improving local accessibility and quality of life. The Action Plan responds to this challenge by prioritising everyday mobility—walking, cycling, public transport, and high-quality public spaces—as the foundation of a resilient and sustainable transport system. Rather than relying solely on large-scale infrastructure investments, the plan emphasises low-cost, flexible, and reversible interventions that can be rapidly implemented, evaluated, and refined.</p> <p>The proposed actions focus on four interconnected priorities: enhancing active mobility and public space quality, strengthening community engagement and awareness, improving data-driven planning and evaluation, and institutionalising sustainable mobility practices. Together, these actions establish a coherent pathway from short-term experimentation to long-term policy integration. The creation of permanent governance structures, such as a Sustainable Urban Mobility Advisory Board and a multi-stakeholder forum, ensures continuity beyond the project timeframe and supports coordinated implementation across sectors.</p> <p>A key value of this Action Plan lies in its role as a preparatory and enabling document for the future Sustainable Urban Mobility Plan (SUMP) of the City of Varaždin. The measures, monitoring approaches, and participatory mechanisms outlined here are designed to feed directly into the upcoming SUMP revision, reducing implementation risks and strengthening social acceptance of</p>	

¹ Such as e.g. SUMP, Climate Roadmap

² If actions are planned as part of a strategic document, briefly describe the document and how do actions related to tactical urbanism/trasnit fit in it.



	<p>change. Tactical urbanism is positioned not as an alternative to strategic planning, but as a complementary instrument that improves the quality, legitimacy, and effectiveness of long-term mobility policies.</p> <p>For decision-makers, this Action Plan offers a clear message: investing in sustainable local mobility is not only a response to current transport and climate challenges, but a strategic choice that reinforces Varaždin’s role as a liveable, competitive, and forward-looking regional centre. By building on tested solutions, engaging its citizens, and embedding sustainability into everyday planning, the city is well positioned to translate ambition into lasting impact.</p>	
<p>Goals and objectives (add lines if needed)³</p>	<p>1. Goal: Promote sustainable and active mobility as the primary mode of urban transport, reducing car dependency and improving the quality of public space</p> <p>2. Goal: Enhance liveability and climate resilience in the historic urban core by introducing greenery, shading, and traffic calming measures</p>	<p>Objectives:</p> <ol style="list-style-type: none"> Expand tactical urbanism interventions beyond Šenoina Street to other key streets and neighbourhoods Improve cycling and walking infrastructure through temporary measures that inform permanent solutions. Develop participatory mechanisms (workshops, campaigns, stakeholder forums) to support citizen engagement and behaviour change. Establish permanent structures such as a Sustainable Urban Mobility Advisory Board at the University North and a multi-stakeholder forum coordinated by DAN. Integrate mobility measures into the city’s SUMP and climate strategies, ensuring funding, continuity, and alignment with regional, national, and EU priorities. Monitor and evaluate impacts of interventions systematically, using data to inform evidence-based decision-making <p>Objectives:</p>

³ If actions are planned as part of a strategic document, write down the goals and objectives related to tactical urbanism/transit.



		<ol style="list-style-type: none"> 1. Expand tactical urbanism interventions beyond Šenoja Street to other key streets and neighbourhoods 2. Improve cycling and walking infrastructure through temporary measures that inform permanent solutions. 3. Develop participatory mechanisms (workshops, campaigns, stakeholder forums) to support citizen engagement and behaviour change. 4. Establish permanent structures such as a Sustainable Urban Mobility Advisory Board at the University North and a multi-stakeholder forum coordinated by DAN. 5. Integrate mobility measures into the city's SUMP and climate strategies, ensuring funding, continuity, and alignment with regional, national, and EU priorities. 6. Monitor and evaluate impacts of interventions systematically, using data to inform evidence-based decision-making
	<p>3. Goal: Strengthen participatory governance and awareness through active involvement of citizens, businesses, and institutions in mobility planning</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Develop participatory mechanisms (workshops, campaigns, stakeholder forums) to support citizen engagement and behaviour change. 2. Establish permanent structures such as a Sustainable Urban Mobility Advisory Board at the University North and a multi-stakeholder forum coordinated by DAN



			3. Monitor and evaluate impacts of interventions systematically, using data to inform evidence-based decision-making	
		4. Goal: Institutionalize sustainable mobility practices by embedding tactical urbanism and advisory structures into city strategies and long-term policies	1. Integrate mobility measures into the city's SUMP and climate strategies, ensuring funding, continuity, and alignment with regional, national, and EU priorities. 2. Monitor and evaluate impacts of interventions systematically, using data to inform evidence-based decision-making	
Planned actions ⁴ (add lines if needed)				
	Name of the action	Short description of the action	Intended result	Stakeholders involved
1.	Expand Tactical Urbanism Interventions	Replicate the use of modular urban furniture and greenery (as tested in Šenoina Street) in other central and residential areas of Varaždin. Locations will be identified in collaboration with citizens and local businesses.	More shaded, walkable streets; higher levels of pedestrian and cyclist traffic.	City planning department, DAN (Development Agency North), local businesses, NGOs, citizens
2.	Temporary Bike Infrastructure	Use cones and lightweight materials to test temporary cycling corridors in key streets, based on the Sheet 2 measure "temporary bike paths with cones."	Identification of potential permanent bike lanes through low-cost testing.	Cycling associations, municipal police.
				Pre-intervention (Q1-Q2 2026) → during rollout (Q3-Q4 2026) → post-intervention monitoring (early 2027) 2026 pilot, scaling 2027.

⁴ If actions are planned as part of a strategic document, write down the actions related to tactical urbanism/transit.



3.	Co-Design Workshops with Residents	Organize participatory workshops in neighborhoods to co-design future pop-up interventions (placement of benches, trees, bike paths).	Greater public acceptance, better location targeting, and increased sense of ownership.	Local NGOs, schools, universities.	2026-27
4.	Awareness & Communication Campaign	Use local media, social networks, and pop-up info booths to raise awareness of sustainable mobility benefits and encourage cycling/walking.	Improved public perception of sustainable mobility and support for interventions.	City PR office.	Continuous, starting 2026.
5.	Mobility Monitoring and Evaluation	Carry out pedestrian and cycling counts, temperature monitoring (to assess microclimate effects of greenery), and user satisfaction surveys before and after interventions.	Evidence-based justification for scaling interventions and embedding them into long-term plans.	NGOs, student groups.	2026-28
6.	Co-Design Workshops with Residents	Organize participatory workshops in neighborhoods to co-design future pop-up interventions (placement of benches, trees, bike paths).	Greater public acceptance, better location targeting, and increased sense of ownership.	City Council.	By 2027
7.	Awareness & Communication Campaign	Use local media, social networks, and pop-up info booths to raise awareness of sustainable mobility benefits and encourage cycling/walking.	Improved public perception of sustainable mobility and support for interventions.	DAN (Development Agency North).	2026-onwards



8.	Establish a Sustainable Urban Mobility Advisory Board	Create an interdisciplinary advisory board hosted by the Department for Logistics and Sustainable Mobility at the University North (Varaždin/Koprivnica). The board will include university staff, city officials, and representatives from the Development Agency North (DAN). Its role will be to provide expert guidance, monitor progress of mobility interventions, and advise on integration of new measures into local strategies.	Strengthened cooperation between academia, local government, and development agencies; improved quality of policy recommendations and long-term sustainability of actions.	University North - Department for Logistics and Sustainable Mobility.	2026-onwards
<p>Risks or challenges and suggested mitigation measures.</p> <p>These risks that may arise during implementation are:</p> <ul style="list-style-type: none"> • Political risks: Change in local political priorities could delay or limit adoption. <ul style="list-style-type: none"> ◦ <i>Mitigation:</i> Secure early adoption of measures into official strategies and budgets to ensure continuity. Workshops and meetings should be carried out on time to assure that political stakeholders are informed about sustainable mobility and that they would offer their support in the implementation of sustainable mobility measures. • Financial risks: Limited municipal resources could slow down scaling-up of interventions. <ul style="list-style-type: none"> ◦ <i>Mitigation:</i> Diversify funding sources (EU programmes, national co-financing, private sector partnerships). The city development agency, local universities and the city itself will constantly seek financial opportunities to help finance sustainable mobility development measures. • Technical risks: Interventions may face technical barriers (street space limitations, maintenance issues). <ul style="list-style-type: none"> ◦ <i>Mitigation:</i> Use pilot testing before permanent solutions and allocate dedicated maintenance resources. Stakeholders will actively support the development of pilot measures, such as tactical urbanism, in order to lay foundation for more permanent solutions. 					



- **Community-related risks:** Resistance from residents or businesses to traffic restrictions or space reallocation.
 - *Mitigation:* Strengthen communication campaigns, participatory workshops, and transparent decision-making processes. The city development agency, local universities and the city itself will constantly seek opportunities to carry out projects, workshops and campaigns that are informing the community about all the possibilities to enhance the quality of life through the implementation of sustainable mobility measures and tactical urbanism measures too.

By combining systematic monitoring with proactive risk management, the Action Plan ensures that interventions are adaptable, scalable, and resilient against unforeseen challenges.

Popupurbanspaces

Territorial policy action plan- English summary

Ferrara, Italy



Version 1
01 2026





Summary

Territorial partner:	Municipality of Ferrara - COFE - PP6	
Action plan is (check the box):	<input checked="" type="checkbox"/> Stand alone territorial action plan	<input type="checkbox"/> Part of a larger local strategic document ¹
Short description of the action plan (aim of the document, background)²:	<p>The PopUpUrbanSpaces Action Plan for Ferrara leverages tactical urbanism and placemaking to enhance public space quality, promote sustainable mobility, and strengthen social cohesion at neighbourhood scale, building on the evidence generated by the implemented pilot action. Designed on the basis of lessons learned, the Plan translates pilot outcomes into structured actions addressing pedestrian networks, underused spaces and mobility infrastructures. The Action Plan is embedded within the PUG, PUMS and ATUSS frameworks and aligned with regional and European strategies, offering a replicable model of people-centred and participatory urban regeneration.</p>	
Goals and objectives (add lines if needed)³	<p>1. Goal: Reframe public spaces as a connected, people-centred and exploratory urban system</p>	<p>Objectives: 1. Create „superneighborhoods“</p>
	<p>2. Goal: Enable temporary activation and adaptive reuse as catalysts for urban regeneration</p>	<p>Objectives: 1. Reactivate underused or abandoned spaces</p>
	<p>3. Goal: Strengthen sustainable mobility and urban cohesion through storytelling and participatory campaigns</p>	<p>Objectives: 1. Implement awareness campaigns on sustainable</p>

¹ Such as e.g. SUMP, Climate Roadmap

² If actions are planned as part of a strategic document, briefly describe the document and how do actions related to tactical urbanism/transit fit in it.

³ If actions are planned as part of a strategic document, write down the goals and objectives related to tactical urbanism/transit.



		mobility infrastructures			
Planned actions ⁴ (add lines if needed)					
	Name of the action	Short description of the action	Intended result	Stakeholders involved	Time framework
1.	Co-design pedestrian routes	Collaborative mapping and planning of walking routes with residents, schools, and associations	Legible, connected pedestrian networks that link local services, green spaces, and cultural assets	Municipality of Ferrara (Urban Planning and Mobility), residents, local associations, schools, cultural operators	Pilot phase (2 sites): Months 6-12 Full implementation: Months 12-48
2.	Install temporary wayfinding and playful elements	Markings, signage, and small urban furniture to improve route legibility and comfort	Enhanced pedestrian and street-level experience, improved legibility and attractiveness	Municipality of Ferrara (Urban Planning); artists and creative sector operators, residents	Pilot phase (2 sites): Months 6-12 Full implementation: Months 12-48
3.	Create sociale nodes / „Rifugi“	Small rest/social nodes along walking routes with informal services	Facilitate resting, social interactions, and intergenerational encounters	Municipality of Ferrara (Public works), residents, local schools, local associations	Pilot phase: after implementation on Action 1, based on the evidences collected

⁴ If actions are planned as part of a strategic document, write down the actions related to tactical urbanism/transit.



4.	Temporary artistic installations and murals	Co-designed artworks to animate underused spaces	Enhance social presence, cultural activation, neighbourhood identity	Municipality of Ferrara, local associations, owners of the spaces, residents, cultural associations and organisations	In coherence with Action 1.1 implementation
5.	Pop-up furniture/microstructures	Benches, shading, small stages, using low-cost, reversible materials	Activate spaces for social and recreational use	Municipality of Ferrara (Public works, Urbanistics), Local associations, Residents, NGOs, schools	In coherence with Action 1.1 implementation
6.	Community workshops	Collaborative planning of spatial uses, aesthetics, and programming	Enhanced ownership, community engagement, and co-production	Municipality of Ferrara, residents, associations, schools	Piloting phase: months 0-12 Full-scale implementation: annual
7.	Small-scale events	Urban gardens, exhibitions, outdoor learning to animate spaces	Vibrant social nodes, test for potential long-term activation	Municipality of Ferrara, providers of mobility services, NGOs, schools, service providers	Months 6-48
8.	Storytelling and	Install temporary narrative or	Increased visibility	Municipality of	Co-design phase:



	informational elements	informative/gamification elements, co-designed at city's level, on mobility infrastructure	and awareness of sustainable mobility options; increased engagement and enhanced playful/gamification approach towards public transportation options	Ferrara (Mobility), mobility services providers, residents, artists and designers, advertising operators, schools, environmental and cultural NGOs	Months 6-12 Pilot implementation: Months 12-18 Full-scale implementation: annual cycles
9.	Guided tours and workshops in movement	Interactive on-the-move activities linking infrastructure to neighborhood identity and history	Promote active exploration, learning, and engagement	Municipality of Ferrara (Mobility), Mobility NGOs, LPT operators	Mapping phase: Months 0-6 Preparation: Months 7-10 Implementation: Months 11-12 Full-scale implementation: annual cycles
10.	Visual interventions along routes	Markers, temporary signage along walking/cycling paths (Bicipolitana/Metrominuto)	Highlight sustainable mobility routes, encourage habitual use	Municipality of Ferrara (Mobility), LPT operators, residents, cycling NGOs, LPT and SM operators	Piloting phase: Months 0-12 Full-scale implementation: Months 12-36
11.	Community-generated artefacts	Murals, stencils, and route narratives documents neighbourhood experiences	Reinforce neighbourhood identity, civic	Cultural NGOs, Municipality support, residents	Piloting phase (2 sites): Months 6-12



			participation, and narrative use of mobility infrastructures	and local community actors (shopowners, services, etc.), artists	Annual implementation cycle (2 sites per year)
Risks or challenges and suggested mitigation measures.	<p>Political or administrative changes > Maintain regular communication with city authorities, ensure alignment and document pilot outcomes</p> <p>Financial constraints > Prioritise low-cost, reversible actions, leverage community partnerships, and seek regional or EU co-funding opportunities</p> <p>Technical or regulatory challenges > Design within regulatory limits, use temporary installation, explore flexible solutions</p> <p>Community engagement risks > Engage stakeholders from the earliest stage, co-design activities, leverage local identities, plan annual cycles of implementation, communicate benefits</p> <p>External unforeseen events > Prepare flexible plans, modular interventions, alternative and digital options</p>				

Popupurbanspaces

Territorial policy action plan- English summary

Rzeszów Regional Development Agency,
Poland



Version 1
01 2026





Summary

Territorial partner:	Rzeszow Regional Development Agency	
Action plan is (check the box):	<input checked="" type="checkbox"/> Stand alone territorial action plan	<input type="checkbox"/> Part of a larger local strategic document ¹
Short description of the action plan (aim of the document, background)²:	<p>The Action Plan developed as part of the PopUpUrbanSpaces project is a practical and strategic tool supporting the city of Rzeszów in its transition from a car-dominated mobility system to a more sustainable, accessible, and citizen-friendly urban transport system. The document translates the project's goals into concrete, implementable actions based on solution testing, stakeholder engagement, and a tactical urban planning approach.</p> <p>The Action Plan for Rzeszów was developed in response to the experience of a pilot project implemented by the Rzeszów Regional Development Agency (Rzeszów Regional Development Agency) in collaboration with the City of Rzeszów and the Public Transport Authority. The pilot focused on the intermodal "bike + bus" solution and included the construction of a Bike&Ride bicycle shelter at a public transport stop and an information and educational campaign promoting combining cycling with public transport. The findings confirmed the potential of such initiatives and the importance of parallel infrastructure and transport support.</p> <p>The plan identifies key mobility challenges in Rzeszów, including the high share of car transport, insufficient integration of cycling infrastructure with public transport, barriers to pedestrian mobility, and the need to strengthen institutional cooperation. In response to these challenges, three complementary courses of action are proposed: establishing a permanent Rzeszów Mobility Forum as a platform for coordination and dialogue, continuing educational and informational activities promoting sustainable mobility, and implementing tactical micro-interventions to improve the comfort and safety of transport users.</p> <p>The Action Plan is consistent with local, regional, national, and European strategic documents, in particular the Sustainable Urban Mobility Plan (SUMP) for the Rzeszów Functional Urban Area, the ZIT ROF 2030 Strategy, the National Urban Policy</p>	

¹ Such as e.g. SUMP, Climate Roadmap

² If actions are planned as part of a strategic document, briefly describe the document and how do actions related to tactical urbanism/trasnit fit in it.



	<p>2030, and the European Green Deal. This document is of an implementation nature and provides a basis for further development, testing, and scaling of sustainable mobility actions in Rzeszów, contributing to improved quality of life for residents and a long-term shift in mobility culture.</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Increasing the level of awareness and acceptance of sustainable mobility solutions by conducting educational campaigns promoting intermodality and active mobility. 2. Strengthening dialogue and inter-institutional cooperation through the establishment of a permanent Rzeszów Mobility Forum, ensuring better coordination of transport policies.
<p>Goals and objectives (add lines if needed)³</p>	<p>1. Goal: Strengthening sustainable mobility by developing a culture of active and intermodal mobility</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Improving the accessibility and comfort of bicycle stops and routes by implementing micro-interventions such as bicycle racks, signage, lighting, and temporary traffic management improvements. 2. Testing spatial solutions that increase the safety and attractiveness of active mobility, which can then be scaled up to other locations across the city.
	<p>2. Goal: Improving the quality of transport spaces by implementing fast, flexible and low-cost infrastructure interventions</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Improving the accessibility and comfort of bicycle stops and routes by implementing micro-interventions such as bicycle racks, signage, lighting, and temporary traffic management improvements. 2. Testing spatial solutions that increase the safety and attractiveness of active mobility, which can then be scaled up to other locations across the city.
	<p>3. Goal</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1.

³ If actions are planned as part of a strategic document, write down the goals and objectives related to tactical urbanism/transit.



		2.			
Planned actions ⁴ (add lines if needed)					
	Name of the action	Short description of the action	Intended result	Stakeholders involved	Time framework
1.	Setting up a Permanent Mobility Forum	Regular (quarterly) working meetings of representatives of RARR, the City of Rzeszów, ZTM, the Bicycle Officer and bicycle organizations, aimed at coordinating activities and jointly planning the development of sustainable mobility in Rzeszów.	Improved institutional cooperation and the creation of a joint action plan for cycling and intermodal infrastructure.	RRDA, the City of Rzeszów, ZTM, the Bicycle Officer and bicycle organizations	2026-2027
2.	The "Bike + Bus = Mobile Rzeszów" campaign	Continuation of the promotion launched as part of the pilot: information campaign on social media, ZTM buses, brochures, short educational films.	Increasing awareness and acceptance of combining cycling with public transport, increasing the number of users of the Bike+Bus solution.	RRDA, the City of Rzeszów, ZTM, the Bicycle Officer and bicycle organizations	2026-2027
3.	Tactical micro-interventions to	Test low-cost interventions such as: additional stands, solar lighting, directional	Improving the quality of use of stops and bicycle	ZTM, City of Rzeszów, local housing estate	2026-2027

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	improve comfort	traveler	signage, “mini-waiting zones” at bus stops etc.	routes, increasing safety and functionality as part of temporary tests.	councils, bicycle organizations	
4.						
5.						
6.						
<p>Risks or challenges and suggested mitigation measures.</p> <p>The main risks related to the implementation of the Action Plan include limited continuity of institutional engagement, budgetary constraints affecting the scale of micro-interventions, and potential delays resulting from administrative or technical procedures. There is also a risk of insufficient public awareness or acceptance of proposed changes, particularly in areas where car use currently dominates.</p> <p>To mitigate these risks, the Action Plan foresees the establishment of a permanent Rzeszów Mobility Forum to ensure long-term coordination and stakeholder commitment. Planned interventions are designed as low-cost and flexible solutions, allowing for phased implementation and adaptation to available resources. Continuous communication and educational activities will be used to strengthen public understanding and support, while close cooperation with municipal units will help reduce procedural and technical barriers.</p>						

PopUpUrbanSpaces

Territorial policy action plan- English summary

Krems (UWK), Austria



Version 1

01 2026





Summary

Territorial partner:	Krems (UWK)	
Action plan is (check the box):	<input type="checkbox"/> Stand alone territorial action plan	<input checked="" type="checkbox"/> Part of a larger local strategic document ¹
Short description of the action plan (aim of the document, background)²:	<p>Parallel to the PopUpUrbanSpaces Project, the city of Krems worked on the KLIMANEUTRALITÄTSAHRPLAN.</p> <p>This Climate Neutrality Roadmap was developed within the framework of the Mission Climate-Neutral, under a grant by the Austrian Federal Ministry for Innovation, Mobility and Infrastructure (BMIMI) and the Climate and Energy Fund, and is administered by the Austrian Research Promotion Agency (FFG).</p> <p>The vision describes Krems as a climate-neutral, liveable and future-oriented city where ecological responsibility, social participation and economic innovation are balanced.</p> <p>The road map was approved and published for internal use in January 2026 and a simplified version will be made available to the public in May 2026.</p>	
Goals and objectives (add lines if needed)³	<p>1. Goal: Climate-neutral municipal administration by 2030</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Reducing energy consumption 2. Switching to renewable energy 3. Electrifying municipal fleets 4. Improving energy efficiency in municipal buildings

¹ Such as e.g. SUMP, Climate Roadmap

² If actions are planned as part of a strategic document, briefly describe the document and how do actions related to tactical urbanism/transit fit in it.

³ If actions are planned as part of a strategic document, write down the goals and objectives related to tactical urbanism/transit.



		5. Climate-friendly infrastructure procurement and	
2. Goal: Climate-neutral city by 2040		Objectives: 1. Net-zero greenhouse gas emissions 2. Reduction of emissions across all sectors 3. Compensation of unavoidable emissions 4. Transformation of energy, buildings, mobility and resource use	
3. Goal A liveable and climate-resilient city: The third goal is broader and focuses on quality of life and resilience and includes tactical urbanism as an institutionalized methodology when creating or re-designing public spaces.		Objectives: 1. A liveable city with high environmental quality 2. Climate-resilient infrastructure 3. Attractive public spaces 4. Sustainable economic development 5. Strong citizen participation	
Planned actions ⁴ (add lines if needed)			
Name of the action	Short description of the action	Intended result	Stakeholders involved
1. Building on PopUpUrbanSpaces	Transfer of the results from “PopUp Urban Spaces” to support the well-founded development of the overall concept.	Common understanding of the procedure	<ul style="list-style-type: none"> • Concept developer • University for Continuing Education
			Time framework Starts February 2026

⁴ If actions are planned as part of a strategic document, write down the actions related to tactical urbanism/transit.



	Developing guidelines	Development of a standardised guideline for the planning, implementation and procedures of pop-up projects.	A “on-stop-shop” for tactical urbanism A standardised guideline will facilitate future	As above	<p>Krems (e.g. accompanying evaluation)</p> <ul style="list-style-type: none"> External implementation (if required), municipal works department for installation and removal City communications department Department 5: Building Directorate and Urban Development Local police Residents 	Starts February 2026
2.	Developing guidelines	Development of a standardised guideline for the planning, implementation and procedures of pop-up projects.	A “on-stop-shop” for tactical urbanism A standardised guideline will facilitate future	As above	<p>Krems (e.g. accompanying evaluation)</p> <ul style="list-style-type: none"> External implementation (if required), municipal works department for installation and removal City communications department Department 5: Building Directorate and Urban Development Local police Residents 	Starts February 2026



			<p>implementations, establish clear procedures and increase the recognisability of the measures.</p> <p>Visible and testable changes will increase public acceptance and provide opportunities for active citizen participation in the redesign of public spaces.</p>		
3.	Procurement of mobile furniture and plants	Provision of a modular furniture set (reusable street furniture, greening elements, etc.) for temporary interventions.	Attracting people to use public spaces and creating a shared identity for PopUp projects	Building and Gardening Departments	Starts February 2026
4.	Frequency of PopUp interventions	Annual implementation of at least one pop-up project, starting with the school environment of Lerchenfeld Primary School (Mittergriesweg).	By using tactical urbanism on a regular basis, residents become accustomed and it	<ul style="list-style-type: none"> University for Continuing Education Krems (e.g. accompanying evaluation) 	Once per year



		becomes a part of their city	<ul style="list-style-type: none"> • External implementation (if required), municipal works department for installation and removal • City communications department • Department 5: Building Directorate and Urban Development • Local police • Residents 	
5.				
6.				
Risks or challenges and suggested mitigation measures.		<p>Key challenges include:</p> <ul style="list-style-type: none"> • Ensuring quality standards • Political acceptance • Sufficient staff resources 		



	<p>At the same time, the measure offers the opportunity to:</p> <ul style="list-style-type: none">• Make change visible• Promote participation• Prepare public space transformation processes based on evidence.
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Popupurbanspaces Territorial policy action plan- English summary

Bamberg, Germany



Version 1

01 2026





Summary

Territorial partner:		
Action plan is (check the box):	<input checked="" type="checkbox"/> Stand alone territorial action plan	<input type="checkbox"/> Part of a larger local strategic document ¹
Short description of the action plan (aim of the document, background)²:	<p>The Territorial Action Plan (TAP) translates experiences from the PopUpUrbanSpaces project into a local framework for Bamberg. It demonstrates how temporary, low-cost, and participatory interventions can support inclusive public spaces, sustainable mobility, and a livable historic city. The TAP builds on pilot actions such as PopUpTheuerstadt, Nördliche Promenade (Wandergarten and Wasserspielplatz), MitMachKlima, and Mitte.Bamberg.2025, highlighting lessons for citizen engagement, mobility experiments, and activation of underused spaces. The World Heritage Office acts as a bridge between heritage preservation and people-oriented urban planning.</p>	
Goals and objectives (add lines if needed)³	<p>1. Goal: Promote inclusive and active public spaces</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Provide playful and accessible elements (seating, greenery, water, games) to activate streets and squares. 2. Ensure interventions cater to all residents, families, children, and minority communities.
	<p>2. Goal: Encourage sustainable mobility and low-traffic streets</p>	<p>Objectives:</p>

¹ Such as e.g. SUMP, Climate Roadmap

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³ If actions are planned as part of a strategic document, write down the goals and objectives related to tactical urbanism/transit.



		<p>1. Test temporary pedestrian-friendly streets, pocket parks, and mobility interventions.</p> <p>2. Integrate mobility experiments into long-term city planning and climate adaptation objectives.</p>		
		<p>Objectives:</p> <p>1. Involve residents in co-creating public spaces, supported by neighborhood associations.</p> <p>2. Provide visible impact of citizen contributions to increase engagement and sense of belonging.</p>		
3. Goal: Strengthen participation, ownership, and self-efficacy				
Planned actions ⁴ (add lines if needed)				
Name of the action	Short description of the action	Intended result	Stakeholders involved	Time framework
1. Pocket Parks Testing	Temporary activation of planned green spaces with movable furniture	Co-creation and feedback before permanent implementation	Residents, schools, volunteers, City Planning Dept.	Rotating / seasonal
2. Citizens' Ideas for Livable Places	Collect resident ideas; Bürgervereine facilitate implementation of small-scale interventions	Increase ownership, participation, sense of belonging	Residents, Bürgervereine, schools, cultural actors	Annual / recurring
3. Lange Straße PopUp Boulevard	Temporary pedestrianization with events, seating, playful elements	Demonstrate pedestrian-priority	Retailers, residents,	Pilot weekends

⁴ If actions are planned as part of a strategic document, write down the actions related to tactical urbanism/transit.



			street use; reduce car dependence	associations, City Planning Dept.	
4.	Seating Steps & Shade	Reversible seating along river, shaded areas at Heu- and Holzmarkt, Kaulberg school plaza	Comfort, inclusivity, access to water and historic spaces	Residents, Green Spaces Dept., City Planning Dept.	Short-term / PopUp
Risks or challenges and suggested mitigation measures.		Potential challenges include political resistance, budget limits, logistical issues, low participation, interdepartmental coordination, weather, and reaching diverse groups. These can be mitigated by early involvement of policymakers, low-cost and reversible interventions, equipment pre-testing, targeted outreach and incentives, clear responsibilities across departments, shading and temporary shelters, and partnerships with neighborhood associations and community organizations.			

PopUpUrbanSpaces

Territorial policy action plan- English summary

Nyíregyháza, Hungary



Version 1

01 2026





Summary

Territorial partner:	City of Nyíregyháza	
Action plan is (check the box):	<input checked="" type="checkbox"/> Stand alone territorial action plan	<input type="checkbox"/> Part of a larger local strategic document ¹
Short description of the action plan (aim of the document, background)²:	<p>The PopUpUrbanSpaces Territorial Action Plan for Nyíregyháza presents a strategic framework for improving sustainable urban mobility and enhancing the quality of public spaces through low-cost, scalable, and participatory interventions. The plan brings together local insights, pilot results, and transnational good practices to support long-term change in how mobility and urban space are approached in Nyíregyháza.</p> <p>Nyíregyháza, a growing city in eastern Hungary with strong industrial activity (including major employers like Michelin and LEGO) and workforce mobility, faces specific challenges linked to car dependency, partially fragmented walking and cycling infrastructure, and relatively low appeal of public transport in some areas. At the same time, the city's unique recreational and tourism zones, such as the Sóstó district and the renowned Nyíregyháza Zoo, create seasonal and spatial demands on mobility systems. These factors call for flexible, adaptive planning tools that can respond to local needs and test solutions in real-life contexts.</p> <p>This action plan addresses those needs by introducing the principles of tactical urbanism into the city's planning toolbox. It outlines a series of small-scale interventions that can be piloted, evaluated, and scaled up, with a strong emphasis on community engagement and real-world learning. It also provides a framework for integrating these actions into broader local strategies, including the Sustainable Urban Development Strategy (SUDS), Sustainable Urban Mobility Plan (SUMP), and the Sustainable Energy and Climate Action Plan (SECAP).</p> <p>The document is both a roadmap and a toolkit — helping the city take short-term actions that are aligned with long-term goals. It also reflects a growing commitment to data-driven and participatory planning, building on a pilot intervention involving automatic passenger counting sensors on public buses. The action plan will guide future work, improve internal coordination, and strengthen Nyíregyháza's capacity to act as a responsive, sustainable, and people-focused city.</p>	

¹ Such as e.g. SUMP, Climate Roadmap

² If actions are planned as part of a strategic document, briefly describe the document and how do actions related to tactical urbanism/transit fit in it.



Goals and objectives (add lines if needed) ³	OVERALL GOAL	SPECIFIC OBJECTIVES
	<p>The action plan aims to guide Nyíregyháza toward a more sustainable, inclusive, and efficient urban mobility system by:</p> <ul style="list-style-type: none"> • reducing dependency on private cars and increasing the share of walking, cycling, and public transport; • improving the integration and quality of sustainable transport modes, making them more attractive and reliable for everyday use; • enhancing the quality, accessibility, and safety of public spaces to support active mobility; • embedding evidence-based, participatory planning methods into long-term mobility policy and practice; • aligning local actions with national and EU strategies for decarbonisation, climate resilience, and liveable cities. 	<p>S01 People-first streets and spaces Rebalance the use of public space to prioritise walking, cycling, and social activity over car traffic, creating safer and more vibrant streets. This responds to current car dependency and fragmented cycling infrastructure, using tactical, low-cost measures to test spatial changes before permanent adoption.</p> <p>S02 Public transport you can trust Improve the attractiveness, reliability, and responsiveness of public transport through data-informed planning and user-oriented improvements. Building on the city's pilot with passenger counting sensors, this objective supports SUMP goals to increase bus ridership and modernise services.</p> <p>S03 Informed and motivated citizens Engage residents with accessible, localised, and visually engaging communication to promote sustainable mobility choices. Based on successful pilot digital campaigns, this objective aims to integrate modern outreach methods into everyday planning practice.</p> <p>S04 Co-created mobility and places Embed participatory processes and stakeholder collaboration into mobility and public space decision-making. This includes hands-on engagement formats such as workshops, voting stations, and the creation of a local Mobility Stakeholder Forum.</p>

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Planned actions				
Name of the action	Short description of the action	Intended result	Stakeholders involved	Time framework
SO1 PEOPLE-FIRST STREETS AND SPACES				
1.1	Plaza pop-ups Convert selected car lanes or parking spaces into temporary pedestrian plazas and parklets using modular furniture, greenery, and painted surfaces	Rebalanced public space, increased pedestrian activity, and reduced vehicle dominance	Department for Urban Development Local businesses Residents NGOs Public space maintainers	Short-term pilot, 1-3 months duration
1.2	Safe crossings Install temporary curb extensions and colourful crossings at busy intersections to calm traffic and improve safety	Reduced vehicle speeds, improved pedestrian safety and comfort	Department for Urban Development Traffic police Residents Schools	Short-term, repeatable in different locations
1.3	Active corners Activate underused spots with pop-up seating, greenery, art installations, and small events to test social use	More vibrant public spaces, increased dwell time in targeted areas	Urban Planning Department Artists, community groups, local businesses	Short-term, repeatable
1.4	Weekend street trials Test alternative street layouts during events or weekends, such as full pedestrianisation or shared space models	Evidence on traffic and social impacts to inform permanent changes	Transport Department Traffic police, residents, businesses	Short-term, occasional
SO2 PUBLIC TRANSPORT YOU CAN TRUST				
2.1	Smart scheduling Use real-time passenger data to adjust bus frequencies dynamically on key routes	Better service reliability, reduced crowding, and improved passenger satisfaction	Public transport operator (MÁV) Passenger Transport Co.) Department for Urban Development Bus drivers IT service providers	Medium-term, ongoing adjustment



	Name of the action	Short description of the action	Intended result	Stakeholders involved	Time framework
2.2	Express pop-up routes	Trial limited-stop bus services on busy corridors during peak demand	Reduced travel times and higher attractiveness of public transport	Public Transport Operator Commuters Employers Planners	Short-term pilot, scalable
2.3	Shelter upgrades	Install prototype shelters with lighting, seating, and real-time information displays at priority stops	Improved passenger comfort and safety, encouraging public transport use	Department for Urban Development Public transport operator (MÁV Passenger Transport Co.) Shelter manufacturers, Utility companies	Medium-term implementation
2.4	Flexible stop solutions	Pilot temporary route diversions or pop-up stops during events or street works to maintain service continuity	Increased resilience and convenience of the public transport network	Public Transport Operator Event organisers Road works teams Residents	As needed
SO3 INFORMED AND MOTIVATED CITIZENS					
3.1	Local stories campaign	Produce and share short videos, interviews, and photo stories showing locals benefiting from tactical projects	Increased public awareness and positive perception of sustainable mobility projects	City of Nyíregyháza Press Service Local and regional media Residents NGOs	Ongoing
3.2	Mobility challenges	Run online and offline contests (e.g., Walk to Work Week, Bike to School Month) to promote active travel modes	Behaviour change towards active and public transport modes	Department for Urban Development City of Nyíregyháza Press Service Schools Workplaces Cycling groups	Annual or semi-annual
3.3	Geo-alerts	Send geotargeted notifications to residents in pilot areas about interventions and feedback opportunities	More relevant and timely resident engagement	Department for Urban Development City of Nyíregyháza Press Service	Linked to pilot phases



Name of the action	Short description of the action	Intended result	Stakeholders involved	Time framework
SO4 CO-CREATED MOBILITY AND PLACES				
4.1 Mobility forum	Establish a multi-stakeholder forum to review projects, share updates, and coordinate actions	Sustained cooperation among city departments, operators, and the community	Residents Neighbourhood associations Mayor's Coordination Office City officials Transport operators NGOs Business associations Public organizations	Quarterly, ongoing
4.2 All-voices workshops	Walking workshops with residents, businesses, schools, NGOs, and transport providers to identify needs and solutions	Collaborative problem-solving and design ideas	Department for Urban Development Residents Businesses Schools NGOs Transport operators	At outset and during evaluation
4.3 Street exhibitions	Temporary outdoor displays and voting stations to present and get feedback on proposals	Increased public input into decision-making	City of Nyíregyháza Press Service Department for Urban Development Residents NGOs Designers Local and regional media	Proposal and review stages

Risks or challenges and suggested mitigation measures.

Political turnover or shifting priorities may jeopardise implementation continuity; therefore, actions are embedded in existing strategic frameworks (e.g. SUMP, SECAP, SUDS) to ensure cross-departmental and long-term support.

Limited financial resources could hinder wider implementation; to address this, the plan focuses on modular, low-cost actions and explores funding through national and EU sources, as well as partnerships.



	<p>Low public support or resistance to change might reduce effectiveness; to mitigate this, the plan applies participatory design, transparent communication, and temporary testing to build acceptance and trust.</p> <p>Technical capacity gaps may delay or weaken implementation; internal training, peer learning within the project, and targeted subcontracting are proposed to strengthen delivery.</p> <p>Low stakeholder engagement could limit long-term impact; proactive outreach through local networks and continuous collaboration aim to ensure co-ownership and relevance.</p>
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