

TRANSFORMING TRANSIT SPACES TO DESTINATION PLACES

A Guide to Slow Streets and
Activating Public Spaces



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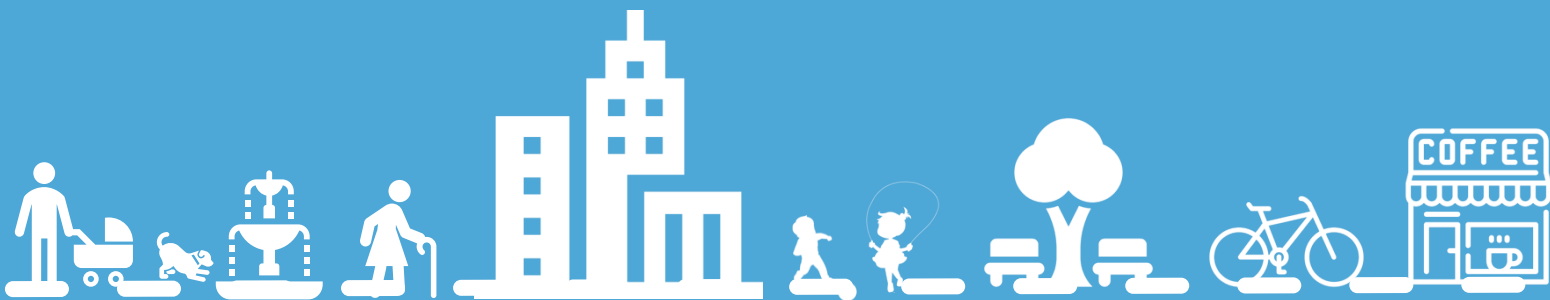
Our relationship with urban streets must shift. Not long ago, streets were places where ideas and people met. Now, most of the time, you see cars in motion or parked, and only a few people rushing towards a destination. All over the globe, there are multiple concepts and ideas aimed at improving the utilization and functionality of streets, returning them to people, and accelerating climate actions. These concepts are known under different names, such as woonerf, shared spaces, open streets, slow streets, etc. All of them share the same goal: transforming streets into community hubs and extensions of one's home.

The lack of space for people was severely observed during the COVID-19 pandemic, prompting many cities to react and rethink their streets. However, these actions shouldn't be limited to solutions for hazardous situations; they should be the norm to build healthy and resilient communities. People should have places to stop and meet friends, safe paths on which to walk their dogs or push strollers, and various leisure opportunities and amenities within short distances. Moreover, vulnerable users need to regain their freedom, and the city must cater to their needs as well. While adults can travel by car or other means of transport, children and seniors don't have the same options and are confined to their homes and the scarce leisure opportunities provided by public spaces designed for cars. Therefore, this document will discuss shifting the hierarchy in urban mobility, the importance of providing multiple means of transport, and the need to activate streets and design them beyond transit corridors. The goal is to restore streets to their rightful owners: the people.

'Transforming Transit Spaces to Destination Places'

covers steps on how to establish slow streets, receive support from communities, extend the program through participation, and identify factors that transform public spaces into destinations. Overall, the guide highlights the power of such a tool to support efforts to tackle climate change, increase the quality of life, promote an active lifestyle, and ensure safety for people. Nonetheless, these are general concepts and ideas to advance the work of transforming our streets; they do not represent a one-size-fits-all solution.

THE OVERVIEW: ACTIVATING PUBLIC SPACES



THE URBAN FUTURE IS GREEN AND PEOPLE-ORIENTED

The European Union aims to become climate-neutral by 2050, and various steps have been taken in this direction, from legislative packages to instruments such as the “100 Climate-Neutral and Smart Cities by 2030” mission. Besides net zero outcomes, a high quality of life is another goal at the European level. To support these goals at the urban level, the European Commission has developed various frameworks, such as: the **New Leipzig Charter** that places cities at the centre of increasing quality of life by transitioning to a sustainable future; the **Ljubljana Agreement – Urban Agenda for the EU** that recognizes the role of urban areas in shaping the well-fare of EU citizens and highlights its importance in developing EU and national policies; the **Territorial Agenda 2030** that highlights the significance of enhancing the territorial aspect and establishes spatial planning as a means to achieve inclusive and sustainable development; and the **Green Deal** that sets the directions to reach the goal of net zero emissions by 2050.

Quality of life

Quality of life goes beyond economic performance. The Organization for Economic Cooperation and Development (OECD) defines the quality of life as “the notion of human welfare (well-being) measured by social indicators rather than by measuring income and production”, and the European Union statistical office, Eurostat, measures it by analysing: “material living conditions (income, consumption and material conditions), leisure and social interactions, economic security and physical safety, governance and basic rights, natural and living environment, and overall experience of life”. Urban areas should consider all the dimensions that define the quality of life when planning for growth and the overall well-being of their residents.

Cities and their functional areas are economic engines and magnets that attract people. Multiple megatrends put pressure on these areas, such as climate change, demographic decline, and urban growth. All these megatrends require planning and taking action to address challenges and opportunities. Therefore, it is mandatory to transit to a sustainable and integrated development that caters to the needs of all residents and protects nature. A particular unit at city level that permits urban areas to accelerate climate actions and increase the overall quality of life is the neighbourhood. For example, all the goals on the urban agenda can be implemented at the neighbourhood level either through a regeneration of an old neighbourhood or designing a new one, allowing areas to establish clear actions and then scale it up after implementation.

Planning at the neighbourhood level to accelerate climate actions and increase the quality of life

This is an effective approach recognized by the UN-Habitat’s “World Cities Report: Envisaging the Future of Cities” report and numerous studies in this field. This approach is placed at the top of the global development agenda, and multiple initiatives have been developed to build sustainable and compact neighbourhoods, such as the “15-minute city”, “superblocks”, “low-traffic neighbourhoods”. Strategies at neighbourhood level enhance the interconnections between various aspects of neighbourhood planning, design, mobility, and operation. Their aim is to provide a safe environment for all residents, including children and seniors, expand public spaces for vulnerable street users by reducing the speed and space consumption of cars, build destination spaces that invite people to sit, play and relax, and support the development of cafes, terraces, etc. All in all, planning at the neighbourhood level focuses on increasing accessibility for all city dwellers, prioritising active mobility, developing a diverse mix of residential, commercial, and recreational spaces, inserting greenery and green spaces.

Above all, planning at neighbourhood level also demands the support of all stakeholders to effectively transit to a sustainable neighbourhood while changing residents' behaviour.

Many factors reoriented all the attention on people-planned spaces, key amenities, and public services within walking distance, and increasing the quality of life. Part of them is directly linked with individual mobility through personal vehicles, including traffic congestion, pollution, reduced access to amenities and spaces for people, unsafe environments for active mobility, etc. Most urban areas are still developed for cars, neglecting the needs of its vulnerable residents (children, women, or old adults), and not accelerating climate actions. Neighbourhoods, according to Jan Gehl, are not inviting people to walk, stay or be active, in part, because cars are occupying pedestrian spaces, public spaces are poorly managed, there are multiple unsafe areas with unattractive urban facades, lack of good delimitation of pedestrians, cycling and car spaces, etc. Mobility plays an essential role in developing sustainable and people-oriented neighbourhoods that provide opportunities to take children outside, to be active, to relax, to engage, or just wander around without a purpose. Therefore, streets within neighbourhood areas should be understood as community spaces and made accessible to dwellers of all ages, abilities, and economic status.

Mobility

Mobility is being accountable for one-fourth of the European Union's overall greenhouse gas (GHG) emissions, leading to air pollution, noise pollution, and the fragmentation of habitats (European Environment Agency, 2023).

Individual mobility through personal vehicles raises multiple challenges. Besides air and noise pollution, it also represents a problem through its space consumption. According to OECD, "a car occupies 2.5 times more space than a cyclist, five times more than a pedestrian and ten times more than public transport at peak hours. If there is only one person in a car, then there is an overconsumption of space".

In terms of physical safety, Eurostat states that out of all car accidents fatalities in the EU, in 2020, 40% happened within city streets. Additionally, the largest category of road traffic deaths were car drivers and passengers, followed by pedestrians. The countries that reported the highest numbers of traffic fatalities also reported that 70% of the categories are pedestrians, cyclists, and powered two-wheelers, while car drivers and passengers is the category with the lowest score inside urban areas.

SLOW STREETS FOR ATTRACTIVE COMMUNITIES

Busy streets with people foster play and socialisation

The need for urban space for people and rethinking mobility is a top priority on the urban agenda. The challenges brought by these two aspects were globally highlighted during the COVID-19 pandemic, as cities were challenged to provide safe and healthy environments for urban life to continue. As a result, several solutions were accepted and adopted to meet the demand for more public spaces in urban areas, enabling people to move or rest outside. Some of these solutions also included reducing the spaces for cars to accommodate walking, resting, or biking, through concepts like slow streets/shared spaces and open streets. Given the context created by the pandemic, the implementation of such interventions was rapidly accepted. While some of them remained permanent after the restrictions were lifted, others were eliminated for various reasons, including communities requesting the spaces for cars to be reverted. Therefore, implementing projects that restrict the mobility of cars by prioritising people must go beyond infrastructure. For these interventions to be successful, the community's support and involvement are mandatory. All in all, these types of programs require collaboration with residents,

correlation with planning efforts, and activate these spaces with various leisure opportunities.

Multiple concepts, including slow streets, are trying to reposition streets that are overall seen as transit corridors to be designed and perceived as community hubs. The concept of “slow streets” does that by establishing that it must be travelled at human speed. Shifting mobility implies prioritising people’s mobility by reducing the speed of cars and the traffic volume and implementing safety measures for pedestrians and cyclists. This permits vulnerable users to walk, cycle, and run in a safe environment. If streets built for speed and minimal distractions only benefit vehicles and eliminate other possible users of this public space, designing for slowness permits and encourages all categories to use the space.

This layer of mobility is another one in the transportation system of a city and has the potential to offer neighbourhoods spaces for relaxation, play, sports activities, socialisation.

To completely transform transit corridors, streets must be designed as destination spaces that invite people to spend time outdoors.

This aspect includes well-managed spaces (cleaned, illuminated, and maintained) and various urban elements, such as urban furniture, vegetation, cafes, different interesting aspects at eye level - art, architecture, and running paths.

Additionally, it also requires a system that supports and promotes activating these new and hybrid spaces. For example, temporary use (events from flea markets to neighbourhood events) or to implement different programs, such as programs for play or active mobility.

ACTIVATING SLOW STREETS AS LIVEABLE PUBLIC SPACES

Slow streets programs should incorporate more than just changes in the infrastructure to connect people, make them stay outdoors, and

provide an environment that enables them to have fun. They also must develop a community that celebrates and values them. Hence, by providing a sentiment of ownership, utility and enjoyment for residents, local authorities ensure that slow streets initiatives are permanent. For example, local authorities could organise public events or various programs on these streets, as well as facilitating community-led events by providing a friendly process and guidance to receive permits.

Another important soft tool to promote the benefits of slow streets within neighbourhoods are behavioural and educational campaigns. Through them residents could change their behaviour and better understand how these programs are increasing the quality of life and accelerating climate actions.

Overall, these soft measures have an important role in developing a culture of supporting slow streets by showcasing the benefits of reduced vehicular speed and traffic volume.

Spaces for all

The design of slow streets should be seen as the process to create intergenerational spaces where citizens of all ages can interact and use the space according to their needs.

Actions:

- Build intergenerational play and recreational spaces that are well integrated into the urban fabric and focus more on natural elements such as wood, plants, trees.
- All these streets need to incorporate activities for children, adults, and elders and provide access to other public spaces and amenities.

Local economy

Slow streets should provide access to various commercial spaces.

Actions:

- Support vibrant streets and open facades with windows that host activities such as cafes, local shops, co-working spaces.
- Ensure adequate space for terraces on slow streets, tailored to the local dimensions.
- Promote the reuse of empty building spaces to adapt to on-trend activities that are required by the residents.
- Encourage the development of neighbourhood level supermarkets and the organisation of pop-up markets.

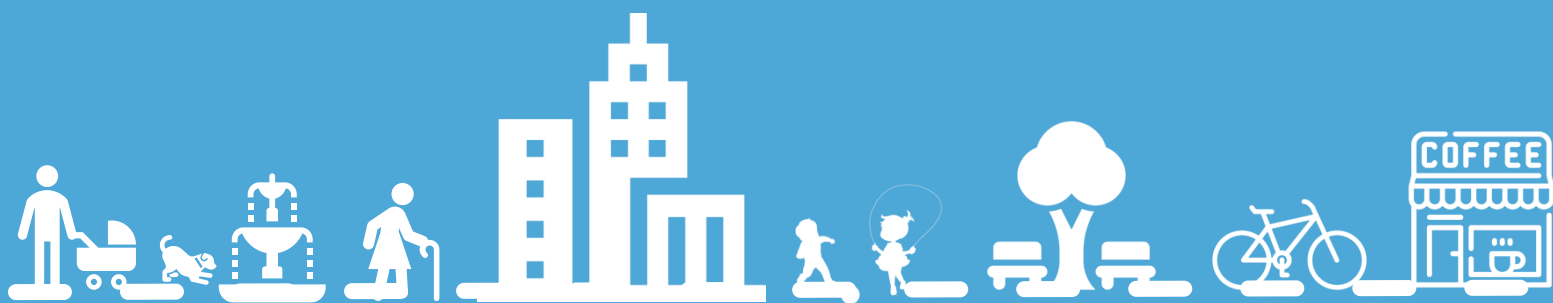
Community events

Organisations or residents within the neighbourhood should have the option to organise community events.

Actions:

- Organise and support the organisation of community events (e.g., neighbourhood block parties, outdoor arts, outdoor cinemas).
- Implement a system that supports and encourages community-led events by promoting it within the community and guiding applicants through the process of receiving permits to ensure that the process is easy.

PRINCIPLES FOR SLOW STREETS AND LIVEABLE PUBLIC SPACES



Slow streets

Provide an environment for the community to engage and use public spaces, enhancing the overall liveability of neighbourhoods.

Support climate change goals by reducing traffic and promoting sustainable modes of transport.

Improve safety and human health within urban areas.

CREATING DESTINATIONS BY DESIGNING FOR PEOPLE

The urban environment has various roles, depending on the needs of people, such as a transit corridor, space for an active lifestyle, or a destination for spending time and meeting people. Slow streets reflect a safe and friendly space for people to walk, run, bike, or meet safely by reducing traffic volume and speed, while also changing people's behaviours towards mobility. The stage of planning and design of slow streets provides the opportunity to pilot at neighbourhood level vibrant public spaces for people by expanding the urban space for people and including elements such as nature, urban furniture for leisure and play, lighting, shade etc. Overall, this stage should be seen as influencing the form, function, functionality, and management of the respective streets. However, before creating and implementing actions to shift mobility and increase spaces for people, a framework of communication and collaboration within each neighbourhood must be established. The scope is to gain consensus and start change from within the community. This aspect is further developed within the section on "Engaging the community in creating slow streets".

In terms of how to plan and design slow streets, they can be built based on three principles that group the necessary measures

and activities and serve as strategic objectives. These are coined based on the three main functionalities of these streets: expand spaces for pedestrians, build accessible and well-connected transit corridors for all users by shifting the hierarchy reflected within urban mobility, and plan public spaces also as places that provide leisure opportunities and amenities. Moreover, they aim at accelerating climate actions and improving the quality of life within residential areas.

Reprioritization. This principle implies establishing community hubs by rethinking the hierarchy in urban mobility to provide a safe and vibrant space for vulnerable street users. By putting people first, followed by cyclists and public transit and then cars, these streets are inviting people to walk, cycle, run, or engage into leisure opportunities. Vehicular traffic is not completely eliminated but is de-emphasized, with efforts made to redirect it away from residential neighbourhoods and reduce it within those areas through various traffic calming measures.

Transit. Movement is an important part of the slow street concept. Therefore, transit corridors must be planned based on the Reprioritization principle, providing direct access to pedestrians within and outside the neighbourhood to various services and amenities while also providing access to public transit. The cycling paths developed within slow streets must be aligned with the city network to provide multiple mobility options to residents. Additionally, the transit aspect must also provide routes for vehicular traffic, for instance introduce one-way paths, and provide access for different types of cars such as emergency vehicles or loading and unloading transport.

Destination. Public spaces need to go beyond transit corridors and become inviting spaces for people to stay outdoors. Such places invite people to leisure, play, and social engagement by providing a safe environment, various activities, amenities, and greenery. This principle is based on making a friendly environment for people with people through participatory co-design processes, taking into consideration green spaces and environment

considerations, and supporting the local economy.

Another important layer is to divide the process of transformation into three stages, permitting a gradual functionality change and developing of vibrant public spaces (destinations). The initial stage incorporates basic measures aligned with the three principles, while the other two gradually build change. By starting with low-cost and temporary solutions, the direct beneficiaries can test the concept, and, in parallel, work is undergoing to develop permanent solutions. This approach ensures a measured and effective implementation of the slow streets concept and allows for a participatory process.

Basic measures refer to immediate legislative measures to shift mobility and map slow-streets within neighbourhoods. For example, identifying suitable streets, diverting traffic, establishing the maximum safe speed for cars and safety measures for pedestrians and cyclists, etc.

Tactical measures incorporate short-time and low-cost initiatives that bring long-term impact. Their scope is to provide a safe and accessible environment for people and other street users, while changing the aesthetics. For example, implementing low-cost pedestrian and bicycle paths, insert greenery and art for aesthetics, place signs for clear signalling and speed bumps to reduce speed, etc.

Structural activities involve permanent change through projects aimed at redesigning the space in accordance with the public opinion and based on the prior two measures. To ensure a collaborative process and consensus, all stakeholders must be involved into the co-design process and a contest of solutions for redesigning these spaces must be organised.

REPRIORITISATION

Reorganise urban mobility (Basic)

Prioritise pedestrians by ensuring convenient and safe routes, followed by cyclists and public

transport and then cars. For example, establish measures to implement lower speed limits, implement measures to improve connectivity with public transport and optimise schedule and routes, ensure access to emergency vehicles and deliveries, launch communication and behavioural change campaigns.

Expand public spaces for people (Basic)

Rethink the street network design and ensure connectivity with the rest of the city. For example, identify slow streets and connect them with the rest of the city, establish entry points into the local street network, close certain intersections permanently or partially while allowing access to residents, prioritise universal accessibility, include zigzag patterns in road layouts, reduce street length available for cars, implement one-way streets.

Expand public spaces for people (Tactical)

For example, removing parking spaces and banning parking on streets creates more space for pedestrians and cyclists. These new spaces can be transformed into a play area or leisure space through tactical urbanism. In addition, solutions must be implemented to provide necessary parking spaces at neighbourhood level, such as buildings or underground spaces for parking.

Small interventions can be implemented to restrict traffic. For example, traffic on intersections can be restricted by installing traffic delineators such as bollards or barriers at intersections to limit vehicle access and guide drivers, accordingly, establish pedestrian zones, implement measures to narrow roads with bollards or curb extensions, install traffic calming measures.

Create a safe environment and ensure accessibility (All)

Establishing a safe environment for people and bicyclists by calming the traffic through basic measures. For example, set target speeds for

pedestrian safety, enforce, and monitor street regulations.

Implementing speed management measures and soft diversions. For example, signs and barriers at entry points to indicate restricted access or slow speed zones or redirect traffic flow, speed humps, raised crosswalks, chicanes, or roundabouts to reduce vehicle speeds and prioritise pedestrian and cyclist safety, enhancing visibility at intersection approaches by using red curbs or other markings to increase awareness and prioritise pedestrian safety, applying distinctive pavement markings on slow streets to visually communicate reduced speed limits and promote a calmer and safer environment.

Implementing permanent actions that provide a safe and accessible public space. For example, provide well-lit spaces with clear signage, implement safety measures such as surveillance cameras or emergency call boxes, and increase accessibility for people of all abilities through the installation of ramps, elevators, tactile paving, and inclusive seating options and amenities.

TRANSIT

Coordinate with other changes in street infrastructure (Basic)

Align slow streets with future projects. For example, ensure that slow streets are coordinated with upcoming initiatives that propose changes to the street infrastructure, such as the addition of bike paths, new routes, and green spaces. This alignment should prioritise connectivity with bike paths, recreational areas, and public transportation options.

Provide access to necessary vehicular transit (Basic)

Vehicles enter and navigate the local street network, but their accessibility is reduced. For example, providing cars access where necessary, such as for residents or passing

through (one-way streets), vehicles are allowed to make stops on slow streets but parking is prohibited to ensure smooth traffic flow and prioritise other modes of transportation, such as walking or cycling.

Emergency and sanitation vehicles are ensured access within the local street network. Additionally, designate specific areas along slow streets for loading and unloading activities, implementing time restrictions if required to manage traffic efficiently.

Align with bike infrastructure (Tactical)

Implementing low-cost interventions to connect slow streets and bicycle infrastructure. For example, by utilising painting or other tactical urbanism techniques, cycling paths can be initially marked to establish a connection between slow streets and bicycle infrastructure. Meanwhile, the conversion of slow streets to prioritise cycling traffic ensures a safer environment for cyclists. This approach allows for cost-effective improvements that enhance cycling infrastructure while promoting safety within the community.

Implement clear signage and road markings to remind cyclists to yield to pedestrians at crosswalks and intersections, ensuring a harmonious coexistence between cyclists and pedestrians.

Coordinate with pedestrian zones (Structural)

These streets should also be well-connected with different public services, amenities, public spaces, and other slow streets within and outside the neighbourhood.

DESTINATION

Make it a friendly environment for people with people (Basic)

For example, facilitate collaborative design processes and encourage the development of

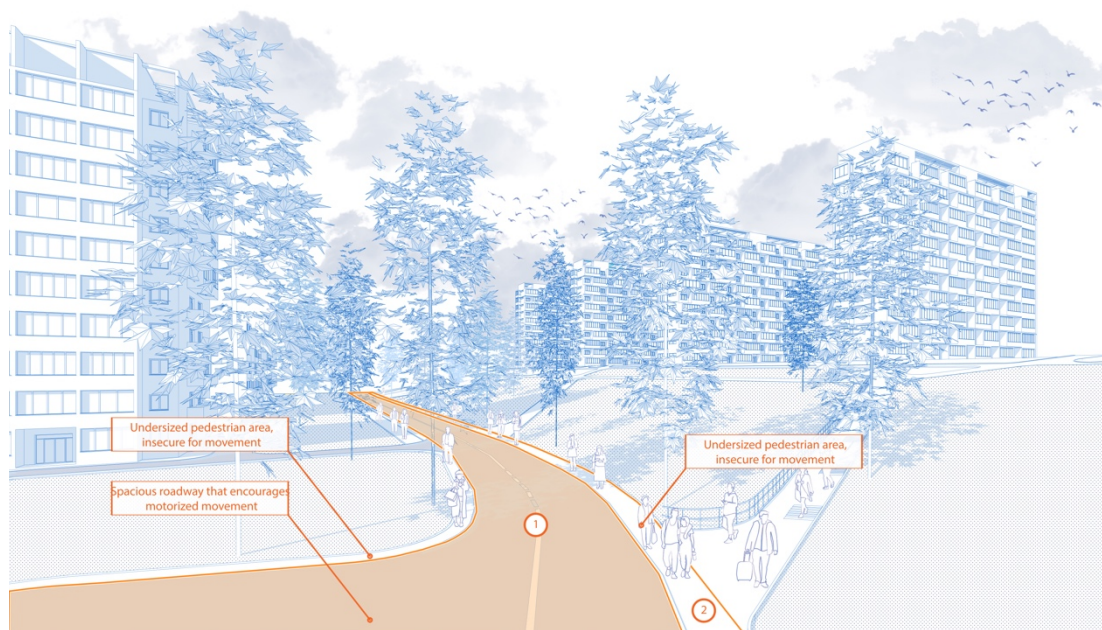
innovative solutions through co-designing and competitions. Additionally, promote and support a vibrant community around slow streets by organising events or supporting the organisation of community events to celebrate these new acquired public spaces for people.

Make it a friendly environment for people (Structural)

Focus on enhancing liveability and creating destination spaces that invite people outside to stay, play, and relax. For example, create spaces for walking and leisure, including outdoor terraces of appropriate dimensions based on location, incorporate design elements such as play elements, seating areas, promenades, and shade to enhance comfort and relaxation, use natural elements and multifunctional urban furniture made from recycled materials, focus on enhancing liveability, allocate space considering acoustic and thermal comfort, optimise arrangement of furniture and improvement of sidewalks and pavements, upgrade lighting systems and infrastructure for better functionality.

AN EXAMPLE

A possible scenario



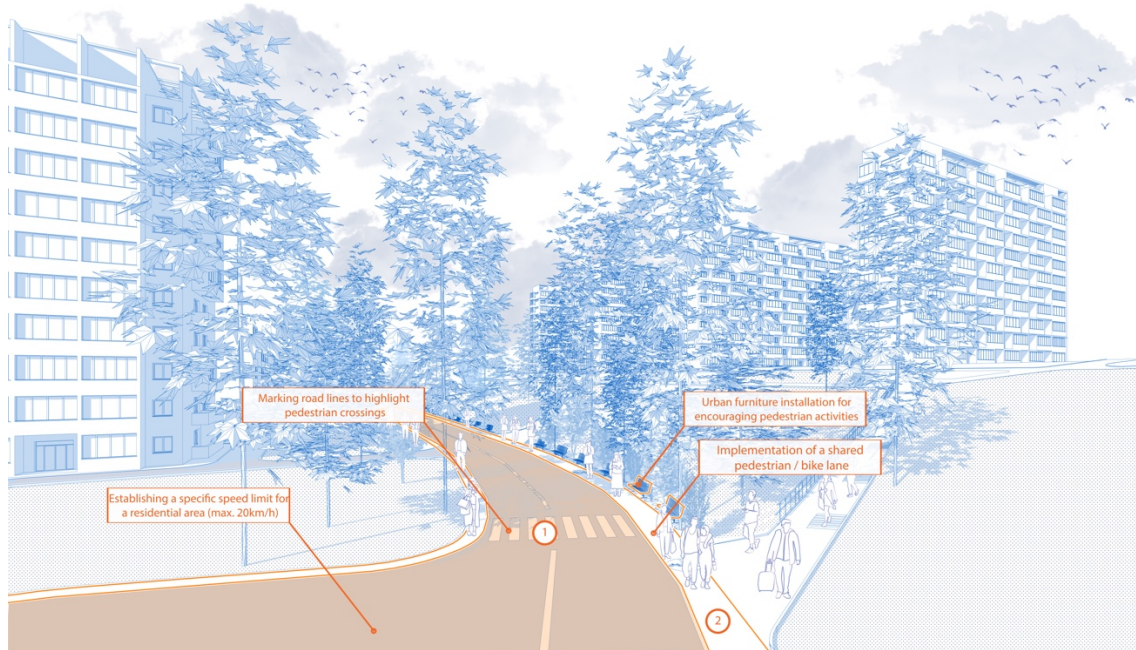
Green spaces and environmental considerations (Tactical)

Incorporate a variety of local flora and fauna, as well as water features, to enhance the quality of green spaces, implement permeable surfaces, rooftop gardens, and green sidewalls to promote sustainability, introduce art installations or murals to enhance the aesthetic appeal, etc. Ensure the connectivity of the blue-green corridors along the slow streets configured as recreation areas.

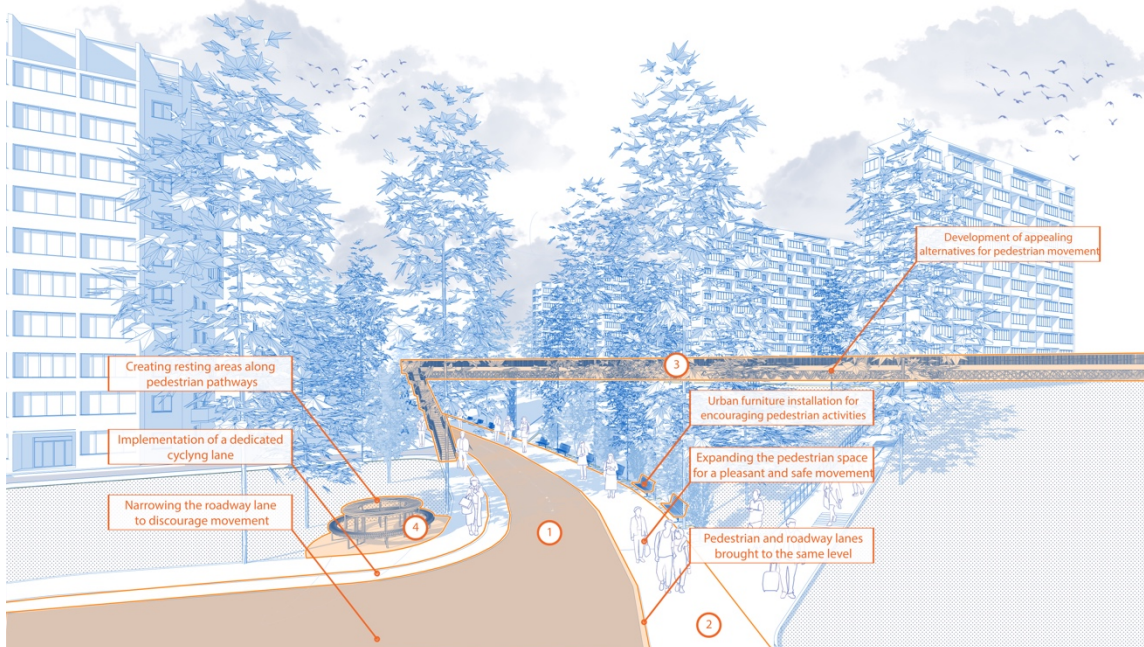
Support for local economy (Basic)

For example, promote local businesses (from creating the environment to facilitating the integration within the community), enhance the build environment (from allocating spaces for markets or coworking spaces to facilitating the adaptive reuse of buildings to accommodate different economic activities), engage the community (from encouraging residents to support local businesses to organising events that promote local products).

Examples of basic and tactical measures



Examples of structural changes



ENGAGING THE COMMUNITY IN CREATING SLOW STREETS



Stakeholders should be involved in all the aspects of urban development, and slow streets are no exception. While reducing the space for cars and prioritising people on streets to create slow streets may raise concerns and arguments from the community, such as safety, traffic, and delays, engaging with residents and other stakeholders is crucial to properly have a dialogue and co-design the streets within neighbourhoods. As a result, the perception of residents and other stakeholders should be collected, and an open dialogue established before the implementation of the initiative. By collaborating and cooperating with the community, it becomes possible to address concerns, explore alternative solutions, and cultivate support for slow streets.

The communication with the community could start with ambassadors of slow streets that have direct access to residents and are appreciated in the community, such as cyclists, runners, health influencers, local businesses. Besides transmitting messages and explaining the benefits, meetings should be organised with the community to actively debate challenges, find solutions, and establish directions. To better coordinate the collaboration and partnership for implementing slow streets, an action group at neighbourhood level should be created. It should be formed out of residents and other stakeholders to transfer some ownership to them and advocate directly for the project by acting as an intermediary between the local governments and urban experts and the inhabitants and other individuals or groups who benefit from or are affected by the changes. By doing so, a layer of collaboration and co-design for slow streets is developed with the aim to both further the initiative and serve the needs of the stakeholders.

Overall, a framework of cooperation and involving stakeholders in the process of implementing slow streets to better represent their needs are paramount. This can be achieved by organising grassroots campaigns that engage stakeholders into the process, public debates, consultations, and other types of formats to directly communicate and

increase participation, and online tools that strengthen the communication and collaboration goals, such as a dedicated platform for monitorization and active participation.

The community is a partner and should be treated likewise

Establish a framework for cooperation and collaboration and organise an action group at the neighbourhood level formed out of residents and other stakeholders.

Create a two-way communication relationship with the stakeholders during all stages of implementing slow streets, from brainstorming to monitoring and improvement.

Other ideas:

- Partner with NGOs and other ambassadors of slow streets to promote the benefits of this project.
- Provide budgets for implementing solutions for implementing slow streets (e.g., budgets for inserting greeneries or buying urban furniture).
- Organise design competitions aimed at designing innovative solutions for the transformation of slow streets.

Technology is an enabler and must be used as an advantage to collaborate with the community

Create a dedicated platform to collect feedback from the community, as well as collect ideas.

Implement technologies to collect data related to traffic, speed, and user satisfaction. All this data should be used for periodical analysis of the situations of slow streets in relation with established indicators to coordinate next steps.

Other ideas:

- Create an application to generate possible routes based on user preferences (e.g., walking, cycling, using public transport, driving), as well as to promote various events, facilities, and services within the respective route.

The communication channels must be friendly and attractive to enhance participation

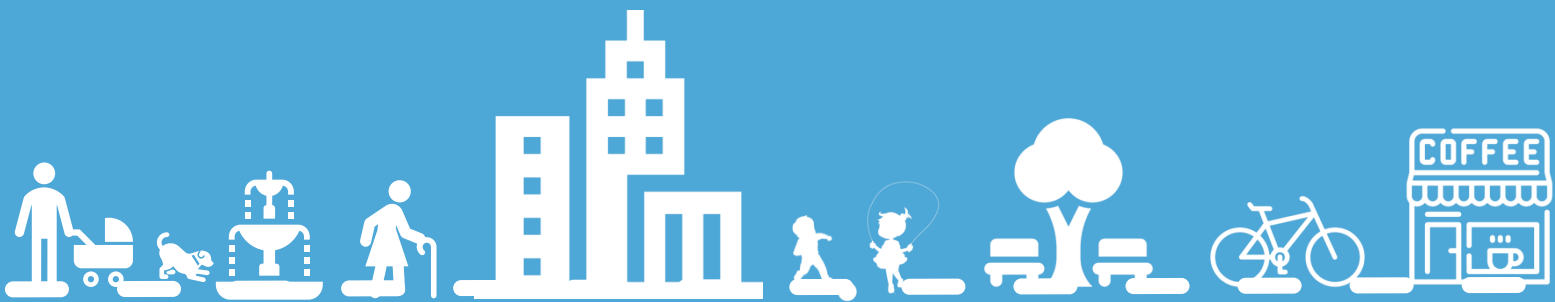
Social media platforms should be used as a main channel for transparency and announcing various aspects related to slow streets. However, a focus on offline materials is crucial.

From workshops and meetings to galleries and play activities, **multiple events can be organised for the community to participate and better understand** the concept behind slow streets, as well various materials can be produced to support these events, such as newsletters or visuals.

Other ideas:

- Launch communication and behavioural change campaigns.
- Customise the materials and formats for consultations to engage residents effectively.
- Surveys, interviews, and focus groups are valuable methods for gathering essential information.

GUIDELINES FOR FACILITATING IMPLEMENTATION



GUIDING STEPS TO IMPLEMENT SLOW STREETS

1. Establish measures to implement lower speed limits.

2. Establish the neighbourhood to pilot slow streets and start a partnership with the community.

- Make the community your partner through effective communication and the establishment of a working group.
- Develop a framework of cooperation and co-design process together with the community.
- Engage with all stakeholders through events, online tools, and other offline channels.
- Organise your discussions and working groups with them around the three principles (Reprioritization, Transit, and Destinations) and establish indicators to guide the entire process.

3. Analyse the local context and propose a new circulation plan by gathering feedback through surveys, organising consultations, and align with current planning efforts.

4. Reorganise urban mobility and start the co-design process of the new transit corridor and destination space.

- Implement basic measures to prioritise people and cyclists.
- Establish short term solutions (tactical measures) to rethink the functionality and form of the street(s).
- Encourage the development of several amenities, cafes, libraries, shops.
- Organise a public competition for solutions based on the directions developed with the community to establish the permanent change for the design of the respective slow street or network of slow streets.

5. Implement short term solutions and use this phase to gather feedback and improve them.

- Organise surveys periodically.
- Use sensors to gather speed and traffic data.
- Place devices to collect on site feedback.
- Develop periodical reports to compare with the established indicators and analyse next steps.

6. Before the initiative is mature, actively seek funding to implement the winning solution to redesign the street(s).

7. Plan activities to celebrate slow streets and provide within the neighbourhood a space of enjoyment and engagement.

- From days dedicated to slow streets to play programs, local authorities can organise for people to use these spaces.
- Individuals or organisations should also be encouraged to organise community events.

8. Once the initiative is fully developed and funding has been secured, proceed with implementing the winning design concept and make sure that these streets remain active.

FUNDS THAT SUPPORT AREAS TO BUDGET SLOW-STREETS INITIATIVES

There are multiple sources of non-refundable funding available for the implementation of projects focused on slow streets and the activation of public spaces. The first option involves national funding programmes, including government allocations for such initiatives. Similarly, it is essential to examine the operational programmes and regional programmes conducted at the national level. Additionally, European non-reimbursable funds can be accessed through numerous

European financing programmes. At the same time, it can be beneficial to explore the various grants provided by international charitable organisations specifically for such projects. In addition to the options, there are several other private financing possibilities. However, this section exclusively addresses European funding programmes and initiatives, while also providing few examples of grants offered by international foundations.

Within this framework, it should be noted that the following opportunities serve as mere illustrations of non-refundable funds available for transforming transit spaces into destination places. Nonetheless, it is important to regularly monitor diverse catalogues, guides and other official online resources that offer information regarding such non-reimbursable financing. Such a practice can ensure complete, correct, and timely information about funding calls as they are announced and allows a proper understanding of the eligibility criteria for fund allocation.

Furthermore, it is important to note that the financing opportunities outlined below are provided in a concise manner, focusing on their scopes, objectives, and supported types of actions. To determine whether specific projects align with the funding priorities of these initiatives, it is necessary to thoroughly review the funding calls open under the auspices of the opportunities described in this section. Moreover, this part of the document broadly covers financing programmes and initiatives for mobility projects, the development/regeneration of public spaces and community engagement. However, to see if a certain project aimed at transforming transit spaces into destination places is eligible for funding under a given programme, it is essential to consult the guidelines accompanying its funding calls, given that the guidelines specify the eligibility criteria and detailed financing conditions.

This section concludes with a list of awards given to cities that undertake endeavours related to mobility, public spaces, and community activation. However, kindly examine the prerequisites for receiving such

awards, as each award has its distinct criteria for evaluation and selection.

European Funding Programmes for Transformative Mobility, Public Spaces And Community Activation Initiatives

1. Horizon Europe

- Cluster 1: Health
- Cluster 2: Culture, Creativity, and Inclusive Society
- Cluster 5: Climate, Energy and Mobility

2. Life Programme

- Nature and Biodiversity Sub-Programme
- Circular Economy and Quality of Life
- Climate Change Mitigation and Adaptation

3. Interreg Europe

4. Citizens, Equality, Rights and Values Programme

For more details about each fund highlighted here, please refer to **Funds for transforming transit spaces into destinations** chapter.

OTHER EUROPEAN FUNDING INITIATIVES FOR TRANSFORMING TRANSIT SPACES INTO DESTINATION PLACES

1. European Urban Initiative

2. New European Bauhaus

- Calls for proposals targeting the tangible transformation of the built environment and the associated lifestyles at the local level.
- Calls for proposals focused on fostering innovation to integrate sustainability, inclusion and aesthetics into new solutions and products.
- Calls for proposals that facilitate a reflective process, encouraging a reevaluation of our perspectives and mindsets regarding the

values of aesthetics, sustainability and inclusion.

3. Net Zero Cities

4. The European City Facility

5. EIT's Knowledge and Innovation Communities

- EIT Urban Mobility
- Eit Climate-KIC

6. Driving Urban Transitions

- 15-Minutes City Pathway (15minc)
- Circular Urban Economies Pathway (Cue)

International Charitable Foundations Granting Funds for Transformative Mobility, Public Spaces And Community Activation Projects

1. Streets For Kids
2. Asphalt Art Initiative
3. Bloomberg Initiative for Cycling Infrastructure

- 8 Martie Street (8 Martie Neighbourhood in Petrila, Jiu Valley and Jiu Conurbation Functional Area).

For each of these streets there are three visuals illustrating how the area will look after implementing gradual measures in the three stages mentioned in the "Principles for Slow Streets and Livable Public Spaces" chapter: Basic Measures, Tactical Measures, and Structural Activities.

EXAMPLES OF POSSIBLE SOLUTIONS

The objective of this section is to offer a visual representation of how an existing street can be transformed using the concept of slow streets. It is essential to emphasise that the examples presented here are merely ideas and not specific designs for the respective area or universally applicable solutions.

The selected streets are from cities that are part of the Functional Areas in the EU project, with each city being a part of a functional area chosen within the project:

- Labská Street (Brno-Stary Liskovec Neighbourhood in Brno, Brno Metropolitan Area),
- Anny Jagiellonki Street (Biencyce Neighbourhood in Krakow, Kalisz-Ostrów Agglomeration),
- Unirii Street (Gheorgheni Neighbourhood in Cluj-Napoca, Cluj Metropolitan Area), and

Brno-Stary Liskovec Neighbourhood. Brno, Czech Republic

Local access roads tend to turn into residential parking areas that offer a small space for pedestrian activities. One approach, in two stages, involves initially establishing clear and controlled parking zones and creating shared-space streets. In the second stage, the construction of underground parking lots is recommended, and returning the above-ground public space to pedestrians.

Stage 1. Basic measures



Stage 2. Tactical measures



Stage 3. Structural activities



Biencyce Neighbourhood. Krakow, Poland

Certain streets with limited vehicular traffic allow for a complete conversion into pedestrian space, possibly with restricted vehicular access only for residents. Such streets can easily accommodate bike lanes, designated seating areas, and appealing urban furniture within their profile.

Stage 1. Basic measures



Stage 2. Tactical measures



Stage 3. Structural activities



Gheorgheni Neighbourhood. Cluj-Napoca, Romania

In the case of city-level transit streets, vehicular traffic cannot be eliminated but can be controlled. By adopting speed-limiting solutions (from speed bumps to lane narrowing) and reorganising areas dedicated to non-motorized movement, local improvements can be achieved. Furthermore, new solutions to encourage pedestrian movement and activities can be adopted, such as pedestrian overpasses connecting points of public interest. However, such solutions are feasible only in contexts where the terrain's topography allows for the implementation of spectacular architectural solutions.

Stage 1. Basic measures



Stage 2. Tactical measures



Stage 3. Structural activities



8 Martie Neighbourhood in Petrila, Romania

The alleys and green spaces between collective housing buildings can be easily redesigned to encourage pedestrian activities, with the implication of relocating the existing parking spaces. Such spaces can be transformed into recreational areas, interactive zones, and even spaces for social engagement (such as public gardens). Moreover, these areas can be integrated into the urban system by establishing bike lanes that traverse them.

Stage 1. Basic measures



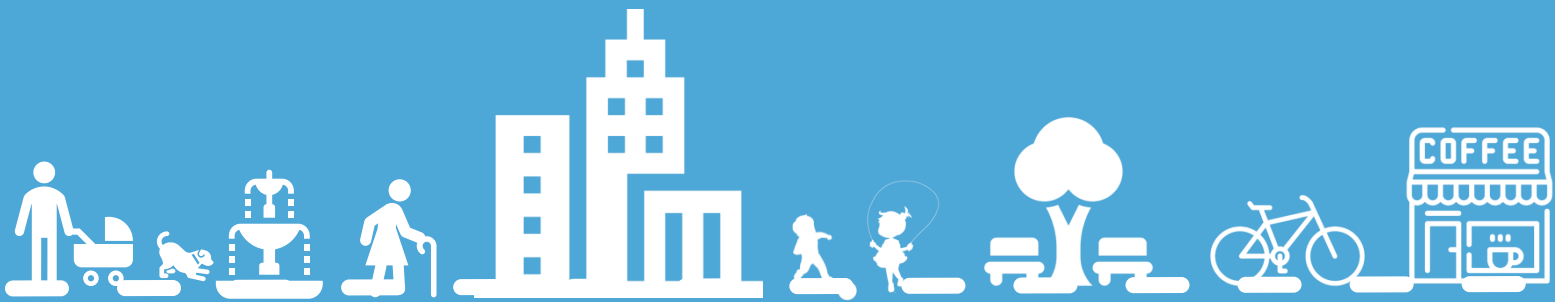
Stage 2. Tactical measures



Stage 3. Structural activities



CASE STUDIES



Cities around the globe started to prioritise people in their urban mobility plan and expand the space for them while also ensuring that communities are formed, and essential services are available within walking distance. Many cities adopted this practice due to its multiple benefits and transformational powers in urban life. The concept doesn't ban cars, but their importance is diminished to prioritise human rights and increase the quality of life by promoting active and sustainable mobility and rethinking how people interact with and utilise streets.

This chapter aims to provide an overview of this practice by analysing global initiatives that prioritised moving at human speed and expanding spaces for people.

The case studies are structured to understand the local context, provide background and goals behind this initiative, analyse principles, outcomes, and impacts, and summarise challenges and lessons learned (if available). Moreover, another studied aspect is through which instruments these initiatives managed to go beyond transit spaces.

BARCELONA, SPAIN

The superblock model

Barcelona is a historic city, located on the Mediterranean coast, with a population of 1,636,732 in 2021, and it ranked as the second city in Spain. Comprising a surface area of 102.2 km², it is the capital of the Catalan region and the core city within the Metropolitan Area of Barcelona. Its territory is organised as 10 districts, which in total comprise 73 neighbourhoods, facilitating decentralisation and tailored solutions to specific local problems. Each district in Barcelona has an individual District Council, along with the District Councillor and the Presiding District Councillor. The governing body of the city, Barcelona City Council, is organised on two levels of governance: political and executive. While the political level establishes strategic directions for the city, the executive level implements policies to accomplish established goals.

In the current global context, Barcelona's Superblock Model is aligned with achieving the climate net zero goal and increasing the quality of life within the city's neighbourhoods by encompassing four important concepts: universal development for all, sustainable mobility, liveability, and co-design processes. The city already implemented the model within 9 of its districts.

Background and goals of the initiative

The Barcelona Superblock Model is the tool that enables planning neighbourhoods for children, adults, and elderly to spend time in the streets, walk, meet, find shade, sit, run, cycle, play, or just transit. This plan successfully shifts the focus on enhancing the liveability of public spaces, expanding spaces for people, improving connectivity and accessibility to public transport, expanding the bike lane network, and integrating greenery. Its scope is to recover spaces for residents and active mobility by reducing the usage space for vehicle traffic.

In the 1980s, the concept was coined by Salvador Rueda and promoted at the time a radical change regarding public spaces. Therefore, it was not implemented, however, in 2016, through the "We fill the streets with life" measure, the local government managed to start its implementation and transform it into a model for improving living conditions and tackling climate change throughout the city.

Key features

The city of Barcelona shifted mobility to enable pedestrians and cyclists to gain more urban space by implementing the superblock model, which reshapes the city into a playable, green, and sustainable urban environment. For mobility to reflect that people are prioritised, firstly roads were categorised as basic road (city distribution network), local road (local distribution network), and vein road (vein distribution network). Each superblock starts by implementing traffic restrictions and rerouting cars to roads outside the area, leading to multiple streets accessible for

pedestrians and cyclists. Vehicular traffic is not eliminated but safety measures are implemented to prioritise and protect the vulnerable users of streets. For example, low speed limits were implemented ranging from 10 to 30 km/h, zigzag patterns were introduced in the street layouts, the length of roads for cars was reduced, one-way paths were implemented. The results are building slow streets that function as well as transit corridors and destination spaces that provide leisure opportunities, support local businesses, and improve the air quality and create shaded areas. Parking was banned on streets, but solutions have been developed, such as buildings for parking. Cars are allowed to stop on streets, there are special spaces for loading and unloading based on time control, access is assured to emergency vehicles and cars that enable the execution of public services. There are also measures in place for bicycles because pedestrian safety comes first. In addition, another important aspect of the superblock model is that it ensures good connectivity to the public transport, enabling walking or biking for short distances and then providing rapid and comfortable options for longer distances through buses or subway.

Destination spaces are the second layer of this model, aimed at transforming streets functionality and perception beyond transit corridors. By removing physical obstacles that restrict mobility, providing a safe environment, and expanding the pedestrian space, the superblock model enables the creation of walking and leisure opportunities, while providing space for terraces and supporting other local businesses. The dimensions for the outdoor terraces are established based on the dimensions of the respective locations. Regarding the design process and urban furniture, the local authorities focus on increasing the liveability of these spaces by providing play and seating areas, promenades, comfort, and active infrastructure. Other aspects are taken into consideration, such as considering the distribution of spaces, introducing green spaces (e.g., planting diverse fauna, building rooftop gardens and green sidewalls, including water features), inserting art, providing shade, and eliminating the city

noise, improving the arrangement of urban furniture, and upgrading their design, enhancing the quality of sidewalks and pavements, improving lightning systems.

An essential part in facilitating the mobility shift and changing the role of urban streets is a collaborative process. The focus is to establish consensus and support within the community while working together to develop the solutions. Therefore, the superblock model ensures that residents and other stakeholders are involved in the process. The mechanism relies on establishing at the beginning of the process a neighbourhood steering group and creating a transparent and active communication on all possible channels. This group is formed out of local stakeholders who remain engaged through the entire process by having the role of collaboration enabler between specialists and the neighbourhood with designated responsibilities. Overall, the following key actions are undertaken prioritise engaging with all stakeholders throughout the process, with a focus on the underrepresented ones in general, organise various meetings formats from workshops to regular meetings to provide access to information and increase participation, and use an online platform to permit stakeholders to both monitor progress and actively participate, in the case of Barcelona was the Decidim Barcelona platform.

The interventions foreseen within the superblock model are split into three categories: functional interventions (e.g., changing streets directions, introducing speed limit and parking restrictions, limit car access), tactical interventions (e.g., painting the streets or adding urban furniture and plants), and structural interventions (definitive transformations that reinforce the intended functional transition).

Outcomes and impacts

The most important outcome is achieving the restoration of qualitative public space for people. Some tangible results of the Superblock Model, according to the dedicated platform, are “75% of the city has a speed limit of 30 km/h, 900 children’s play areas, 245 km

of cycle lanes, and 217 traffic-calmed school environments”. Moreover, other outcomes of the implemented efforts are an interactive map, aimed at presenting taken actions and enhancing transparency of the model, and the organisation of different events to promote the Superblocks at local and international level (e.g., The Barcelona International Superblock Day Events and the first International Superblock Meeting).

The “Changing the urban design of cities for health: The superblock model” article, published in 2019 in the *Environment International* journal, calculated, based on Barcelona transport data, that car or motorcycle trips within superblocks dropped with 65,092 persons per weekday, while using public transport, the bicycle or walking increased.

Through the Barcelona Superblock Model, the city goes beyond shifting mobility by advancing and implementing several plans, such as the plan to foster play spaces for all and creating a child-friendly city, enhancing green spaces, expanding the bike paths network, and promoting alternative means of transportations, regenerating public spaces, improving the local economy, increasing the number of public housing stock. The overall impact being improving the quality of life, accelerating climate actions, and living in sync with nature within superblocks, which is effectively scaled up at the city level.

Lessons learned

- The “superblock” concept was coined in the 1980s by Salvador Rueda, but due to its revolutionised character it didn’t receive the needed support to be implemented. However, the 2016 “We fill the streets with life” measure, among other efforts, paved the way and in 2023 and the government adopted the Superblock Barcelona Governance Measure for the Regeneration of Barcelona and Its Neighbourhoods (Mesura de Govern Superilla Barcelona per regeneración Barcelona i Els Seus Barris) to regenerate the city and its neighbourhoods through the superblock model. The strategy comprises the vision

and strategic directions, the objectives, and actions for urban regeneration throughout the city.

- One important challenge and lesson learned from implementing superblocks is gaining community engagement and support. Therefore, the city puts emphasis on participatory development and has developed a comprehensive framework and a process for participation and co-designing at the level of each neighbourhood.
- All the actions established within superblocks were established in three layers: functional interventions (e.g., changing streets directions), tactical interventions (e.g., painting the streets or adding urban furniture and plants), and structural interventions (definitive transformations that reinforce the intended functional transition).
- Besides shifting mobility by prioritising people, another important layer is transforming these transit corridors into attractive destinations. This is achieved by changing people's perception of how streets work.

PRAGUE, CZECH REPUBLIC

Public spaces design strategies and approaches

Prague is the capital of the Czech Republic, with a population of 1 334 377 inhabitants (Eurostat, 2019) and a surface area of 49,613 hectares (Prague Institute of Planning and Development, 2015). The city is among the capitals with the highest quality of life, known for its many cultural attractions. According to the “Prague – the Metropolis of All” website, owned by the Prague City Hall, the capital is formed out of “57 self-governing city districts, which are further divided into 22 self-governing administrative units. Additionally, each city district has its own office which carries out self-governing activities and exercises delegated powers.”

The focus of this case study is on two streets within the Karlín neighbourhood, naming Záhřebská and Křižíkova. This neighbourhood is located near the city centre and is part of the Eighth City District of Prague. Karlín is known for its business and cultural aspects, making it a unique area within the city. In addition, the analysis includes the examination of several strategic directions and projects developed by the Prague Institute of Planning and Development. The objective is to establish key directions of development for public spaces in Prague, with a focus on streets.

Background and goals of the initiative

In 2014, the Public Space Development Strategy and the Public Space Design Manual for Prague, published and developed by the Prague Institute of Planning and Development, was approved. The Prague Institute of Planning and Development is “Prague’s preeminent policy centre for urban planning, architecture, development, design and governance”, according to the official website. The key principles of a liveable place stated in the Public Space Development Strategy are: “safety, healthy environment, liveability, convenience and comfort, human scale, accessibility, freedom of choice, and identity”. The Public Space Design Manual is organised in four parts, one of which is “layout”, which covers public spaces from traffic management and the elements that compose them to develop a qualitative space for people. This part describes the streetscapes (shared space, quiet and calmed streets, important traffic-calmed streets, and streets with heavy traffic) and parts of public spaces (that cater to people’s needs) to present the optimal principles to develop spaces in Prague while also presenting some existing good practices. Therefore, the document acknowledges that the design must respond to the needs of all street users from walking to driving but it must shift the priority on humans and reduce it for cars. Moreover, the manual states that “one of the tools for improving the quality of space is traffic calming” as a solution to increase safeness for vulnerable users by implementing slower speeds for vehicles.

The document notes that “shared space” is envisioned as a pedestrian area that offers both access for transit and spending time and being linked to public transport (e.g., Prague 1, náměstí Republiky), while other streets, such as Prague 6, Dr. Zikmunda Wintra, are presented as streets with a one-way direction for cars and two-way routes for bicycles that incorporate greenery. Another important topic is the sidewalk, which the manual places as serving people to walk but also to provide them opportunities to sit, relax, or play. The presence of commercial places on sidewalks such as cafes are placed as an important aspect for the overall street activity (e.g., Prague 8, Křižíkova) and also expanded sidewalks (e.g., Prague 6, Eliášova).

Key features

The design concepts for the following spaces were analysed: Klarov, Dvořák Embankment, Karlovo náměstí, and Hradební korzo (from the Old Town walls from Národní třída Street across 28. října Street, Na Příkopě, and Náměstí Republiky to Revoluční Street). These streets regenerating projects involve traffic measures and regeneration of streets to also benefit vulnerable users (temporary, gradual, or permanent), and adding greeneries to beautify the place, while also envisioning to create a network of streets that are suitable for pedestrians and cyclists or provide a better access to public transport (e.g., Karlovo náměstí project aims to develop “ a city promenade linking to Vodičkova Street.”, and Hradební korzo project to provide a connection between all the included streets). Furthermore, the Dvořák Embankment project which focuses on improving the waterfront and the Hradební korzo project that aims to connect Prague’s Old Town and New Town encompass the installation of urban furniture or other necessary instruments for pedestrians, and the latter also has a goal to develop a commercial street with high quality amenities. Overall, these projects point out that the strategic development directions of Prague for its streets are to become safe and attractive for people by reimagining urban mobility and activating spaces.

Additionally, two streets in Prague, Záhřebská and Křižíkova, were observed via Google satellite images to understand their functionality. The images differ in terms of year, part of them is from 2019 and the other ones are from 2022. Based on these images, it can be observed that there are measures implemented to slow down traffic, such as one-way streets and a speed limit of 30 km/h. It also connects with green spaces and various amenities, including different commercial spaces such as outdoor seating areas, shops. In terms of parking, it can be observed that the streets allocate a significant part of it to cars, giving the feeling of a parking lot. Nevertheless, in terms of design, there are some greeneries inserted, the sidewalks are large, but there is a lack of urban furniture or other elements that offer people to stay outdoors, besides terraces. Another layer is that these streets are part of the Karlin neighbourhood, which is known for its notable transformation in terms of quality of life. This change came after the area was flooded in 2002, and since then the former industrial neighbourhood was restored, becoming a better place to live and visit, according to the Washington Post. Several travel websites describe the neighbourhood as a cultural and food area, with an active nightlife. In addition, the neighbourhood is also known for its events on the streets, such as the Karlin Street Food Festival and various community activities through which streets are closed and people are invited outside.

Lessons learned

- The focus on public spaces design especially at the level of streetscape and public elements are essential for providing a high quality of life for residents. This implies to also cater to the needs of drivers, but they must be shifted from being the top priority to be the last.
- Prioritisation of people in the urban mobility plan is mandatory to activate public spaces. This is done by increasing their accessibility and safety while the importance of cars is reduced.
- The Public Space Development Strategy and the Public Space Design Manual for Prague, published and developed by the Prague Institute of Planning and Development, place emphasis on collaboration and co-creation practices, and emphasises, among other elements, that public space initiatives must also contain measures for improved and calmed traffic, and certain design measures that are needed beside traffic management, such as greeneries, urban furniture.
- A neighbourhood's quality is determined by all its public spaces, including streets, and the amenities that it provides, from terraces and green spaces to events that invite people outside.
- By providing a safe transit corridor for people to enjoy a walk while admiring the city's architecture and connecting them with green areas or cafes is beneficial for residents and visitors.

BRUSSELS REGION, BELGIUM

The Regional Mobility Plan and the low-traffic neighbourhoods' strategy

The city of Brussels is the capital of Belgium and one of the 19 municipalities of the Brussels Capital Region, with a population of 1 226 329 inhabitants (Eurostat, 2021). Its territory is organised as 7 districts: Pentagon (city centre), Louise, North-East, North, Laeken, Neder-Over-Heembeek, and Haren. Moreover, it is considered as the de facto capital of the European Union because it hosts the main EU institutions and a lot of the major EU events.

In 2021, Brussels became one of the cities that embraced the city 30 initiative which means that cars cannot exceed 30 km/h within the city and the Brussels Capital Region. There are some exceptions, like primary arteries where the limit is 50 or 70 km/h. Overall, the initiative aims to “increase the safety of all users, make

traffic calmer, and reduce noise pollution". Furthermore, the Brussels Capital Region developed the Good Move regional mobility plan, which enabled the development of a strategy to create 50 low-traffic neighbourhoods at region level, including in the City of Brussels.

Background and goals of the initiative

Brussels aims to build liveable neighbourhoods that permit people to safely walk and bike, provide accessible urban transport while also being able to drive. To do so, the city developed its strategy to build low-traffic neighbourhoods that shifts mobility by placing humans on top and then bicycles, public transport and the last one car in terms of accessibility. This vision is based on the 15-minute city, the superblock concept and other similar ideas that encompass compact and sustainable neighbourhoods to enhance residents' lives and protect nature. Overall, in terms of traffic management this means that the transit traffic through neighbourhoods is eliminated by reducing the accessibility of cars and enabling them to move through other routes. According to the city hall's official website, the pilot quarters that are in or part of Brussels and shift their mobility and improve public spaces are: Pentagon (City of Brussels), Haren (City of Brussels), Bois de la Cambre (City of Brussels), Dieleghem (Jette, Ganshoren and City of Brussels), Saint-Gilles (Saint-Gilles and City of Brussels), and Flagey - Etangs (Ixelles and City of Brussels).

The strategy was enabled and encouraged through the Good Move regional mobility plan, which has as main directions to provide peaceful places, active mobility, and new public spaces to their residents and visitors at the Brussels Capital Region level. This plan comes as a natural response to global trends and in support of the city's efforts to reach its goals. For example, it is in line with the introduction of 30 km/h zones and pedestrian zones. Overall, the plan foresees 63 'meshes' in Brussels Capital Region. A mesh is defined as a bigger neighbourhood that has low traffic and vulnerable users can use streets safely. Some of the measures implemented to develop a

new circulation plan for each neighbourhood encompasses changing directions to eliminate useless traffic within the area toward the corridors and parking spaces outside the neighbourhood. A key aspect is the co-designing process and active participation of all stakeholders in the development of the circulation plan to build a walkable and green area that invites people outside to meet and do sport while also supporting local shops and cafes. All in all, the regional mobility plan aims to create 50 low-traffic neighbourhoods at region level by enhancing collaboration between all the areas within the region to eliminate through-traffic and increase the accessibility of public spaces to people.

Key features

To further understand the key features of this strategy, the work done for the Pentagon neighbourhood was examined, while also some streets were observed via google satellite to understand their functionality.

The city of Brussels has 8 meshes and the Pentagon is one of them. To combat pollution, improve public transport and extend the space for people and bikes within the Pentagon, a new circulation plan was created together with all stakeholders (residents, visitors, local businesses). Vehicular traffic is allowed, but was limited by prioritising residents, people that want to use the parking zone, and suppliers. Hence, through-traffic was eliminated. The adopted measures include the establishment of parking areas to eliminate the utilisation of streets for parking, the creation of car-restricted zones, and the implementation of one-way streets or other traffic modifications to increase safety for vulnerable users.

In 2021, consultations with inhabitants and other stakeholders of the Pentagon neighbourhood started to establish the impact of the new circulation plan. In September, circulation measures were developed and presented, and in March 2022 residents, tourists and other stakeholders were informed about the new measures. In August 2022 the new traffic modifications were implemented and in September the evaluation phase started

to improve and gather feedback. According to the Good Move Pentagon Presentation, the method behind low-traffic neighbourhood Pentagon can be summed up as:

- **Participatory diagnosis.** To incorporate all users' opinions and needs, the circulation plan for the Pentagon encompasses a participatory diagnosis that enables local authorities to work with stakeholders to map challenges and create solutions. This was done through a platform that gathers 600 participants, neighbourhood meetings with 300 participants in total and several meetings with various stakeholders, from business to transport representatives. Hence, the participatory diagnosis concludes into six key areas to be addressed, according to the city hall: "road safety, noise disturbances - enhancing public spaces, cycling lanes and bike parking, transit traffic, improved signage and utilisation of parking facilities, and delivery zones".
- **The action plans.** This part includes: the framework for specific traffic measure, rerouting vehicle traffic through the inner ring road (Petite Ceinture) to eliminate through-traffic, providing the necessary infrastructure to various means of transport (non-motorized means of transportation and public transport) and to deliveries, emergency vehicles, and other similar vehicles, plan for inserting green spaces, build public spaces that invite play and leisure for all generations, and support the creation of local terraces, and improving overall the lifestyle for residents. Additionally, there were also mapped complementary measures, such as better signalling of parking spaces and shopping areas, creating delivery zones to provide access to urban logistics, enhance public transportations options, encourage shared car services, and implement projects that upgrade the existing infrastructure.
- **Implementation.** To implement all the measures foreseen in the action plan, the authorities used short term projects to activate public spaces to provide residents

rapid results (e.g., Place de la Chapelle, Marché aux Porcs, Rue de la Senne, Vieille Halle aux Blés, Place de Louvain, Place de l'Yser (except), Rue de Namur), organised a participatory route planning, involved the stakeholders (e.g., Brussels Mobility Experts) in the process and created a Steering Committee.

- **Communication.** The communication phase was split into three layers, as stated by the city hall's website: "**For the general public:** distribution of information leaflets to households, Information meetings, videos explaining the project, Babbeleir (local community radio) announcements, website with frequently asked questions (FAQ), interactive map and route planner on the website, call centre for inquiries and assistance, two communication waves throughout the project, **For stakeholders:** bilateral meetings with various stakeholders, **For the Good Move Community:** newsletter updates to keep the community informed".
- **Participatory evaluation.** This phase encompasses monitoring and evaluation initiatives through participation, technical evaluation, tools for gathering traffic data (e.g., Telraam) and after one year since the implementation a survey was planned to be organised to collect data from all stakeholders.

Four streets within the Pentagon neighbourhood, namely Senne, Marché aux Porcs, Duquesnoy and Midi, were observed through Google satellite images. These streets exhibit one-way traffic directions, with some featuring on-site parking spots (Senne and Midi). Speed bumps are lacking. Most of them are decorated with greenery, and all of them provide dedicated paths for bicycles. In addition, terraces or different local shops are present, and good connection to public transport is provided. Bicycle parking facilities are ensured, and there is access to a square with various options for sitting. Nonetheless, the availability of urban furniture is scarce, which indicates that these streets primarily serve as transit spaces. The analysed images, provided by Google, span from 2022-2023,

coinciding with the implementation of the new traffic measures in 2022.

Outcomes and impacts

The initiatives within low-traffic neighbourhoods provide both short term benefits, such as safe streets for vulnerable users, increased air quality, reduced noise pollution, and accelerated climate-actions. This approach also supports long-term objectives such as the attractiveness of streets and squares by widening sidewalks, introducing greeneries, increasing accessibility. The shopping streets are the ones where the traffic was eliminated the most because they improve the local economy (e.g., Rue Neuve, Boulevard Anspach, Rue Sainte-Catherine). The data showed to the local authority that most visitors walk or use the public transport to the central area. Therefore, measures were developed to transform these streets into destination spaces that cater to people's needs. Additionally, a better parking policy was developed and implemented to also cater to people that choose to drive but not hinder the experience for the ones that choose to walk, bike, or take the public transport to arrive at the shopping districts within the Pentagon.

Besides implementing 30km/h zones, pedestrian zones, changing the circulation plan, improving the parking system, the authorities also focus on improving streets around schools to make them safer and peaceful. This initiative will further advance the goal of making neighbourhoods less dependent on cars and more vibrant by inviting people to celebrate and use their space.

Lessons learned

- Reimagining mobility and public spaces within a neighbourhood must start with a participatory framework between the local authority and all stakeholders.
- Shifting the focus on people through mobility changes implies providing accessibility to all means of transport if people are prioritised. This approach

ensures that the mobility shift ensures the safest and most comfortable accessibility route through the entire neighbourhood for people while providing bicycle paths and being well-connected to public transport.

- An important aspect is to eliminate transit traffic within the neighbourhood and redirect it towards main roads, enabling residents to regain the streets and encouraging them to use sustainable means of transport.
- The main changes to shift streets' functionality and develop a community that is less dependent on cars are to change the circulation plan, redesign spaces, introduce 30km/h zones and pedestrian zones, improve the parking system, create a safe environment for vulnerable users by prioritising them and then cars, and involve all stakeholders in the process of changing the urban environment.

ANTWERP, BELGIUM

Slow Routes Network

Antwerp is the largest city in the Flemish Region of Belgium, with a population of over 530,627 (2021). It is a city renowned for its rich culture and high quality of life, which focuses on fighting climate change and improving the welfare of its residents. The urban area developed a network of slow routes to improve urban mobility and encourage an active lifestyle. The Trage Wegen (Slow Routes) non-profit organisation and Regional Landscape De Voorkepen developed the main document with general recommendations at the city level by collaborating with the local stakeholders. In addition, they created 14 local advisory notes to advance the city's vision of having routes for residents to walk, cycle, have access to public transport, and enjoy public spaces without the inconveniences that cars raise.

Overall, the slow routes network supports the activation of public spaces, improves the

quality of life at the neighbourhood level and advances actions to fight climate change.

Background and goals of the initiative

A slow route is a safe path that connects different parts of the city, providing pedestrians and cyclists with enjoyable travel experiences. The scope of these routes is to help residents discover new spaces within their neighbourhoods, linking homes with parks, playgrounds and other public spaces while eliminating streets with traffic from their daily route. However, for longer distances, this is not entirely possible. Therefore, slower streets (streets with slow speeds) are developed by prioritising vulnerable road users and limiting car access. This initiative involves various measures, such as implementing 30 km/h zones, eliminating through-traffic, providing access to public transport, signing the area as a slower street through nameplates, info panels, orientation beacons, and incorporating features like benches, plants, and lighting. Overall, the slow route network is designed to promote non-motorized routes and slower streets, encouraging people to go outside, spend time in public spaces, and engage in social interactions and leisure activities, all while contributing to climate action efforts.

One of the 14 local advisory notes is for Antwerp 2000, the city's historic part. According to the analysis part of the document, this area has multiple slow routes and slower streets. However, the advisory note provides further guidelines to expand the slow route network and provide better connections. Two streets within Antwerp 2000 were observed via Google satellite images, namely Korte Koepoortstraat and Leopoldstraat, to understand the functionalities of slower streets. The data, spanning from 2022 to 2023, illustrates that these streets are multifunctional, catering to various users. Bicycles have dedicated paths, cars have limited access, and public transport is accessible. Korte Koepoortstraat Street intersects with a pedestrian zone with terraces, and Leopoldstraat Street has a green space in proximity. The walking distance between Korte Koepoortstraat and

Leopoldstraat is 15 minutes, as shown by the Smart Way to Antwerp app. The app provides other travel options, such as walking and taking the tram (17 minutes) or cycling (9 minutes). Notably, the travel route for bicycles is different from the one provided for walking or taking the tram. All in all, these two streets are mainly used as transit spaces with connections to destination spaces, such as terraces or green spaces.

Key features

The city report with general recommendations and the 14 local advisory notes for the slow routes network focus on encouraging residents to be active travellers. The goals of the slow routes network encompass being environmentally friendly, safe, conducive to a healthy and active lifestyle, providing leisure opportunities, and serving as a place where people meet. The documents recommend the following directions as guiding principles to further expand the slow route network: the conservation of the existing slow routes, expansion of the network through new roads, rethinking public spaces and motorised traffic areas, diverse utilisation of each public space, good signing between the non-motorised street and the motorised street, and incorporate urban furniture.

Challenges and opportunities related to the slow route network have been identified by organising community meetings, advisory groups, and workshops. Moreover, other complementary tools have been developed, such as a platform that both gathers feedback and helps efforts to expand the slow route network through input from residents, and the Smart Way to Antwerp App, which presents to people multiple travel routes based on their preferred mode of transportation (walking/running/biking/ public transport).

Outcomes and impacts

Antwerp has over 600 km of slow routes, mapped through a collaborative process. The general strategy (the city note) formed a sharing basis for neighbourhoods to develop their own local advisory notes. Therefore,

while the city note provides guidance, the notes establish the design of the network at the district level.

Lessons learned

- Collaboration is key to advancing a city's vision and improving the quality of life at the neighbourhood level.
- Slow streets are important for longer distances. Therefore, the mobility of a city must be planned to prioritise first vulnerable road users and second cars.
- Public spaces must be seen as experiences or destinations that invite people outside to interact, play, be active or relax. Moreover, they must be designed as such to change their functionality.
- Slow streets are an important component within the slow routes network, which provides opportunities for inserting greenery and improving public spaces.

DELFT, THE NETHERLANDS

Woonerf Concept

Delft is a medium-sized city in the west part of the Netherlands, located between Rotterdam and the Hague, in South Holland province. In 2023, the city registered 106,096 inhabitants, according to the municipality's open database. As reported by TU Delft University, the city is known for being friendly with people by providing the necessary services and amenities within short distances.

Delft is one of the first cities that implemented the Woonerf concept to improve the quality of life within neighbourhoods and give back streets to urban childhoods. According to the research article *Changing the Residential Street Scene: Adapting the Shared Street (Woonerf) Concept to the Suburban Environment* by Eran Ben-Joseph, in 1969, the city of Delft planned to regenerate its streets and used the Woonerf concept as a tool by starting with traffic roads within low-income neighbourhoods to provide children safe

playgrounds. After the success in Delft, the concept was “established through guidelines and regulations in the Netherlands (1976) and then in many other countries: Germany (1976), England (1977), Sweden and Denmark (1977), France (1979), Japan (1979), Israel (1981), and Switzerland (1982)”.

Background and goals of the initiative

Niek De Boer, professor of urban planning at Delft University of Technology and The University of Emmen in the Netherlands, created the “woonerf” concept for building streets as gardens where drivers will pay attention to vulnerable users and manage to successfully coexist, which was based on the work of the Scottish planner and writer of *Traffic in Towns*, Colin Buchanan (Eran, 1995). Overall, a “woonerf (residential yard)” is a planning concept of shared streets where children can play safely, adults can meet, and cars drive at walking speed to encourage social interaction and use this public space within residential areas.

Key features

The components of a woonerf in terms of design are greenery, urban furniture, play elements, different materials for pavements, and incorporating various street patterns. By redesigning and implementing new circulation measures, streets are transformed into an extension of homes where pedestrians are prioritised and a public space that invites people to stay and interact. This change is possible because through traffic is reduced, the public space is shared by cars and vulnerable users, it is designed and planned to be safe for people, and the design promotes a fluid and flexible layout because it does not make a strict distinction between vehicular space and the other users, the area has vegetation, natural elements and urban furniture, and walking and playing is encouraged. This type of street can have multiple forms (street, square, or a network of interconnected spaces), and vehicular speed is reduced through physical obstacles and by variations, curves, and changes in elevation. Additionally, vehicular access is provided to

residents who own cars and emergency and delivery cars.

Four streets in the Westerkwartier neighbourhood were observed through Google satellite images, naming Westerstraat, Graswinckelstraat, Warmoezierstraat and Hugo de Grootstraat to understand their functionality. The streets cater to the needs of various users by providing access to both vehicles and vulnerable users, incorporating parking spaces for cars and bicycles, and providing people space to engage in play or leisure activities. In terms of design, greeneries and urban furniture are inserted, and the streets have various patterns, speed bumps, and are narrow to force cars to go slow. On Hugo de Grootstraat Street, it can be observed that there are several amenities, bicycles have dedicated paths, there are different street patterns, a 30 km/h zone is established, as well as one-way streets and greenery are inserted. While Westerstraat and Graswinckelstraat are signalised as areas where adults and children are playing in the street, Warmoezierstraat and Hugo de Grootstraat have plates with a 30km/h speed limit area.

Outcomes and impacts

Natalia Collarte states in her thesis “The Woonerf Concept Rethinking a Residential Street in Somerville”, that the Woonerf concept brought the following benefits around Europe: increased safety on streets for vulnerable users, reduced car speeds, improved utilisation and functionality of spaces, an appealing design for streets, a more engaged community, improved access for seniors and other residents with limited mobility, improved quality of life, and increased attractiveness to live in these areas. Moreover, the author emphasised that the latter benefit also raises challenges because increased property value can generate both positive and negative benefits if not properly managed.

Lessons learned

Streets are spaces for people, and the Woonerf concept successfully transmits it to pedestrians and drivers. The drivers’ behaviour is changed through design elements that encourage them to drive slowly. For example, the direct view of drivers is interrupted to increase their awareness of their surroundings by adding curves in the road. While parking spaces are offered, they are spaced intermittently to not give the impression that the woonerf is a parking lot. Another important layer is the insertion of urban furniture and materials to guide drivers while providing a space for pedestrians to socialise and play.

Even though streets were believed to be spaces for cars that permit people to move rapidly and comfortably, a movement for reducing traffic and increasing the sense of place and security for pedestrians started. The aim was to give people a good environment to live in, and this spread around Europe and beyond rapidly. From Woonerf (NL) and home zones (UK), these concepts have developed into shared areas or slow streets, but their impact is the same: more people on the streets. This type of strategy raises safety concerns and the risk of increasing property values, but if it is well managed, it can bring positive changes.

MALTA AND GOZO ISLANDS

Slow Streets Initiative

Malta and Gozo are a pair of Mediterranean Sea islands, with Gozo being part of Malta's territory and situated near the main Malta island. Malta covers a total surface area of 316 km² and comprises three islands: Malta, Gozo, and Comino. As of 2020, the population of Malta stands at approximately 515,000 residents.

In 2020, the Slow Streets initiative was launched in Malta and Gozo to improve the quality of life for residents and reduce car usage. According to the Local Councils’ Association website, there are 35 localities

that have a strategy for implementing slow streets from Malta and Gozo.

Background and goals of the initiative

The initiative was developed by the Local Councils' Association ("an organisational structure of local and regional government in Malta") together with the Ministry for the National Heritage, the Arts and Local Government and in coordination with Transport Malta (TM) and the Ministry for Transport, Infrastructure and Capital Projects (Zammit, 2022). Overall, the initiative aims to shift mobility by prioritising pedestrians and cyclists, improving accessibility to public transport, extending public spaces for people, and creating leisure opportunities.

Key features

For each of the 35 localities, there was an analysis phase based on desktop research and on-site investigations, discussions were organised with local government bodies, and the design process was adaptive and flexible. The scope was to implement a standard framework that works for all localities by having the same guidelines and the flexibility to adapt to the local context.

The initiative is based on four levels of interventions, comprising (1) measures to introduce slower speeds on these streets, (2) changes in traffic directions, (3) tactical urbanism to test design ideas for transforming the transit corridors into destination spaces and (4) shifting mobility priority by reducing the car usage space. Additionally, there are other three types of activities that are grouped as "slow paths" - the streets that are incremental for logistics on which slower sections were introduced to permit people or cyclists to use them, "play streets"- the possibility to temporarily close a streets for different events or activities that encourage play and leisure, "extensions"- routes that are mapped as possible streets to be added to the network in the future.

According to the "Slow Streets Malta – Challenging the Status Quo in a Car- Slow Streets Malta – Challenging the Status Quo in a

Car-Dependent Island State" article, the Slow Streets Initiative for Malta and Gozo can be summed up to four principles: safety, urban spaces, vehicular presence, and vitality that enable the transformation of mobility and how people perceive streets. The Slow Streets initiative in Malta and Gozo Islands was encouraged during the pandemic because it demonstrated the importance of public spaces developed for people and other means of transport.

Conducting observations using Google satellite images was not possible, as the available data only extends to periods prior to the launch of the strategies.

Lessons learned

- Multiple localities can benefit from a well-developed framework to implement slow streets. In the case of Malta and Gozo, this was enabled by the collaboration and cooperation between all 35 localities and flexible guidelines.
- The Slow Streets initiative grouped its actions into (1) measures to introduce slower speeds on these streets, (2) changes in traffic directions, (3) tactical urbanism to test design ideas for transforming the transit corridors into destination spaces, and (4) shifting mobility priority by reducing the car usage space.

SAN FRANCISCO, THE USA

Slow Streets Program

The City and County of San Francisco has a unique position as the only legal subdivision of the State of California with the combined governmental powers of a city and a county. In 2020, San Francisco, one of the cities comprising the San Francisco Bay Area, registered a population of 870,393, according to the Office of Economic and Workforce Development (OEWD). In addition to its renowned landmarks, the city is recognized for its diverse neighbourhoods, each having a

unique atmosphere and appeal. As a result, San Francisco's lively and diverse array of neighbourhoods, business districts, and recreational spaces have fostered an extraordinary range of communities.

In the context of the COVID-19 pandemic, San Francisco implemented the Slow-Street Program to provide people enough space to safely spend time outside and move. San Francisco Municipal Transportation Agency (SFMTA) manages the Slow Street Program, and currently, there are 18 permanent slow streets developed under the program with the same name.

Background and goals of the initiative

Slow streets are SFMTA's tool to accelerate climate actions and promote sustainable transport. Overall, the program aims to enhance the network of sustainable mobility and encourage people of all ages, whether residents or visitors, to adopt sustainable transportation options such as walking, cycling, or other friendly-environment modes of travel.

After the pandemic, the temporary Slow Streets had to meet feasibility criteria for the city to preserve it as such. Therefore, the local administration kept the slow streets part of a residential area and aligned with established plans and vision for urban development, land use, infrastructure, zoning, or other aspects of city planning. Moreover, the residents should have shown their support and become local community partners, and the data must indicate that the slow streets didn't affect transportation.

Key features

The San Francisco Municipal Transportation Agency (SFMTA) ensures that the designated streets meet the following criteria to become slow streets: low traffic volumes (1,000 per day or less) and safe, comfortable, shared corridors for all (vehicle speeds of 15 mph or less). Therefore, the agency collects traffic data (traffic volume and vehicular speed) to monitor the indicators and suggest improvements. Moreover, it continuously

adapts the street design to support slow streets. The design process must include the community, and the result has to receive approval from the City Traffic Engineer before going under public consultations. In addition, all the users are encouraged to follow behaviour guidelines and identify potential streets to extend the network.

Besides design and traffic measures, the streets are activated and encouraged to be used at their full potential. People and organisations are supported to organise various events, such as neighbourhood block parties or art festivals. The city understands the benefits of social engagement and leisure opportunities for residents and sees the economic benefits of supporting these community events.

Play Streets initiative is one example of a program that could simplify the process of receiving authorisations for block closures, allowing neighbourhoods to place activities and events based on a schedule that suits their specific community. Moreover, San Francisco has a dedicated agency, the Shared Space Agency, that manages public spaces (e.g., sidewalks, streets, parks, parking spaces.) for economic activities at the neighbourhood level. This agency enables sellers, local businesses, and other organisations to partner with the city to open streets for people and commercial activity by supporting outdoor restaurants, cafes, product displays. Another complementary program is the San Francisco Active Communities Plan (ACP). ACP, the 2-year planning process to develop a new plan for active mobility in San Francisco, guides the long-term investments for the sustainable mobility infrastructure, initiatives and strategies while including programmes to activate and use Slow Streets.

Outcomes and impacts

After the initial implementation of slow streets, San Francisco started to conduct the first evaluation in 2020 and continued to do so to assess its impact. The most recent evaluation was released in May 2023. The evaluation methods include representative research conducted at the city level based on

traffic data and surveys. The collected data was used to observe trends and compare the current results with the ones from the pre-Slow Streets period and the mid-pandemic conditions in 2021. By assessing these comparisons, insights were gained to establish future steps and further enhance the program's effectiveness.

According to the 2023 Slow Streets Evaluation Report, the outcomes and impacts of the Slow Streets Program can be seen in (1) the reduced number of vehicles on Slow Streets (2,000 vehicles per day before the pandemic, 700 in 2021, and 800 in 2023), and (2) the slower vehicle speeds (32.19 km/h before the pandemic, and in 2021 and 2023 the registered speed was 25.75 km/h), which demonstrates the sustained effects of the Slow Streets program. Out of all slow streets, four do not meet the standard of 1,000 vehicles per day, indicating progress and that improvements are required.

The Slow Streets are not meeting the 24.14 km/h or less vehicular speed established by the SFMTA Board to make them safe for vulnerable users. However, these streets have registered a 48% decrease in collisions compared to a 14% decrease citywide during the same time. Overall, since the implementation of the Slow Streets Program, these streets registered lower collision rates, increased usage by bicyclists and pedestrians, and did not have a negative impact on vehicle traffic on surrounding streets.

The Slow Streets Program, based on the results of the regular evaluations, builds actions to improve the safety and design of these corridors while working to further expand the network through a participatory process, including the work done through the development of the Active Communities Plan.

Lessons learned

- The Slow Streets program determines the suitability of residential streets to be transformed into slow corridors based on various factors, such as traffic signals, one-way streets, the presence of public

transport routes, and whether they are emergency service corridors.

- The designated Slow Streets are assessed based on the following criteria: the transit corridor must be a residential street but not incremental for public transport, emergency lines, deliveries, and supplies. Moreover, the Slow Streets concept is most effective on residential streets characterised by predominantly flat terrain, stop-controlled intersections instead of traffic signals, accommodates two-way traffic, provides convenient access to essential services and commercial areas, and maintains a continuous and uninterrupted route spanning a minimum of 4-6 blocks.
- The design of slow streets is adjusted based on data. Therefore, regular evaluations are developed based on traffic and speed data and residents' input. Moreover, any design decision must be in line with the Program's feasibility criteria to create streets that prioritise people and sustainable transportation, such as "traffic diversion elements, including planters, turn restrictions, traffic calming elements i.e. speed humps, STOP Signs, roadway narrowing/chicanes, wayfinding signs, and pavement markings", according to SFMTA.
- The network of slow streets must be expanded through public participation, complementary initiatives, such as the Active Communities Plan, and feedback from residents.

VANCOUVER, CANADA

Slow Streets Initiative

The Slow Streets initiative was implemented in Vancouver, Canada. The initiative was planned on local streets to help residents physically distance and mitigate the risk of COVID-19 to the communities.

Between May 2020 and July 2022, has been created a three-step implementation and engagement process. In April 2020, temporary barriers and signs were installed at various

intersections in Kits Point to test implementation options, serving as a 'prototype' for the Slow Streets initiative. Later in spring/summer 2020, 40km of Slow Streets were implemented in five 'waves'. The routes were designated along existing greenways and local streets to reduce and slow down motor vehicle traffic.

Background and goals of the initiative

The Slow Streets initiative was launched in response to the COVID-19 pandemic. The goal was to provide safer and comfortable routes for people walking, biking, and rolling. The initiative aimed to reduce and slow down motor vehicle traffic on local streets and along existing greenways. The routes were chosen based on several criteria including traffic volumes, existing traffic signals to cross busier streets, equity, and access to green spaces like parks.

Key features

The initiative involved the installation of temporary barriers and signs at various intersections. The routes were designated based on several criteria including traffic volumes, existing traffic signals to cross busier streets, equity, and access to green spaces like parks. The initiative also included temporary traffic calming measures in six locations on the Slow Streets network between fall 2020 and summer 2021. These changes were designed to make those locations safer and more comfortable for people walking, biking, and rolling.

Outcomes and impacts

The initiative received positive feedback from the community. Over 70% of 1,942 survey participants 'liked' or 'really liked' the initiative and under 25% expressed a negative sentiment. Support was higher among people who walk or bike, or used Slow Streets for recreation, accessing essential services or businesses. It was lower among drivers and transit users. There was interest in expanding the Slow Streets network, adding further interventions that prioritise walking, biking

and rolling, using more durable barriers and making the initiative more permanent, and facilitating more public outreach and engagement on the initiative.

Lessons learned

Some of the challenges faced included concerns that the barriers were too easy to move and so their effectiveness was limited. Others believed that the initiative was unnecessary, making driving more difficult and posing concerns for traffic flow and vehicle turning movements. The feedback received has informed how the network can evolve, including appearance, compliance, and materiality. Where impacts on traffic volumes, circulation, and access were tested, significant negative impacts were not found.

SWEDEN

Street Moves Across Cities

A ground-breaking initiative in Sweden offers residents the convenience of accessing various amenities such as outdoor gyms, urban gardens, playgrounds, and social hubs within a one-minute travel distance, thus creating "one-minute cities". This concept draws inspiration from the urban planning idea of the "15-minute city," where all essential services are within a 15-minute reach. Developed by Vinnova, the Swedish national innovation agency, ArkDes think tank and LundbergDesign, the 'Street Moves' project aspires to be implemented across the country within the next ten years.

Background and goals of the initiative

The goal of Street Moves is to transform streets into engaging spaces where individuals can socialise, engage in recreational activities, and cultivate green areas.

The module, created by LundbergDesign, consists of an adaptable wooden base plate and specially designed components that can accommodate various features, including shared electric car charging stations, parking spaces for electric scooters, outdoor gyms,

seating areas, and urban agriculture setups. By using wooden materials that can be customised to suit local requirements, the project reimagines public spaces to serve multiple functions.

The design of Street Moves modules is shaped through participation and dialogue, ensuring they meet the specific requirements of each location. These modules serve as a semi-permanent solution, enabling an immediate transformation of the streetscape. This change is essential as cities evolve to meet future demands, prioritising people over cars.

Through the experimentation with interactive environments, the project ensures that the needs and desires of local residents are considered. By 2030, the goal is to ensure that every street in Sweden promotes well-being, sustainability, and a vibrant community.

Key features

In the initial phase of the Street Moves project, which took place between 2020 and 2021, was implemented in streets located in Stockholm, Gothenburg, and Helsingborg. The project was first initiated in Stockholm, in four different blocks around the city centre. Each base was around a school, children thus being involved in the development of the project.

These versatile spaces developed in the city offered residents a wide range of possibilities and functions. They could be used as racks for bikes or scooters, transformed into urban gardens for cultivation, provide outdoor fitness areas or playgrounds for children, serve as charging stations for electric cars, or simply function as social hubs where individuals can gather, socialise, and engage in conversations—an opportunity that is often scarce for many urban dwellers.

To ensure the inclusivity and effectiveness of these spaces, workshops and consultations were conducted, allowing local residents to have a say in determining the allocation of street space for parking and the number of spaces to be repurposed. By involving the community in these decisions, not only are their voices heard, but they also become personally invested in using the space to their

advantage, aligning with the city's emphasis on individual well-being and quality of life in Stockholm.

Outcomes and impacts

ArkDes reported a significant boost in public activity around each unit of the Stockholm projects, with a remarkable 400% increase in movement, according to a survey conducted among 322 individuals. Approximately 70% of the respondents expressed a positive response to the initiatives.

Building upon the values and insights gained in the initial phase, Street Moves is now expanding its collaboration with more local authorities. With the support of a design team and expertise from ArkDes, the authorities themselves can customise the modules to suit the unique needs of their respective areas. In spring and summer 2022, Gothenburg, Helsingborg, and Umeå experimented with new solutions on different streets in each city. Currently, Hultsfred, Härnösand, and Södertälje are in the process of transforming their streets through Street Moves.

According to the Street Moves manual, the instalments of these wooden modules can:

- create better conditions for shared mobility
- increase the safety and security of the street
- create dialogue between people and increase citizen engagement
- make the street space more attractive for people
- create a more vibrant and sustainable street environment.

BALATONFÜRED, HUNGARY

Actions to expand public spaces and reduce car traffic

Balatonfüred is a spa town in the Lake Balaton Region and part of Veszprem County. The city aspires to become a thriving urban centre with

an increased quality of life, a vision articulated within the Balatonfüred City Integrated Local Development Strategy. This document illustrates that the city has approximately 62 km of sidewalks and pedestrian paths. Furthermore, through a DESTI-SMART project financed by Interreg Europe, recommendations were made on how to control speed limits in the coastal area of Balatonfüred with the aim of reducing traffic. Nonetheless, the implementation status of these recommendations within the city remains uncertain.

The data from the 2011 census conducted by the Hungarian Central Statistical Office (KSH) holds particular significance, as it reveals that walking accounts for 45% of the city's overall mobility. This statistical insight underscores the increasing prioritisation of pedestrian-oriented urban planning in Balatonfüred.

The city centre has undergone changes. Therefore, two streets within this area are analysed to understand their utilisation and functionality, naming Blaha Lujza and Kisfaludy. According to the official website of the city hall, Blaha Lujza Street is open for people during summer, banning cars during this period. This aspect creates a suitable environment for events and gatherings and activates the space for residents and tourists. Moreover, in line with the development goal of the city to reduce traffic within its old part, Kisfaludy Street is redesigned. An article from 2022 on the city hall's website states that the work has begun and includes eliminating parking and traffic by providing access only to cars with permits and expanding the space for terraces by widening the sidewalk.

Furthermore, the two streets were observed through Google satellite images and the following elements were observed: signs with lower speed, one-way traffic flow, presence of greenery, cafes/terraces, prohibition of parking with nearby parking options, access to public transportation, and connection with promenades, exemplified by Zákonyi Ferenc Street, or green areas. Overall, the streets are designed beyond a transit corridor by being activated as spaces for events and terraces.

However, urban furniture for sitting or playing is not inserted.

In conclusion, in pursuit of enhancing the quality of life and boosting tourism, the city is strategically re-evaluating its urban mobility framework. The provided examples centred on the historical part underscore that the principal strategies involve placing people at the forefront. This is achieved through low-speed zones, promoting outdoor engagement via terraces, events, and green spaces. Furthermore, an integral part of this initiative involves minimising on-street parking and confining it to designated areas, coupled with restrictions on car access. This collective effort underscores the significance of mobility as a pivotal factor when envisioning the city's future development.

MEDELLÍN, COLOMBIA

Urban transformation through innovative mobility

Medellín, the second-largest city in Colombia, is known for its remarkable urban transformation. From a city full of violence and crime in the 1990s, it has emerged as a global model for urban innovation and social inclusion. The city's approach to urban mobility and community development showcases how prioritizing people and sustainable transport can revitalize urban spaces and foster a sense of community. Medellín's transformation is particularly notable for its emphasis on integrating disadvantaged communities into the urban fabric, reducing social inequalities, and promoting active and sustainable mobility.

Background and goals of the initiative

The initiatives in Medellín were born out of necessity, aiming to tackle the city's sprawling informal settlements and the social isolation of its hillside communities. The goals were multifaceted: to connect isolated neighborhoods to the city center, reduce crime rates, promote social inclusion, and enhance public spaces for community use. A cornerstone of this vision was the belief in mobility as a fundamental right, leading to the

implementation of innovative transport solutions like the MetroCable gondola system and escalators in steep neighborhoods, as well as the development of pedestrian-friendly zones and the encouragement of cycling through the creation of bike paths.

Key features

Medellín has gone beyond merely creating transit spaces to fostering vibrant, inclusive communities. Public spaces have been transformed into areas for cultural expression, education, and recreation, with libraries, parks, and community centers playing a central role in this process. The city's approach exemplifies how urban mobility initiatives can serve as catalysts for broader social and environmental benefits, creating more livable, equitable, and sustainable cities.

Medellín's transformation is a testament to the power of prioritizing human mobility and community development in urban planning. The city's innovative strategies offer valuable lessons for other urban areas seeking to enhance quality of life and promote sustainable growth.

The principles guiding Medellín's urban transformation include inclusivity, sustainability, and innovation. By integrating transport infrastructure with social and community programs, the city has not only improved mobility but also facilitated access to education, healthcare, and employment opportunities, thereby addressing deeper social issues.

Outcomes and impacts

The outcomes and impacts of these initiatives are profound:

Improved connectivity: The MetroCable system, for example, has significantly reduced travel time for residents of previously isolated areas, integrating them into the city's economic and social life.

Reduction in violence and crime: By revitalizing public spaces and providing social programs, Medellín has seen a dramatic decrease in

violence and crime rates, transforming into one of Latin America's safest cities.

Environmental benefits: The promotion of public and non-motorized transport has contributed to a reduction in the city's carbon footprint and improved air quality.

Social inclusion: The urban interventions have fostered a sense of belonging among residents, breaking down social barriers and building stronger community ties.

Economic growth: Improved mobility and safer public spaces have attracted investment and tourism, boosting the local economy.

Lessons learned

Despite its success, Medellín's journey has not been without challenges. Issues such as maintaining the infrastructure, ensuring the sustainability of social programs, and managing the gentrification process in revitalized neighborhoods pose ongoing challenges. The lessons learned from Medellín underscore the importance of community involvement in planning and decision-making processes, the need for integrated urban development strategies that combine mobility with social inclusion, and the value of innovative solutions to urban challenges.

CROSS-CASES ANALYSIS

Common themes and strategies among the initiatives

- Rethinking mobility at neighbourhood level to increase the quality of life and protect nature.
- Structural changes of public spaces to transform transit spaces into destinations.
- At the beginning there are short term changes with low cost to have results and gather feedback.
- To reduce cars' access, the following measures were taken into consideration: calming traffic measures (e.g., one way street, speed bumps, narrow streets), inserting greeneries and urban furniture,

and reducing or eliminating parking on streets.

- Access was assured to delivery and emergency vehicles.
- Slow streets were well connected to public transport.
- Local economy is supported and encouraged.
- Streets are designed to become destination spaces and community hubs.

Key factors that contributed to the success of the initiatives

- The involvement of all stakeholders into the process since the analysis phase of the initiative.
- Analysis and Evaluation phases to monitor the initiative and implement the feedback.
- Activating Streets through various events to celebrate them.

Potential limitations and drawbacks of the initiatives

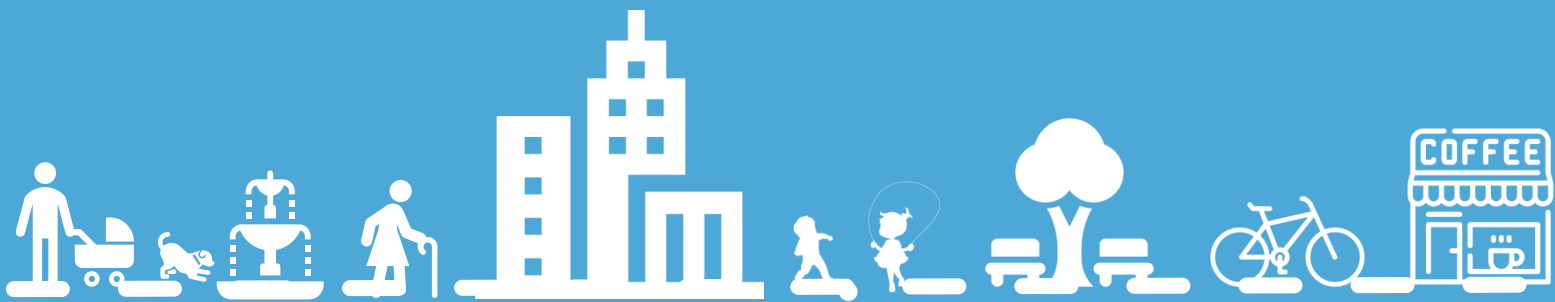
- Lack of support of residents and resistance to behavioural change.
- Unsuccessful communication and co-participation process.

Main findings and implications of the case study

The slow street initiative aims to provide people with more space by reducing car accessibility and provide them a safe environment where the vulnerable user can co-exist with vehicles. Another important point is the fight against air and noise pollution for human health and accelerating climate actions.

In short, **these initiatives can be summed up in three main strategic directions: Reprioritization, Transit, and Destinations**, while being reached through the following **3-layers implementation actions: basic measures, tactical measures, and structural activities**.

FUNDS FOR TRANSFORMING TRANSIT SPACES INTO DESTINATIONS



HORIZON EUROPE

Horizon Europe stands as the European Union's primary funding initiative for research and innovation, with a primary focus on addressing climate change, advancing the United Nations' Sustainable Development Goals, and enhancing the EU's competitiveness and economic growth. This programme plays a crucial role in promoting collaboration, reinforcing the influence of research and innovation, and contributing to the development, support, and implementation of EU policies in the face of global challenges.

The second pillar of Horizon Europe Programme encompasses a total of six clusters of interventions and within this context, we will provide a concise overview of the clusters that are pertinent to the subject matter addressed in this guide:

Cluster 1: Health

The objectives of this cluster encompass enhancing and safeguarding the health and well-being of individuals across all age groups. The overarching goals include the prevention, diagnosis, monitoring, treatment, and eradication of diseases. Additionally, the cluster seeks to promote the development of health technologies, mitigate health risks, safeguard populations, and foster overall good health and well-being, both in general and within occupational settings.

To effectively identify relevant funding opportunities, we suggest referring to the cluster's Work Programme corresponding to the current year. The Work Programme encompasses a comprehensive outline of targeted objectives and various project types eligible for support, tailored to the programming year. For instance, the Work Programme for 2023-2024 provides funding for diverse initiatives, including those focused on comprehensive assistance for children and adolescents' health in the digital society or projects geared towards promoting mental and physical well-being in evolving work environments.

Cluster 2: Culture, Creativity, and Inclusive Society

The primary objective of this cluster is to reinforce the democratic values of Europe, with a particular emphasis on upholding the principles of the rule of law and fundamental rights. Concurrently, it aims to safeguard our rich cultural heritage and facilitate socio-economic transformations that foster inclusivity and drive growth. The cluster focuses on three key areas of intervention: democracy, cultural heritage, and social and economic transformations.

To effectively identify relevant funding opportunities, we suggest referring to the cluster's Work Programme corresponding to the current year. The Work Programme encompasses a comprehensive outline of targeted objectives and various project types eligible for support, tailored to the programming year. As an example, the funding provided in the Work Programme for 2023-2024 encompasses a wide range of initiatives, such as supporting cultural and creative industries in their efforts towards achieving a sustainable climate transition, as well as initiatives focused on the transformation of cultural heritage.

Cluster 5: Climate, Energy and Mobility

The objectives of this cluster revolve around combating climate change through enhanced comprehension of its causes, evolution, risks, impacts and opportunities. Furthermore, it aims to facilitate the transition of the energy and transport sectors towards greater climate and environmental sustainability, improved efficiency, enhanced competitiveness, intelligent systems, increased safety, and heightened resilience. Of the various intervention areas, the most pertinent to the present themes include communities and cities, as well as smart mobility.

To effectively identify relevant funding opportunities, we suggest referring to the cluster's Work Programme corresponding to the current year. The Work Programme encompasses a comprehensive outline of

targeted objectives and various project types eligible for support, tailored to the programming year. For instance, the funding allocated in the Work Programme for 2023-2024 encompasses a diverse array of initiatives, including those focused on promoting behavioural change and effective governance systems that facilitate systemic transformations towards climate resilience.

All calls for proposals within the Horizon Europe programme are available on the **European Commission's Funding & Tenders portal**.

LIFE PROGRAMME

The LIFE programme stands as the European Union's designated funding instrument for initiatives pertaining to the environment and climate action. This programme provides financial support for a range of strategic directions, but the most important ones in relation to the subjects covered in this material are outlined below.

Nature And Biodiversity Sub-Programme

The sub-programme dedicated to Nature and Biodiversity aims to safeguard and rejuvenate Europe's natural environment while addressing the pressing issue of biodiversity loss. Consequently, the LIFE Nature and Biodiversity sub-programme will persist and support projects that promote the conservation of nature, with a specific focus on biodiversity, habitats, and species preservation.

Circular Economy and Quality of Life

The sub-programme focused on Circular Economy and Quality of Life aims to facilitate the transition towards a sustainable economy that is circular, free of toxins, energy-efficient and resilient to climate impacts. Additionally, it seeks to protect, restore, and enhance the quality of the environment by means of direct interventions or by supporting the integration of these objectives into other policies. Consequently, the LIFE programme will continue to provide co-financing for projects in

the environmental sector, particularly in the field of circular economy. This includes initiatives related to resource recovery from waste, water, air, noise, soil, chemical management, as well as environmental governance.

Climate Change Mitigation and Adaptation

The sub-programme dedicated to Climate Change Mitigation and Adaptation aims to play a significant role in facilitating the transition towards a sustainable economy that is energy-efficient, relies on renewable energy sources, achieves climate neutrality, and enhances resilience. The climate sub-programme supports projects in various areas, including farming, land use, peatland management, renewable energies, and energy efficiency.

All calls for proposals within the LIFE programme are available on the **European Commission's Funding & Tenders portal**.

INTERREG EUROPE

Interreg Europe is a collaborative programme for interregional cooperation, co-funded by the European Union. The European Union is committed to addressing disparities in development, growth, and quality of life among regions across Europe and Interreg Europe actively supports this overarching objective.

The programme actively contributes to the entirety of the European Union's priorities: a Smarter Europe, a Greener Europe, a More connected Europe, a More social Europe, and a Europe that is closer to its citizens. Additionally, the programme places a strong emphasis on enhancing regional governance through capacity building initiatives.

For projects targeting mobility, public space transformation, or community activation, the following areas could be of interest:

- **Greener Europe:** This priority encompasses climate change, nature, and biodiversity, as well as zero-carbon urban mobility, among other aspects.

- More connected Europe: Projects focusing on sustainable mobility solutions align with this priority.
- More social Europe: This priority emphasises social inclusion, among other related initiatives.
- Europe closer to citizens: Efforts that encompass both integrated urban development and integrated non-urban development receive support under this priority.

To stay informed about funding opportunities and the projects endorsed within **the Interreg Europe funding opportunities**.

CITIZENS, EQUALITY, RIGHTS AND VALUES PROGRAMME

The Citizens, Equality, Rights and Values Programme aims to aid and foster the advancement of open, democratic, and inclusive societies grounded in the principles of the rule of law. This encompasses the promotion of a vibrant and empowered civil society, the encouragement of democratic engagement, civic involvement, and social participation among individuals, as well as the cultivation of the diverse tapestry that characterises European society.

One of the key pillars within the programme is Citizens' engagement and participation, which focuses on promoting the active involvement and participation of citizens in the democratic life of the European Union. This pillar encompasses initiatives that encourage exchanges between citizens from different Member States and aims to enhance awareness of the shared European history that binds us together.

All calls for proposals within the CERV programme are available on the **European Commission's Funding & Tenders portal**.

OTHER EUROPEAN FUNDING INITIATIVES FOR TRANSFORMING TRANSIT SPACES INTO DESTINATION PLACES

European Urban Initiative

The European Urban Initiative (EUI), which is funded by the European Union, provides support to urban areas of various scales in implementing innovative projects, enhancing their capacity and knowledge, and facilitating policy formulation and communication regarding sustainable urban development within the framework of the transformative perspective for cities.

The European Urban Initiative allocates funding to projects that exhibit innovation, inclusivity, measurability, transferability, scalability, and a high level of quality:

- The first Call for Proposals by the EUI-IA provided funding to projects that aimed to exemplify tangible and practical instances of New European Bauhaus (NEB) interventions. The projects were required to embrace and fully integrate the three core values of NEB — sustainability, inclusiveness, and aesthetics. Cities were encouraged to explore four key themes: construction and renovation practices aligned with circularity and carbon neutrality principles, preservation and transformation of cultural heritage, adaptation, and conversion of buildings to provide affordable housing solutions and the regeneration of urban spaces.
- Under the second Call for Proposals by the EUI-IA, funding was allocated to projects aimed at providing concrete and practical instances of implementation within the following thematic areas: greening cities, sustainable tourism, and harnessing talent in shrinking cities.

New European Bauhaus

The New European Bauhaus initiative establishes a link between the European Green Deal and our everyday lives, emphasising the significance of our living spaces. Acting as a bridge between the realms of science, technology, art and culture, the initiative seeks to harness the potential of our environmental and digital challenges to bring about positive transformations in our lives. It serves as an invitation to collaboratively address complex societal issues through the process of co-creation.

The New European Bauhaus fosters a movement that encourages and guides the transformation of our societies by establishing connections among diverse backgrounds, spanning various disciplines, and promoting participation at all levels. This movement is centred around three interdependent values: sustainability, encompassing climate objectives, circularity, zero pollution and biodiversity; aesthetics, emphasising the quality of experiences and styles that go beyond mere functionality; and inclusion, which entails valuing diversity and ensuring accessibility and affordability.

The New European Bauhaus website provides comprehensive information on the available **European funding calls** that align with the objectives of the New European Bauhaus initiative. These funding calls encompass the following categories:

- Calls for proposals targeting the tangible transformation of the built environment and the associated lifestyles at the local level.
- Calls for proposals focused on fostering innovation to integrate sustainability, inclusion and aesthetics into new solutions and products.
- Calls for proposals that facilitate a reflective process, encouraging a re-evaluation of our perspectives and mindsets regarding the values of aesthetics, sustainability, and inclusion.

By consulting the above funding calls, individuals and organisations can ascertain how their projects related to mobility, public spaces and/or community engagement can contribute to the overarching objectives of the New European Bauhaus initiative.

Net Zero Cities

NetZeroCities is a component of the Horizon 2020 Research and Innovation Programme, which actively supports the European Union's Green Deal objectives. NetZeroCities addresses cities' prevailing structural, institutional, and cultural barriers that hinder their achievement of climate neutrality by 2030. The objectives of NetZeroCities encompass the following:

- Formulate a comprehensive approach to assist cities in achieving climate-neutral transformation.
- Aid cities in developing their capabilities and adopting innovative methodologies to drive systemic change.
- Establish a platform that offers cities access to essential services and expertise necessary for achieving climate neutrality.
- Foster a pipeline of cities that are accelerating their progress towards climate neutrality.

To determine the compatibility between the support and resources provided by the NetZeroCities programme and your projects related to mobility, public spaces and/or community activation, it is advisable to stay updated on the opportunities offered through the official NetZeroCities **website**.

The European City Facility

The European City Facility (EUCF), an initiative within the LIFE Programme of the European Union, delivers financial assistance, along with capacity building services towards municipalities, local authorities, their associations, and local public entities that bring together municipalities and local authorities across Europe. The primary objective of the EUCF is to empower these

entities to develop robust investment concepts and mobilise financial resources for projects regarding sustainable energy.

The EUCF focuses on several investment sectors, such as public buildings (including social-rental and public housing), private residential and non-residential buildings, building integrated renewables, district heating and cooling networks, sustainable urban mobility, innovative energy infrastructure, renewable energy production infrastructure and public lighting. However, it is important to note that projects in other sectors related to sustainable energy can also be implemented if they fall within the broader scope of sustainable energy initiatives.

To determine the potential extent of support for your projects, such as those pertaining to mobility, through the European City Facility, refer to the **EUCF's official website**. The website offers comprehensive details regarding the funding calls, allowing you to gather complete information and assess the suitability of the EUCF for your specific project goals.

Eit's Knowledge and Innovation Communities

The European Institute of Innovation and Technology (EIT) is an independent institution within the European Union that plays a crucial role in fostering Europe's innovation capacity. The EIT Innovation Communities are responsible for cultivating innovative products and services, facilitating the establishment of new businesses, and imparting entrepreneurial training to emerging generations.

Within this context, the two Innovation Communities that hold relevance are:

- **EIT URBAN MOBILITY:** This community is dedicated to bringing about positive transformations in urban mobility, with the aim of creating more liveable urban environments. By using cities as dynamic testing grounds, industry and academic partners collaborate to showcase how innovative technologies can address challenges related to the transportation of

people, goods, and waste through intelligent solutions.

- **EIT CLIMATE-KIC:** This community focuses on accelerating the transition to a zero-emission economy. It identifies and supports innovative initiatives that help society in mitigating and adapting to climate change, thereby advancing the collective efforts to combat this global challenge.

Driving Urban Transitions

The DUT Partnership addresses urban challenges by leveraging research, innovation, and capacity building. By fostering the development of necessary skills and tools, the partnership facilitates urban change and propels urgently required transformations toward a sustainable future, ultimately enhancing the quality of life in cities.

15-Minutes City Pathway (15minC)

The Transition Pathway known as the 15-minute City (15mC) aims to establish synergies among various elements such as mobility, logistics, public spaces, and urban planning. Its primary objective is to drive and accelerate the transition towards sustainable urban mobility. The pathway envisions the implementation of strategic frameworks and policies that prioritise sustainable modes of transportation within neighbourhoods and cities. The 15mC Transition Pathway addresses the multifaceted and interconnected challenges faced by urban centres.

- 15mC topic 1: Integrated Policies and Evidence to Reduce Car-dependency.
- 15mC topic 2: Mobility and Planning Policies for Proximity-oriented Developments
- 15mC topic 3: Empower People for Urban Mobility Transitions.

Circular Urban Economies Pathway (CUE)

The Circular Urban Economies (CUE) Transition Pathway centres around the significant influence of cities and urban regions in the

global economy's resource utilisation. Consequently, the primary objective of the CUE pathway is to assist cities in enhancing their resource efficiency and minimising their ecological footprint. The CUE pathway advocates for initiatives that extend the lifespan of existing resources through maintenance, renovation, and repair endeavours. Additionally, it seeks to foster the transition from linear resource flows to circular ones, aiming to reduce waste and promote resource conservation.

CUE topic 1: The Built Environment as a Resource Base

CUE topic 2: Knowledge and optimisation of resources flows between urban and rural areas

CUE topic 3: Planning and Designing urban areas with Nature: Towards a Regenerative Urbanism

FUNDING INITIATIVES FROM INTERNATIONAL FOUNDATIONS

Streets for Kids

The objective of the Global Designing Cities Initiative's Streets for Kids programme is to enhance the quality of life for children residing in urban areas. It encourages proactive measures to be taken on urban streets, with the aim of creating a future that is cleaner, healthier, and safer.

In 2023, through this initiative, ten cities dedicated to enhancing the safety, accessibility, and overall pleasantness of their streets for children and their caregivers were chosen to receive both technical and financial support. These selected cities have been provided with the opportunity to elevate their efforts by receiving direct assistance from a team of global experts. Each of these cities had previously participated in [GDCI's 2022 Streets for Kids Leadership Accelerator](#). As a result of their selection, each of the ten cities will receive a grant of up to \$20,000 USD, accompanied by technical guidance and

support from GDCI's dedicated Streets for Kids team.

Asphalt Art Initiative

Bloomberg Philanthropies' Asphalt Art Initiative is a response to the increasing global trend of cities utilising art as a highly effective and cost-efficient strategy to enliven their streets. While cities employ various approaches to incorporate art into public spaces, this initiative specifically concentrates on visual interventions targeted at roadways (including intersections and crosswalks), pedestrian areas (such as plazas and sidewalks) and vertical infrastructure (such as utility boxes, traffic barriers and underpasses).

Through the Asphalt Art Initiative grant programme, support is provided to projects that showcase the transformative influence of asphalt art initiatives. The programme aims to inspire cities to establish their own streamlined procedures for implementing these cost-effective activations in a successful manner.

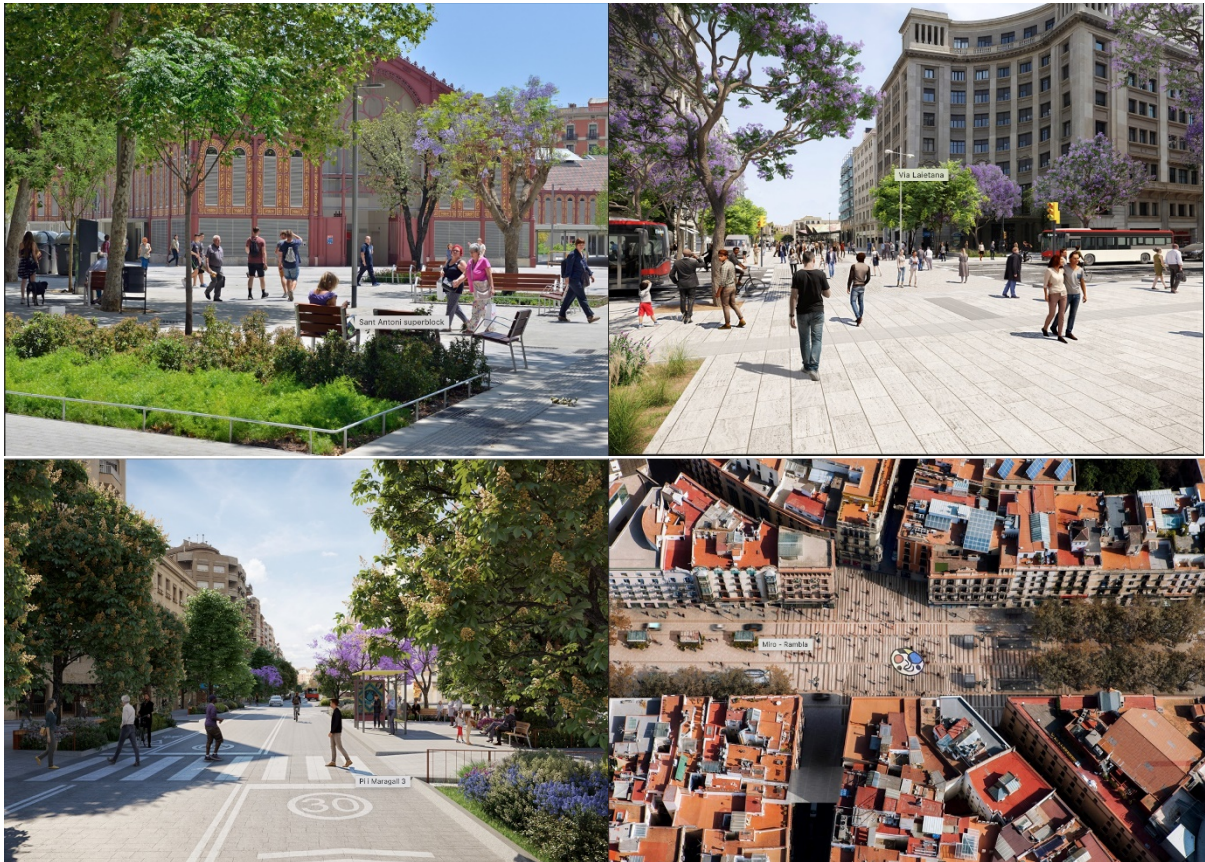
Bloomberg Initiative for Cycling Infrastructure

The Bloomberg Initiative for Cycling Infrastructure (BICI) endeavours to identify the most ambitious and pioneering proposals for enhancing cycling infrastructure from cities across the globe.

ANNEX. IMAGES OF SLOW STREETS IN DIFFERENT CITIES



The Superblock Model of Barcelona, Spain

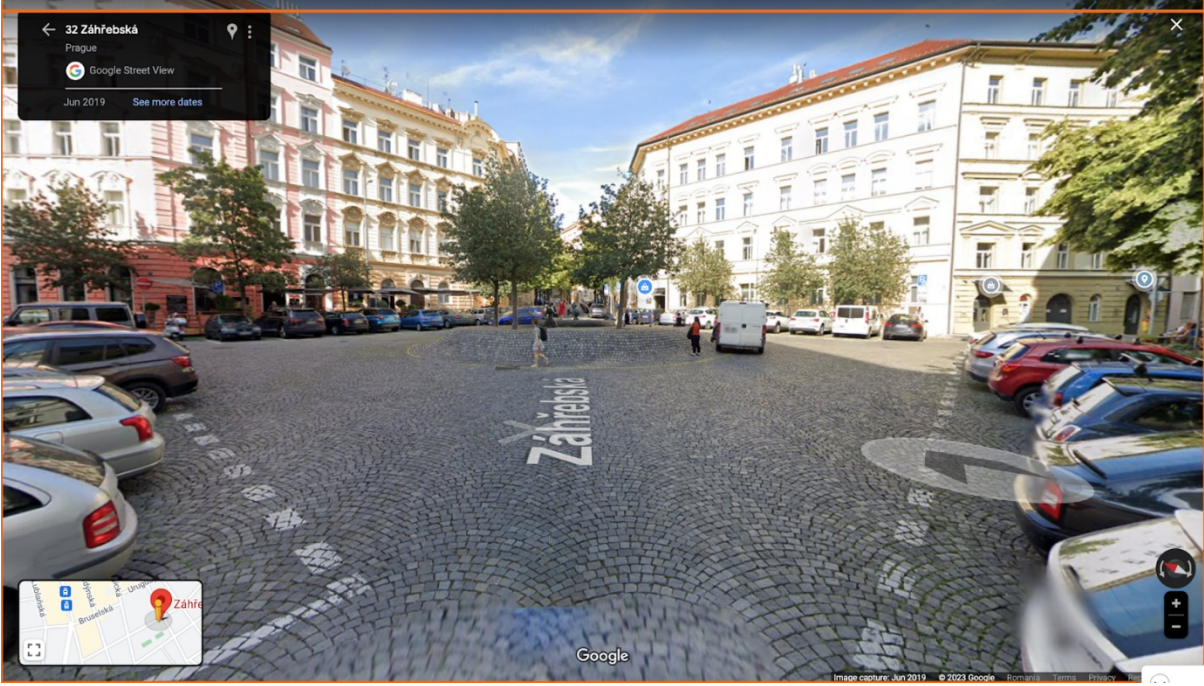


Example of renderings for spaces in Barcelona.. Source: Ajuntament de Barcelona, available at <https://www.barcelona.cat/pla-superilla-barcelona/en>



Examples of streets within two of Barcelona's Superblocks: Saint Antoni and Poble Nou. Source Own photos

Public Spaces Design Strategies and Approaches in Prague, Czech Republic



Images of Záhřebská and Křižíkova streets. Source: Google Maps

The Good Move Regional Mobility Plan and the Low-traffic Neighbourhoods Strategy in Brussels Region, Belgium



Images for Senne and Marché aux Porcs Streets within Pentagon Neighbourhood.
Source: Google Maps

Slow Routes Network in Antwerp, Belgium



Leopoldstraat Street. Source: Google Maps



Example of Slow Street. Source: Antwerp City Hall, available at https://drive.google.com/file/d/1AVc_uscIMOTWmvWMtIWTBjeXwb95_vLF/view.

Woonerf Concept in Delft, The Netherlands



Westerstraat. Source: Google Maps



Warmoezierstraat. Source: Google Maps

Slow Streets Program in San Francisco, the USA



Source: The San Francisco Municipal Transportation Agency (SFMTA)

Street Moves across cities in Sweden



Source: <https://www.here.com/learn/blog/one-minute-city-sweden>



Source: <https://www.bloomberg.com/news/features/2023-07-06/in-bid-for-survival-business-districts-welcome-bikes-and-pedestrians>

Slow Streets in Balatonfüred, Hungary



Images of Blaha Lujza, Kisfaludy, and Zsigmond Streets. Source: Google Maps

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