Re-humanization of cities: mobility and public space innovations

Iván Tosics, URBACT Thematic Programme Expert

Béla Kézy, Lead Expert, Thriving Streets

Claus Köllinger, Lead Expert, Space4People

Roland Krebs, Lead Expert, RiConnect
The challenge to living well in a city
WHAT is Walk&Roll cities?

HOW did we get here?

Rehumanizing our cities - visions

Innovative tools to bring visions to life

HOW can we make this happen?

#WalkAndRollCities
Where streets belong to people!
WHAT is ... #WalkAndRollCities
Where streets belong to people!
Walk’n’ Roll Cities: an URBACT cooperation in mobility and public space

• Urban Policy Learning Platform
• **Focus**: mobility and public space
• **Spatial cover**: from metropolitan level to neighbourhood and street level
• **Examples of topics**:
  • Metropolitan transport and local active mobility
  • Integration of infrastructures
  • Intelligent parking solutions
  • Changing the mobility mindset of people
  • Placemaking

#WalkAndRollCities
Timeframe and tools of the cooperation

The cooperation is planned until the end of URBACT III, i.e. summer 2022.

Two main tools:

- Thematic meetings: webinar 1 (Nov 2021), webinar 2 (5 April 2022) and a closing seminar (6-7 July 2022 in Barcelona).

- LinkedIn group: [https://www.linkedin.com/groups/8964194/](https://www.linkedin.com/groups/8964194/) serving as a sharing platform for the products of the three APNs.
### URBACT City Festival: session on mobility and public space solutions

**Paris/Pantin, 14-16 June (appr. 450 participants)**

<table>
<thead>
<tr>
<th>What (specific activity)</th>
<th>When (length in minutes)</th>
<th>Who (which speaker)</th>
</tr>
</thead>
<tbody>
<tr>
<td>introduction</td>
<td>3 min</td>
<td>Iván Tosics moderator</td>
</tr>
<tr>
<td>LE of RiConnect to interview 1-2 city representatives of the network</td>
<td>14 min</td>
<td>Roland Krebs LE with city representatives</td>
</tr>
<tr>
<td>LE of Thriving Streets to interview 1-2 city representatives of the network</td>
<td>14 min</td>
<td>Béla Kézy LE with city representatives Patrizia Marani (Parma) &amp; Daan Jansens (Antwerp)</td>
</tr>
<tr>
<td>LE of Space4People to interview 1-2 city representatives of the network</td>
<td>14 min</td>
<td>Claus Kollinger LE with city representatives: …</td>
</tr>
<tr>
<td>moderated discussion with the city representatives about the difficulties to discuss and implement the mobility innovations and changes in the use of public space</td>
<td>10 min</td>
<td>Iván Tosics moderator</td>
</tr>
<tr>
<td>summary and closing</td>
<td>5 min</td>
<td>Iván Tosics moderator</td>
</tr>
</tbody>
</table>
How did we get here?
The main reasons for rapid American suburbanization

- the **mortgage loan scheme** that encourages the construction of single-family homes
- the **U.S. Federal Highway Act of 1956**, which made it possible to multiply the length of the highway network with huge subsidies (construction of a new highway 40,000 miles)
- federal policy to **keep gasoline prices low**
- the reform of the tax system, after which the primary source of revenue for local governments is **the real estate tax**
- rebalancing the state aid system to the **extra infrastructure costs of extra-urban development**.
Der Bau der ersten innerstädtischen Autobahn zieht seit 1942 eine Schneise durch Detroit. Starting in 1942, the building of first urban freeway creates a corridor through downtown Detroit.
Mit dem Einkaufszentrum Northland Mall beginnt ein massiver Suburbanisierungsprozess.
The regional shopping center Northland Mall triggers a massive suburbanization process.
Suburbanization processes in the US

- In most metropolitan regions of the USA, the size of the built-up area of the city and its surroundings increased much faster than the population growth rate, i.e., the housing density of the urban region decreased sharply (from 1500-2500 people / sqkm to 800-1300 people / sqkm).
- In the expanding urban regions, single-family homes and private car transport were becoming dominant.
- **City of Phoenix**: Including agglomeration, housing density decreased from 2431 persons/sqkm in 1950 to 904 in 1990. The increase in the population of the next 40 years means the disappearance of 6,800 sqkm of agricultural land (the built-up area increased from 44 nkm in 1950 to 10,000 sqkm in 1990).
Source: Newman et al. (2016).
DRESDEN, GERMANY - 2000

DIE AUTOGERECHTE STADT – THE AUTOMOTIVE CITY
DIE AUTOGERECHTE STADT – THE AUTOMOTIVE CITY

DRESDEN, GERMANY - 2022
Gamla Enskede, suburb of Stockholm, one of the first garden cities

1958: city planners decided to build a six-lane freeway running through the middle of the suburb, replacing the existing tram connection to the city and slicing the subtle designs of the neighbourhood in two, severing the organic flow of streets and squares

Source: https://medium.com/butwhatwasthequestion/cities-captured-by-cars-part-1-of-and-you-may-find-yourself-behind-the-wheel-of-a-large-949cc00dd2bd
COVID crisis: further outmigration from cities

Oslo analysis
- Increased outmigration in 2020 in the age groups 25-30 and 60-70. Managers (with at least 4 years of university education) were mostly increasing outmoving, showing a clear teleworking effect. Among outmigrants people not born in Oslo are over-represented. 2021: outmigration increased even further.
- Moving from the city in the year of Covid - will they return after the pandemic? Marianne Tønnessen. Paper for the ENHR2021 conferewnc (Nicosia/online)

US analysis
- Substantial reallocation of housing and office demand away from dense city centres toward city outskirts and suburbs. ‘Doughnut effect’ – the rise of the suburbs and the slump of the city centre, driven by a fear of crowds and the growth of working from home
Rental index for 12 largest US metros broken by density groups

Source: Arjun Ramani, Nicholas Bloom The doughnut effect of COVID-19 on cities January 2021
The dilemma of urban density

„It is not density alone that makes cities vulnerable to COVID-19, but the structural economic and social conditions that make it possible or difficult for cities to take suitable measures against the spread of the virus. Cities that are characterized by inequality, poor living conditions and the spatial concentration of poor sections of the population are far more vulnerable than the wealthy.” OECD
Ideas about the post-COVID city

How can our existing cities be changed into more equitable and sustainable places, in order to avoid uncoordinated urban sprawl?

- **regional view**: blended city
- **city view**: better density in city core, managed suburbanization
- **urban mobility**: towards active mobility forms and multimodality with public transport
- **public space**: retrieve public space from cars
- **services**: allow and strengthen communities, turn places into common use

#WalkAndRollCities
Where streets belong to people!
New metropolitan model

The Blended City?

The Physical City

The Blended City

The Virtual City

© Greg Clark
Rehumanizing our cities - visions
Visions

- Accessibility shift
- Chronotopia – 15 minute city
- Superblocks
- "Liberating" city roads from cars
- Redesigning the road network
- Regional integration?

#WalkAndRollCities
Where streets belong to people!
The re-humanization of cities

- Again, systematic policy and planning interventions are needed, this time in the opposite direction to the 1950s. Parallel and interrelated changes in mobility and public space development should aim to limit car use and support active travel, while transforming public spaces for the benefit of residents.
- **Overall Concept:** Levine-Grengs-Merlin (2019) ‘From Mobility to Accessibility: Transforming Urban Transportation and Land-Use Planning’
An overarching concept: 'Accessibility shift'

Transportation and land-use planning should be strongly connected, and based on people's ability to reach destinations, rather than on their ability to travel fast.

The new approach should be based on:

- **connectivity**: forms of connection that avoid physical displacement should also be considered;
- **proximity**: the city must be transformed so that more and more needs can be met within a short distance without the use of cars;
- **mobility**: addressing the remaining mobility needs should be based on integrating different modes of transport, with a focus on public transport and active forms of mobility, in addition to restricting car use.
FIGURE I.1  Relationships among mobility, proximity, connectivity, and accessibility in a revised hierarchy of transportation goals

Compagnie de Navigation Nationale de Grèce

4ème CONGRÈS INTERNATIONAL D’ARCHITECTURE MODERNE
à bord du S/S «PATRIS II» Marseille—Athènes—Marseille
du 29 Juillet au 13 Août 1933
Organisé avec le concours de la Société «NEPTOS», 254, rue Saint Honoré—PARIS

LISTE DES PARTICIPANTS
(Membres et Anns)

Australie
M. BECHHOEFER, Y. M. BERTHAUD, E. M. M. MONTPELIER, P. M. VUKIC, A. R.
Australie
M. BERTHIER, G. M. BERTHIER, J. M. M. SEIDEN, H. M. BERTHIER, L.
Belgique
M. ANDRÉDE, J. M. BERNARD, J. M. BERTHIER, H. M. SEIDEN, H. M. BERTHIER, L.
Canada
M. IVON
Danemark
M. HANSEN, O. M. BORSTER, A.
Espagne
M. BONET CASTILLO, A. M. SEIDEN, M. SEIDEN, J. L.
Finlande
M. SUOMI, A. M. BORSTER, J. M. SEIDEN, H. M. SEIDEN, H. M. SEIDEN, H.
France
M. DUCROUS, J. M. BERNARD, J. M. BERTHIER, J. M. SEIDEN, H. M. SEIDEN, H.
Grèce
M. BOUKOU, J. M. BERNARD, J. M. BERTHIER, J. M. SEIDEN, H. M. SEIDEN, H.
Hongrie
M. VON HAMER, M. L. HAMER, M. HAMER, M. HAMER, M. HAMER, M. HAMER
Italie
M. TAVOLA, M. TAVOLA, M. TAVOLA
Italie
M. SEIDEN, M. SEIDEN, M. SEIDEN, M. SEIDEN, M. SEIDEN, M. SEIDEN
Lituanie
M. KALYHNIKA, M. KALYHNIKA, M. KALYHNIKA, M. KALYHNIKA

A BOAT TRIP TO ATHENS – CHANGING THE CITIES FOREVER 1933

#WalkAndRollCities
Where streets belong to people!
CREATIVE WORKING PLACE REFORM

ROCHUSPARK CO-WORKING VIENNA, AUSTRIA
Four models

Using infrastructures to minimize mobility can follow four models:

- the same structure can be used **simultaneously for multiple functionalities**;
- second, the **different use of the same structure at different times**;
- third, **seasonal variation** in use;
- fourth, **real-time adaptive change** in use through resilient responsive structures.
DIFFERENT USES AT THE SAME TIME

SUBWAY TRAIN STATIONS + MULTIPURPOSE SPACES

#WalkAndRollCities
Where streets belong to people!
DIFFERENT USE AT DIFFERENT TIMES

CICLOVIAS EN BOGOTÁ – EVERY SATURDAY SINCE 1974
SEASONALLY DIFFERENT USES

BOSTON 2024

A BID FOR SUMMER OLYMPICS – DID NOT GO THROUGH
REAL-TIME CHANGE IN USAGE

THE SHED WITH “TELESCOPING”, NEW YORK CITY, ROOFDILLER SCOFIDIO + RENFRO
The public sector has a key role to play in initiating and managing ‘proximity’ transformations in developing and implementing innovative urban spatial planning visions.

- ‘15-minute city’ approach
- ‘Superblock’ idea
- “Liberating” city roads and squares from car traffic (transforming shopping streets, climate-friendly streets, key spaces into public spaces)
- transforming the road network, turning access roads into ‘urban boulevards’
15 minutes city in dense urban areas, 30 minutes city in less dense areas.

Proximity solutions are based on **6 basic factors**: work, care, care, learning, leisure, relationships.

The aim is **to break the monofunctional solutions** towards prosperity, sociability and sustainability, for which indicators have been developed.

There are **three rules for mixing nearby uses**: chrono-urbanism (the new rhythm of the city), chrono-topia (multi-purpose functions), topophilia (love of place).
Paris as 15 Minute City. Paris Commun

MASTERPLAN ILE DE NANTES, ALEXANDRE CHEMETOFF, 2000-2010

#WalkAndRollCities Where streets belong to people!
THE BARCELONA SUPERBLOCK

BARCELONA, CATALUNYA, 2022
REGIONAL INTEGRATION OF MOBILITY: PARIS

GRAND PARIS EXPRESS – OPPORTUNITIES IN THE PERIPHERY
Innovative *tools* to bring visions to life
Tools

- Superblock
- From highways to urban boulevards
- Tempo 30
- Circular mobility model

- Parking management
- Pedestrian priority city / Walkable city
- School area
- Shopping street

- Public transport
- Cycling network
- Mobility hubs
- Micromobility

#WalkAndRollCities
Where streets belong to people!
TRANSFORMING HIGHWAYS INTO URBAN BOULEVARDS

Source: Silvia Casorrán, Barcelona
TRANSFORMING HIGHWAYS INTO URBAN BOULEVARDS

Source: Silvia Casorrán, Barcelona
TRANSFORMING HIGHWAYS INTO URBAN BOULEVARDS

SANTO DOMINGO V CENTENARIO EXPRESSWAY TRANSFORMATION, SUPERWIEN, 2022
Tempo’30: Brussels

- In 2019, a new city leadership was elected in Brussels with the following political program: "The government will create a large 30 km / h zone from 1 January 2021, with the exception of the largest roads."
- This policy agenda has been implemented in recent years. Of course, many actors initially resisted the idea, but instead of reacting to everyone, the city focused primarily on supporters of the program.
- Tempo 30 became the new standard, so 4,000 “Zone 30” boards were removed and new “Tempo 50” boards were placed in areas with higher speed limits.
Lesson 1: **get political support, with concrete deadline.**

Lesson 2: **Talk about it with your stakeholders** (but don’t listen to everyone). There were many actors resisting. The city did not react on everyone, but focussed on allies. Over 1000 umbrellas were produced by a group with 30!

Lesson 3: **Adapt the legislation and make a new map.** Tempo30 is the new normal

Lesson 4: **Sell your story to everyone** (and do it on a large scale).

- New signs
- Remove signs « zone 30 »
- Informative signs
- Painted on the ground
Source: https://city30.brussels/map/
• **Communication** was very important: the idea was advertised everywhere and the information was mailed to 600,000 addresses. The press and social media sites were full of news about the change. The implementation was carefully controlled and the speed limit was checked thanks to 80 invisible new cameras.

• **Monitoring results:** recent observations show that the average speed of cars has declined, even on roads that have previously had a speed limit of 30 km / h. The total time spent traveling by car has increased, but not much, while the number of accidents has decreased. Noise levels have dropped: people have even begun to complain about the noise of the tram, which was previously hidden by louder road users.
Tempo’30: Graz – some short facts

- City wide speed limit 30 in place since 1992
- Only exemption is priority roads
  - which were about 220 km of roads
  - and 770 km were residential roads
- 85% of traffic takes place on priority roads!

Initial situation at the start of the idea:
Strong opposition from diverse stakeholders!
Tempo’30: Graz – the key elements

The communication campaign
Used various standard elements such as ttt
- Media, discussion groups, leaflets, videos…

Used a multiplier campaigning approach!
- Invited people that talk a lot to others and are trusted persons to discuss the idea of speed 30
- Like taxi drivers, haircutters, bartenders, priests, doctors
The pilot phase
- **Oppositions** to introducing speed 30 was **high start of the 90ies**
- **Reason:** campaign of opponents to fight it.
- **City transformed** their claims for a public vote on the idea to a test-phase first (…well knowing that a vote put a stop to the idea)
- **Argument:** people do not know what the vote on, since they did not experience it so far.

-> 2-year test phase starting 1992
Tempo’30: Graz – the key elements

![Diagram showing the key elements of Tempo’30 in Graz. The diagram includes data from October 1989 to 2002, showing the pro and contra positions at various points in time.](image)
Circular mobility model: Ghent
Source: Ghent Circulation Plan, POLIS, April 2022
How did we measure the effects?

1. Intensity counts
   I. Pedestrian counts
   II. Bike counts
   III. Intersection counts
   IV. Origin-destination

2. Occupancy rates
   I. Public transport users
   II. Users shuttles and ‘Wandelbus’
   III. P+R usage

Ex ante measurements – 10/2016
Ex Post measurements – 10/2017
Ex Post measurements – 10/2018
How did we measure the effects?

3. Travel times
   i. Floating car data
   ii. Public transport flow

4. Questionnaire data
   i. Mobility surveys
   ii. Focus group interviews

5. Register data
   i. Accident data
   ii. Air quality data
   iii. Economic indicators

Ex ante measurements – 10/2016
Ex Post measurements – 10/2017
Ex Post measurements – 10/2018
Use of different traffic modes

- Bike traffic in inner city: 50%
- Bike traffic to/from inner city: 66%
- Public transport users to/from inner city: 6%
- Car traffic in inner city: -37%
- Car traffic to/from inner city: -17%
- Car traffic on ringroad: 14%

Map showing changes in traffic: +14%, +50%, +60%, +6%, +46%, +37%, +0%
FROM PARKING STREET TO THRIVING STREET

BERNARDGASSE IN VIENNA, SUPERWIEN + CLAUS KÖLLINGER,
MOBILITY CONCEPT + MASTERPLAN BY SUPERWIEN, 2013
The Pedestrian-priority city

83,000 inhabitants – 120 km²

Inner city:
62,000 inhabitants – 5,5 km²

Source: Daniel Macenlle Diaz & Jesús Gomez
1999: just your usual car-oriented city

UNSAFE
POLLUTED
AIR
SPACE
CONFLICTS

#WalkAndRollCities
Where streets belong to people!
1999 – the start of change

New Mayor - **Change the city serving cars into a city serving PEOPLE.**
THE CHANGE

WHY?

• Improve urban quality
• Provide universal access
• More public space for social living
• Urban Road safety

HOW?

• Political will and decision
• Coordinated efforts
• Social involvement

WHAT?

• Pedestrian priority
• Road traffic restrictions
• The concept of service / need
• Parking
• Speed limits
Types of Streets

1. Absolute pedestrian preference
2. Coexistence street
3. Segregated

NO cars

6

30
Results

Motor vehicle traffic

Traffic fatalities

9

0

(Same mayor since 1999)

-92.5%

-53%

-77%

1998

2012 onwards
„When you buy a car, you don’t buy 10 m² public space with it.”

Miguel Anxo Fernández Lores, Mayor of Pontevedra
'Transforming mobility': public transport and active mobility

- Public transport must become a quality service, forming the backbone of an integrated urban transport system and ensuring that cities remain the centers of functional urban areas.
- It is important to increase the opportunities for active forms of mobility: expanding the cycle path network, integrating micromobility forms into the system.
Public transport - the backbone of urban mobility
TRANSIT ORIENTED DEVELOPMENT

COPENHAGEN'S FINGER PLAN

#WalkAndRollCities
Where streets belong to people!
TRANSEC CONCEPT BY NEW URBANISM, ANDRÉS DUANY
FRANKFURT NORTHWEST, URBAN DESIGN SUPERWIEN, 2022
NEU-HOHENSCHOENHAUSEN, BERLIN – A NEW CENTER, SUPERWIEN

TRANSIT ORIENTED DEVELOPMENT
NEU-HOHENSCHOENHAUSEN, BERLIN – A NEW CENTER, SUPERWIEN
2021
TRANSIT ORIENTED DEVELOPMENT

Für uns bedeutet kollektives Planen, in einem Dialog mit Stadtplanern, Landschaftsplanern, anderen Fachplanern und der interessierten Bevölkerung einen Konsens über die Entwicklung eines Stadtgebietes zu erstellen. Wir sehen das Obere Hausfeld als ein lebhaftes Quartier bestehend aus einem engmaschiges Netzwerk an öffentlichen und halb-öffentlichen Raumszenen, das spannende, abwechslungsreiche urbane Qualitäten erkennen lässt. Der städtebauliche Grundsatz für das Hausfeld ist die Entwicklung von Dichte mit klarem Bekenntnis zu Großzügigkeit auf den Freiflächen am Baufeld als Beitrag zu Wohnqualität und Privatheit und zu Kompaktheit im öffentlichen Straßenraum zur Stimulierung von Frequenz und Urbanität. Aufbauend auf dem Konzept entwickelten wir gemeinsam mit verschiedensten Disziplinen einen intelligenten Raster, welcher als Basis für die Entwicklung eines Regelwerks für die Implementierung diente. Die Stadtsocketzone gilt als Herz des urbanen Alltags. Daraus resultierte die Idee eines Think-Tanks. Gemeinsam mit unterschiedlichen Interessenten wurde die Zukunft der Erörgschößenzone reflektiert. Daraus hat sich ein Netzwerk kristallisiert, das für den Masterplan geführt zu einem Masterplan. Dieser spiegelt ein durchdachtes urbanes Quartier wieder und trägt der Stadt Wien zur Wiedmung von...
NEUES LANDGUT, VIENNA, SUPERWIEN 2019-2022

TRANSIT ORIENTED DEVELOPMENT

#WalkAndRollCities
Where streets belong to people!
TRANSIT ORIENTED DEVELOPMENT

OBERES HAUSFELD, VIENNA, SUPERWIEN, 2015-2022
Pushing cycling – Bici Bolzano
Pushing cycling – Bici Bolzano

Comprehensive approach to promote cycling!

- Cycling map with metro system
- Respective signposting
- Bicycle tracks
- Bicycle parking
- Bicycle infrastructure
- Bike Sharing
- Marketing

Source: https://www.eltis.org/sites/default/files/trainingmaterials/cycling_promotion_en.pdf
Bici Bolzano – cycling paths
Mobility hubs and points

- Serve as a focal point of alternatives to classic modes and as a range extender to public transport.
- Include elements such as:
  - Cargo bike rentals
  - Bike-sharing, Car-Sharing, scooter-sharing
  - Service points with air pumps and repair gear
  - Bicycle and scooter parking
  - E-charging stations
- Work as service offers at public transport interchanges, smaller versions at PT stops and stand-alone solutions in e.g. residential areas
The role of micromobility

Survey on E-scooters potential as first/last mile access to public transport stations in Munich:
- Compared coverage of public transport access by 5 min of walking and 5 min of E-Scooter ride
- Analysis for
  a) all high-frequency public transport stops (> 288 departures / day) AND
  b) all high-frequency rail stations (metro and light rail)
- Result for a) are that 5 min walk covers 80% of population and b) that 5 min E-scooter ride covers 99% of population

Source: cities-multimodal: Planner’s Guide to Sustainable Urban Mobility Planning

#WalkAndRollCities
Where streets belong to people!
The role of micromobility

- For high-frequency rail stations, the difference is significantly higher:

![Potential Expansion in High-Frequency Rail Public Transport Accessibility](image)

**Walk Coverage**
- 21% Population Coverage

**E-Scooter Coverage**
- 68% Population Coverage
The role of micromobility

- E-bikes and E-scooters can:
  - Substitute public transport where service are not sufficient
  - Extend public transport’s catchment areas

- They replace however in most cases:
  - Public transport trips
  - Walking
  - Taxis or other ride-sharing services

#WalkAndRollCities
Where streets belong to people!
The role of micromobility especially E-scooters create a range of challenges, like:

- Riding on sidewalks, parking anywhere, accidents with pedestrians, riding too fast and without fitting protection...

City reacts on this by regulations like:

- Defining E-scooters like bicycles (no riding on sidewalks)
- Introducing age limits (like 16 years)
- Enforcement rules to parking and riding
- Geo-fencing for defining areas to go and not to go
- Shared data use by private service providers to public administration

California state law restrictions on e-scooters:

- Speed limit: 15
- Sidewalk prohibited
- Bike lane
- Ride with traffic

#WalkAndRollCities
New challenges, new mobility actors, new dilemmas

- **Customer needs and mobility patterns** change due to teleworking, e-commerce, accelerated digitalization, increased attention to the 'local' (15-minute city), safety concerns.

- **New mobility players** are coming in, and an innovative and dynamic ecosystem are built up, based on more electrified, shared technologies. All these need space and raise the challenge of how they can be connected.

- All this leads to the **scarcity of space**: how to better manage urban space and mobility services towards more sustainable cities. First question: is the space for parking, or a bus lane, or pedestrians…? Next questions: where to put the bike-share rack, the e-roller rack; to whom to give parking space: residents, long-term visitors, loading of goods? (Source: Tiago Lopes Farias)
Source: City of Turku
HOW can we make this happen?
You need good governance to implement

- Political will/commitment
- Participative approach
- Shared vision + strategy
- Financial resources
- Dedicated team / organization / institutions
- Supportive regulatory environment
- ... with up-to-date knowledge
- ... with up-to-date knowledge

#WalkAndRollCities
Where streets belong to people!
Further tips to implement the accessibility revolution

- **Comprehensive mobility plans** to integrate different forms of mobility, connecting to public transport, as backbone

- **Metropolitan Transport Associations:**
  - integrating different modes of transport,
  - using innovative financial techniques to discourage car use + reducing inequalities in mobility

- **Encouraging bottom-up initiatives and experiments**
Summary: an accessibility revolution

- **WHAT:** connect changes in the use of public space and mobility innovations to each other. Public space interventions can push for the mobility change, and vica versa.

- **HOW:** involve schools/children, connect other positive aspects, eg greening as incentive. Testing and experimenting are important means to convince people. Concentrate on supporters instead of dealing with all protesters in details.

- **MAKE PERMANENT:** convince politicians, create institution, use the EU money (New Green Deal, RRF). Co-creation and innovative planning can lead to regulatory and institutional changes on the level of the whole urban area, connecting the scales from metropolitan down to neighbourhood and street level.
THANK YOU FOR YOUR ATTENTION!

Iván Tosics tosics@mri.hu
Béla Kézy kezy@megakom.hu
Claus Köllinger claus.koellinger@gmail.com
Roland Krebs krebs@superwien.com