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URBACT APN S.M.ALL

4TH QUARTERLY REPORT

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S.M.ALL (Sustainable Mobility 4 All)

FOURTH QUARTERLY

REPORT

4° | OCTOBER - DECEMBER | 2024

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01 THE IAPS: FROM BLUEPRINTS TO REAL LOCAL PLANNING PROCESSES!

Turning Blueprints into Reality

This quarter, the S.M.ALL project made a bold leap forward, transforming Integrated Action Plans (IAPs) from ideas on paper to actionable projects on the ground. With the insights from the Mid-Term Review (MTR) and the 6th Transnational Meeting in **Larissa**, partners sharpened their strategies, tackled local challenges head-on, and ignited the path to sustainable mobility.



Larissa led the charge by upgrading pedestrian routes and creating more inclusive public spaces. The city's commitment to inclusivity was further reflected in the transformation of public spaces into vibrant, multi-functional areas where residents of all ages and abilities could gather, interact, and move freely. **Ferrara** took school mobility to the next level with safer routes and hands-on workshops involving students and parents alike. Safer routes to schools are under planning, featuring upgraded crosswalks, speed limit reductions, and traffic-calming measures around key areas. Hands-on workshops became a cornerstone of the strategy, where students, parents, and local authorities collaborated to design custom mobility plans for each school. Ferrara has been working on introducing safer routes and educational workshops that actively involved students, parents, and local authorities. By framing mobility as a shared responsibility and integrating it into the broader educational agenda, Ferrara showcased how targeted actions could lead to a more sustainable and safer school environment.

Meanwhile, **Strasbourg** was busy paving dedicated bike lanes and launching youth-centric mobility campaigns. The message was clear: local solutions are the key to global impact. The city's approach was deeply rooted in participatory planning, involving young people directly in the design and implementation of these initiatives. This bottom-up approach

not only ensured high levels of acceptance but also empowered the younger generation to advocate for sustainable mobility choices. Strasbourg has a relevant set of stakeholders which constitute an incredible resource for planning citizens-led initiatives in mobility projects.

The emphasis of this quarter was on moving swiftly from planning to action, proving that sustainable urban mobility is more than just a vision—it's a commitment to change, one street, one neighborhood, one city at a time.



02 SUSTAINABILITY AND INCLUSIVE MOBILITY: PILOTS THAT INSPIRE

Small Steps, Big Impact

The fourth quarter was a decisive phase for the S.M.ALL network, with pilot projects across partner cities moving from planning to tangible action. Each city acted as a testing ground for innovative approaches to sustainable and inclusive mobility, proving that impactful change is achievable in the present—not just a distant vision. The essence of these projects lay not only in their execution but in their ability to serve as replicable models for other urban contexts.

In **Sofia**, the focus was on addressing a critical gap in inclusive transport by launching an on-demand service for people with disabilities. This service is more than a logistical solution—it represents a vital lifeline that restored independence and dignity to its users. By actively engaging local stakeholders and adopting a flexible, user-centric approach, Sofia demonstrated the power of targeted mobility solutions in fostering social inclusion.



Meanwhile, **Druskininkai** embraced the principles of universal design by establishing a mobility aid library and restoring public spaces to ensure that every resident, regardless of their physical abilities, could move freely and confidently. The initiative goes beyond infrastructure, adopting a culture of inclusivity that is supporting community involvement and continuous feedback. Druskininkai has demonstrated creativity in its testing actions, addressing urban challenges with innovative local solutions. Early identification of barriers has been a positive step, but limited resources and delays in engaging stakeholders have slowed their ability to finalise critical sections.



Komotini took a bold step in enhancing accessibility within its historic center by creating pedestrian-friendly routes and launching a comprehensive community campaign. This approach not only improved physical accessibility but also galvanized local businesses and residents to actively participate in the co-design process, turning urban mobility into a collective effort. Komotini has benefited from its experience in similar projects, which has helped shape a solid framework for its IAP. The city has been proactive in testing actions and collaborating with stakeholders, but limited funding and difficulty engaging a wider

group for its Urban Local Group have posed challenges. Lining up local actions with broader IAP objectives remains an area for improvement.



In **Larissa**, the emphasis was on rethinking public spaces and pedestrian routes to be more inclusive and accessible. The city systematically addressed existing barriers and tested innovative solutions aimed at enhancing the walkability and connectivity of the city. These actions were supported by extensive local engagement, ensuring that the solutions reflected the real needs of the residents. Larissa stands out for its strong stakeholder engagement, which has helped in drafting sections like vision and objectives. Their collaborative approach has been a strength, but local governance complexities have slowed progress in integrating and refining their plans.

The overarching theme of this quarter was the urgency of transitioning from planning to action. The pilot projects highlighted that sustainable urban mobility is not just a theoretical concept but a commitment to actionable change—one street, one neighborhood, one city at a time. By demonstrating that small-scale interventions can lead to significant and scalable impacts, the S.M.ALL network has set a powerful precedent for other cities to follow. Looking ahead, the emphasis will be on refining these pilot actions, expanding successful initiatives, and ensuring that they are backed by robust monitoring and evaluation frameworks. The ultimate goal is to build a resilient and inclusive urban mobility model that other cities can adapt and replicate, reinforcing the message that local solutions are indeed the key to achieving global impact.

The ongoing pilots showcased a simple truth: inclusiveness and sustainability it's about understanding people's needs and designing solutions that fit.

03 CITIZEN ENGAGEMENT: THE POWER OF PARTICIPATORY PLANNING

Co-Creation: The Secret Sauce

This quarter, citizen engagement wasn't just a checkbox—it was the driving force behind every decision. Urban Local Groups (ULGs) transformed from advisory panels to powerhouses of co-creation, proving that when you involve people in shaping their cities, you get solutions that actually work. As it has been discussed with the partners many times, the core of the URBACT experience isn't just about producing a document. It is about building a well-structured, inclusive planning process that involves local stakeholders (ULGs) and is strongly led by the partner municipalities. This approach ensures that the solutions we're developing are meaningful and sustainable in the long term.

In **Bucharest**, ULGs brought together city officials, schools, and local communities to co-design safer routes for students. Bucharest has planned 3 testing action(s) focusing on "Monitoring and Evaluation Solutions." One of the main initiatives is "School zones Monitoring System (installing monitoring system & collecting data)." This project is scheduled to take place from January to February 2025. Key stakeholders involved include District 6 and the Street Administration. The expected outcome of this initiative is "measuring mobility mode in school zones and the impact of different measures." **Škofja Loka** tapped into the wisdom of its residents, organizing workshops to map out accessibility barriers and brainstorm practical solutions. Škofja Loka has planned 2 testing action(s) focusing on "Mobility Enhancements and Traffic Management." One initiative is "Installing vibrating traffic signals," with various phases from February to October 2025. Key stakeholders include blind and partially sighted citizens. The expected outcome is improved traffic safety for visually impaired persons. The second action will develop a strategic accessibility plan and establish an accessibility council to make stakeholder involvement a constant in the city's decision-making process.

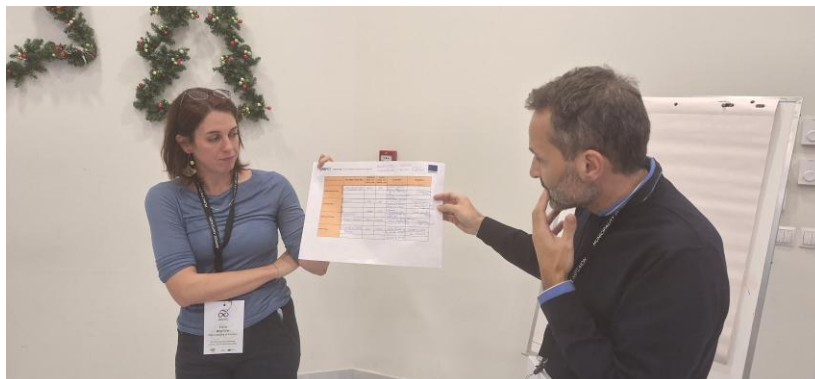


What made these approaches work? Trust. By involving residents from the start and keeping them at the center of every discussion, partners didn't just build better mobility plans—they built stronger, more resilient communities

04 RISK MANAGEMENT: THINK AHEAD, ACT NOW

Navigating Challenges with Confidence

Risk management stole the spotlight this quarter with partners embracing a proactive approach to navigating uncertainties. The Risk Analysis Table introduced at the Larissa meeting became an essential tool, helping cities identify, assess, and mitigate risks before they could derail progress. In the coming months, the partners efforts will focus on putting into action the integrated plans developed so far. To achieve this, they will rely on specific tools, such as a risk matrix. This analytical model will allow them to identify, assess, and mitigate the risks associated with the selected projects. The risk matrix will help them to better understand not only the nature of these risks but also their potential impact and the likelihood of their occurrence. The application of the risk matrix will not be a solitary exercise. Instead, it will be a collaborative process that actively involves the Urban Local Groups (ULGs). Their contribution will be essential, as they bring in-depth knowledge of the local context and specific territorial needs.



Ferrara used this framework to future-proof its school mobility plan, ensuring it could withstand funding delays and regulatory hiccups. **Quadrilatero** is preparing an online platform to facilitate the exchange of information and best practices within its territory, comprising the four cities of Guimarães, Famalicão, Barcelos, and Braga. They went even further by developing a shared risk matrix to coordinate actions across its four municipalities, proving that teamwork truly makes the dream work. Quadrilatero is working collaboratively to improve active mobility for students, focusing on school travel and reducing car dependency.

05 LESSONS LEARNED: A ROADMAP FOR 2025

Scaling Up the Success

As the year wrapped up, partners were not just looking back—they were looking ahead to 2025 with a renewed sense of purpose. The goal? Scale up what worked, fix what did not, and keep pushing the boundaries of what is possible in urban mobility.

Key lessons stood out:
Pilot projects are the proving ground.
Co-creation isn't optional—it's essential.
Plan for risks, but don't fear them.

With SMART indicators ready to track progress and a clear focus on scaling up successful pilots, the road to 2025 is set.

06 KEY TAKEAWAYS FROM Q4

1. Action-Oriented Progress.
2. Innovation Meets Inclusion.
3. Community Power.
4. Risk Management as Strategy.
5. Eyes on 2025.

CONCLUSION: FULL SPEED AHEAD!

The fourth quarter of 2024 was a game-changer for the S.M.ALL project. Partners proved that when you combine local insights, citizen power, and a fearless approach to risk, **you can transform urban mobility from a distant dream into a living, breathing reality**. As we accelerate into 2025, one thing is clear: the journey to sustainable and inclusive urban mobility is well underway. **Stay with us: this ride is just getting started!**



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This document has been issued by the Lead Expert of the URBACT APN *S.M.ALL - Sharing Urban Solutions towards Sustainable Mobility for ALL* as part of the project's activities and in line with the URBACT Methodology