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URBACT APN S.M.ALL

5TH QUARTERLY REPORT

issued by the Lead Expert - Mr. Pietro Elisei

S.M.ALL – Sustainable Mobility 4 All

5th Quarterly Report

January – March 2025

From Ideas to Action: Testing Inclusive Mobility in Real Life



More than just reporting numbers, this document captures the people, the places, and the spirit behind S.M.ALL.

S.M.ALL, URBACT Action Planning Network

Edited by: **Pietro Elisei**, Lead Expert



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01 – 2025 BEGINS: FROM PLANS TO PRACTICE

The beginning of 2025 has brought new energy and direction to the S.M.ALL project. With the Mid, Term Review behind us and most of the Integrated Action Plans (IAPs) reaching maturity, the network entered this new phase with a clear goal in mind: **to start putting ideas into practice and test the solutions we have been designing together over the past year.** This quarter has not been just about ticking boxes or finalizing documents—it is been about making choices, taking actions, and starting to see change unfold on the ground. Each city has begun to transform its plans into tangible activities, many of which are already showing how small, well, designed interventions can make a real difference in people in daily mobility.



Škofja Loka, panoramic view

One of the key moments of this period was the **7th Transnational Meeting**, held in the charming medieval town of **Škofja Loka, Slovenia**, on 20–21 March 2025. This was our first fully in, person gathering after the Mid, Term phase, and the sense of connection, collaboration, and mutual learning was tangible from the very first session. It reminded us that behind strategies and templates there are real people, real places, and real challenges, and it is through shared reflection and dialogue that the most meaningful solutions can emerge. In Škofja Loka, we saw first, hand how a smaller city can approach sustainable mobility in a creative and integrated way, from walking buses and inclusive infrastructure upgrades to active citizen participation. These local actions sparked rich exchanges among partners, who were able to share the progress of their own testing activities, give and receive peer feedback, and start looking ahead to the final implementation stages.

Beyond the meeting, this quarter has been focused on three main tasks:

- **Launching and refining local testing actions**, often with creative approaches and mixed funding;
- **Reinforcing stakeholder engagement** and introducing risk assessment tools to support implementation;
- **Laying the groundwork for network, wide initiatives**, such as the production of the joint S.M.ALL video and the drafting of a Memorandum of Understanding on inclusive mobility.



A moment of co, design during a transnational meeting

This is the moment when S.M.ALL shifts from planning into real, world experimentation. We're learning by doing, sometimes adjusting, sometimes confirming our assumptions, but always keeping in mind the people we are doing this for: the children walking to school, the elderly navigating sidewalks, the parents balancing time and transport, and the many others whose daily journeys are shaped by how we design our cities. As we move into the rest of the year, there is a shared sense across the network: this is where the project truly comes alive.

02 – ŠKOFJA LOKA TRANSNATIONAL MEETING: MOBILITY AS RESILIENCE AND CULTURE

The meeting started with a presentation by **Mayor Tine Radinja** and **Mateja Rejc**, who introduced us to the city's approach to mobility. Škofja Loka might be a small town, but it faces complex challenges: from rebuilding after the devastating floods of 2023, to encouraging active travel for children and families through projects like walking buses and cycling trains. What stood out was the way mobility is not seen in isolation—it is part of a broader strategy to improve quality of life, protect cultural heritage, and strengthen community bonds.



Mayor of Škofja Loka Tine Radinja and Mateja Rejc

A keynote by **urban planner Matej Niksic** took us on a journey through Ljubljana's transformation—showing how the reclaiming of public space, when rooted in local culture and history, can trigger long, term changes in how people move, meet, and live in the city. He reminded us that cities are shaped not only by infrastructure but also by imagination, stories, and shared values. And that meaningful change often begins with small, experimental steps that grow over time.



Matej Niksic

Throughout the two days, partners participated in engaging activities that mixed technical work with creativity. In one session, led by **Lead Expert Pietro Elisei**, a collaborative planning game based on the real case of **Piazza Pia in Rome** was played. Divided into teams, participants were asked to rethink this historic area as a pedestrian, friendly public space—balancing accessibility, traffic needs, and citizen involvement. The exercise helped everyone think beyond their local projects and reflect on how different cities can respond to similar challenges in different ways.



Donagh Horgan

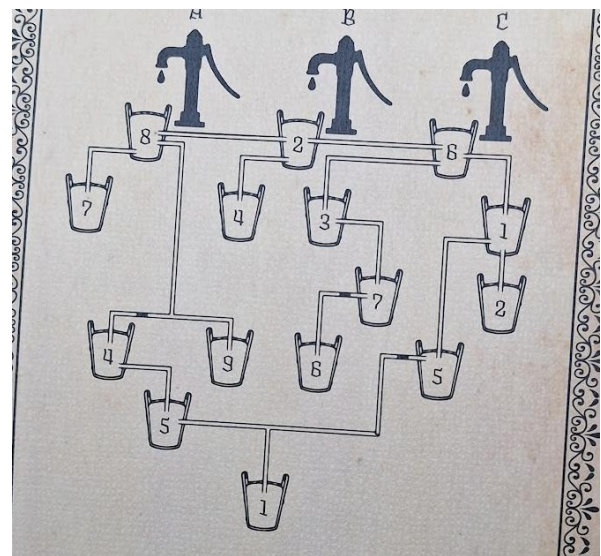
Later, **Donagh Horgan**, Ad Hoc Expert, guided a peer review workshop where each city looked at another partner's Integrated Action Plan (IAP) "**with the eyes of a citizen**", focusing not only on strategies, but on how those plans will be perceived, used, and lived by everyday people. The feedback was insightful and constructive, pointing out both strengths and areas where more work is needed, especially around impact measurement and long term citizen engagement. There were also valuable cross city exchanges. For example:

- **Larissa** admired Škofja Loka is inclusive planning process and saw it as a model to follow.
- **Strasbourg** appreciated **Bucharest** is bold efforts to improve school zone safety, suggesting clearer ways to measure results and keep families involved over time.
- Other cities, like **Sofia** and **Druskininkai**, raised thoughtful points about how to balance innovation with accessibility, particularly for people with limited digital access or mobility.

These dialogues reminded us that even if our cities are different in size, geography, and culture, we all face similar tensions: how to involve people in change, how to use limited resources wisely, and how to build momentum while staying realistic. The meeting ended with a playful city tour in the form of a treasure hunt, offering another chance to experience Škofja Loka is medieval heart and learn how storytelling, architecture, and public space are intertwined.

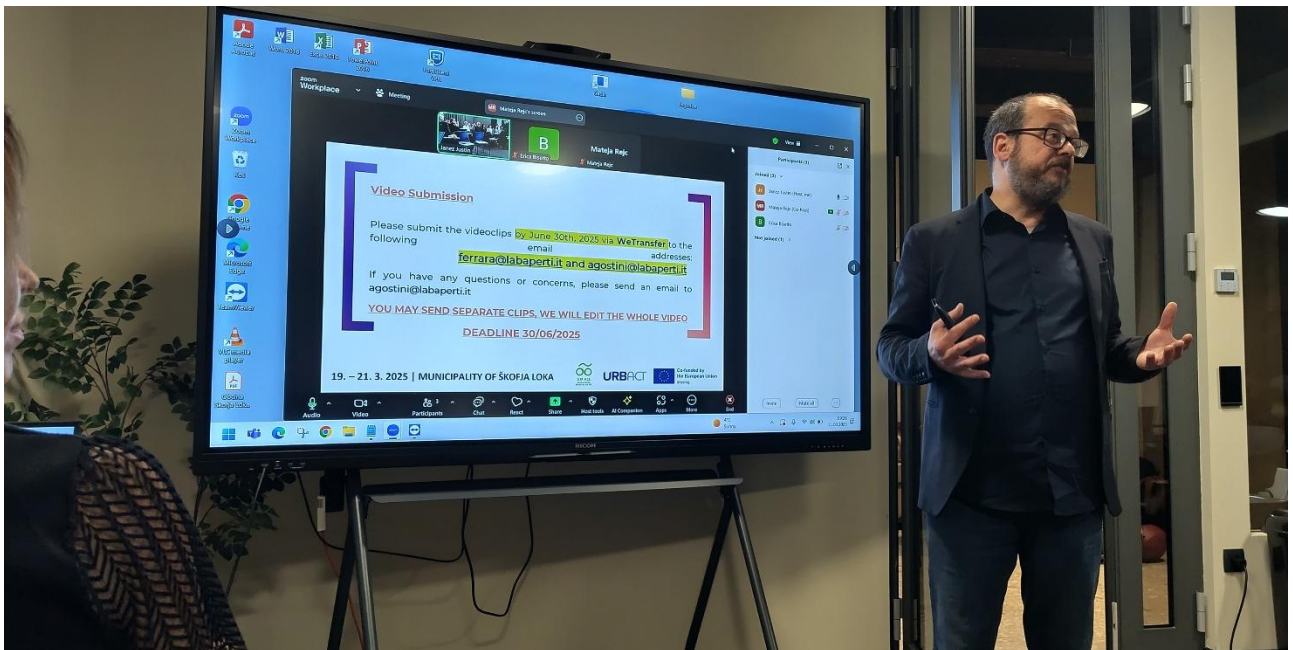


Škofja Loka treasure hunt





More than just a technical milestone, this meeting showed us what the S.M.ALL project is really about: building trust, sharing experience, and helping each other move forward—one conversation, one pilot action, one city at a time.



Management and communication by Lead Partner

03 – PILOTS IN ACTION: SMALL CHANGES, REAL IMPACT



In the first three months of 2025, S.M.ALL cities have truly shifted gear. After months of planning, designing, and co-creating, partners have started putting their ideas into motion, with testing actions now visible on the ground. What makes this phase particularly meaningful is the central role played by the Urban Local Groups (ULGs): throughout the process, great care has been taken to keep local stakeholders continuously engaged, informed, and empowered.

Each city, while responding to its unique context, has relied on the strength of its ULG to ensure that actions are not only locally relevant but also widely supported and co-owned. Thanks to this consistent and structured involvement, even small, scale interventions are already making a noticeable difference in how people move, feel, and connect with their neighbourhoods.



Power of small scale actions explained in Skofja Loka

For many cities, this quarter has been about **bringing plans to life**—starting with small but meaningful pilot actions. In **Ferrara**, children and parents are participating in new school mobility projects, with safer routes and better coordination between schools and the municipality. In **Komotini**, the ARMS App is being tested to help people with reduced mobility find accessible walking paths across the city. **Larissa** has expanded its pedestrian interventions, mapping new routes and improving sidewalks. **Sofia** is preparing a targeted campaign to raise awareness and collect feedback on new services for people with disabilities. **Druskininkai** is finalising its mobility aid library, with real support from local residents and stakeholders. And **Bucharest** is monitoring school zones with new sensors to measure traffic and air quality around children's daily routes. All these actions share the same values: accessibility, inclusion, and sustainability. They are not large infrastructure projects—they are **small experiments with human, scale impact**.



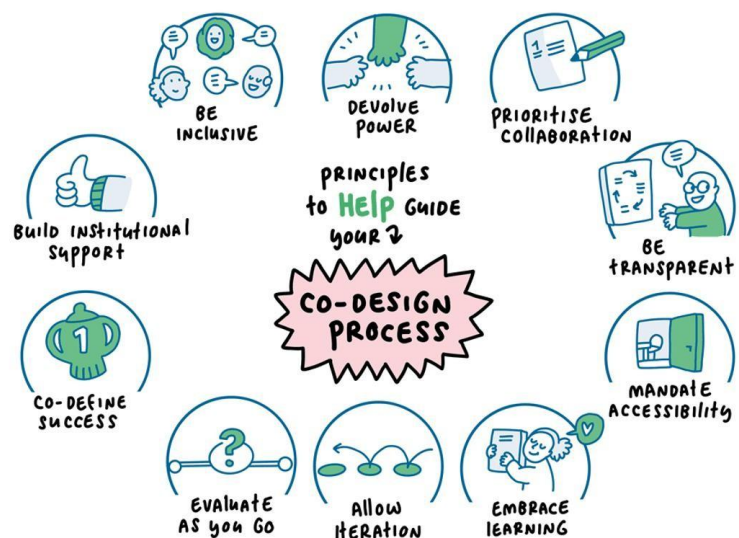
Metro Minuto in Guimaraes

But starting actions also means facing risks. That is why during this quarter, many partners have worked carefully on their **risk assessment strategies**. Using a shared template introduced earlier in the project, each city has mapped possible challenges, from budget gaps to political changes, from low engagement to technical delays—and thought through how to respond. The idea is simple: if we understand our risks early, we can be more flexible and better prepared. Partners like **Quadrilatero** are also using this time to strengthen collaboration between municipalities, creating shared platforms and tools to monitor progress and make mobility planning more coordinated. Others, like **Škofja Loka**, are developing structured systems to track not only the implementation of actions, but also the involvement of local actors over time. A common thread across the network is the focus on **SMART indicators**, simple, measurable, and relevant ways to monitor impact. Whether it is the number of kids walking to school, the usage of a new app, or the reduction of illegal parking near a crossing, partners are starting to collect data that tells the story of change in concrete terms. What is emerging is not just a list of projects, but a **shared way of working**: listening to people, testing in real life, learning from each other, and staying adaptable.

Co-Design and Participation Enhance Behavioral Change

When communities are involved in planning, they feel ownership, which increases willingness to adopt new behaviors.

Participatory approaches are themselves behavioral nudges: they reduce psychological distance from the policy.



Sharing the power of designing

This process is not perfect, and sometimes it is slow or complicated. But it is real, and it reflects the values that S.M.ALL has promoted from the very beginning. In many ways, this quarter has been a quiet but powerful confirmation of what we already believed: that real innovation in cities doesn't always come from big ideas, but from small, steady steps that respond to real needs. And that by working together, and keeping people at the heart of our decisions, **we can start shaping better cities for all, step by step, street by street.**

CONCLUSIONS

This quarter was about learning by doing, and doing it together.

Across the network, partners have taken important steps forward, not only by starting to test real actions on the ground, but also by showing a strong and shared commitment to respecting both the overall S.M.ALL project timeline and the internal implementation calendars of each city. Staying aligned has required close coordination, flexibility, and a strong sense of ownership among all actors involved, from technical teams to local stakeholders.

In parallel with physical improvements, like safer school zones, new mobility tools, and better access to public space; cities have also started to work on less visible but equally crucial dimensions. One major focus of this period has been to initiate the identification of financing sources and begin shaping governance frameworks that can support the continuation and scaling of the testing actions beyond the lifetime of the project. This means thinking early on about how to make the results of our work durable, and how to embed them into the policies and budgets of local administrations.

Moreover, this quarter confirmed that collaboration remains at the heart of S.M.ALL. Urban Local Groups (ULGs) have played a key role in ensuring that actions are co, owned and rooted in local needs. Schools, parents, associations, and public authorities have continued to contribute ideas, test solutions, and bring their perspectives into the process. The spirit of teamwork was not only visible in formal meetings but was kept alive in everyday interactions, both within cities and across the transnational partnership.

There's still more work ahead, but the direction is clear. When we move forward together, with people and for people, positive change becomes not just a goal, but something real, measurable, and shared. And the first part of 2025 has proven that this is not just possible, it's already happening.



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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