**S.M.ALL**
**Sustainable Mobility 4 ALL**

# QUARTERLY NETWORK REPORT,

## APRIL 2024

**S.M.ALL**
Sustainable Mobility for All

# ISSUE NO.1

**Understanding inclusivity and sustainable mobility 4 all**

Sustainable and inclusive mobility aims to meet the diverse needs of individuals, while minimizing negative impacts on the environment

**Our ROADMAP**

Learning, co-operating, improving

**Sustainability and sharing: the definition of ULGs** Getting inspired by bottom-up ideas



# S.M.ALL CHALLENGE STARTS

THE FIRST TRANSNATIONAL MEETING AND THE CREATION OF LOCAL ACTION GROUPS

This first quarter of S.M.ALL can be characterised through three main moments that characterised the activities of the partner cities:

1. The reading and understanding of the **methodological approach** proposed in the Baseline, i.e. familiarising oneself with a path that focuses on the exchange of knowledge, the acquisition of knowledge and the creation of new tools and project solutions through a path of co-creation.
2. An in-depth reflection on the concepts of **sustainability and inclusion** in the context of urban mobility planning and design.
3. An understanding of the added value brought about by bottom-up participation and the strengthening of **horizontal governance in decision-making processes**, i.e. how to create and work with a ULG.

# UNDERSTANDING INCLUSIVITY AND SUSTAINABLE MOBILITY 4 ALL

## KEY PLANNING CONCEPTS FOR A BETTER URBAN MOBILITY

S.M.ALL is mapping out an innovative route that aims to contribute to the redefinition of urban mobility, focusing on accessibility, a critical element identified early in the network's work. This change not only demonstrates the network's commitment to inclusive design, but also underlines a broader commitment to sustainability. The first six months of the project were characterised by intense discussions among the participants, which brought to light various insights. These insights laid the foundation for the realisation that the mere existence of sustainable transport options is not enough. Rather, it is the way in which these options are used and integrated into daily life that defines their sustainability. A key aspect that emerged from these discussions is the distinction between mobility and accessibility. While mobility focuses on the efficient movement of people within an urban environment, accessibility emphasises the reduction of the need to travel, bringing services and amenities closer to where people live. This approach aligns with the concept of the '15-minute city', where essential services are within walking or cycling distance, promoting a lifestyle that is not only environmentally friendly but also conducive to community interaction and cohesion, in fact, the project focuses on the most fragile and vulnerable segments of the population. S.M.ALL has already made great steps by starting to integrate these concepts into its planning processes. The network uses a participatory approach, involving local stakeholders (through ULGs) at each stage to ensure that solutions are not only effective, but also culturally relevant and widely accepted. The next phase involves detailed scenario planning, which will help anticipate challenges and adapt solutions to future possibilities.

Furthermore, the network methodology supports flexibility and adaptability, recognising that urban planning is a dynamic field influenced by many external factors. This is crucial to maintaining relevance and effectiveness, even when external conditions change. In the coming months, the S.M.ALL ROADMAP will focus on refining these plans through continuous feedback and learning, laying the groundwork for the implementation of pilot projects. These projects will test the theories in real contexts, providing valuable data that will refine and improve the network's approach towards inclusive and sustainable mobility, then work on the replicability and transferability of these processes.

As S.M.ALL progresses, the goal is not only to transform urban mobility, but also to set a benchmark for how cities can integrate inclusiveness and sustainability into the ordinariness of urban mobility choices. S.M.ALL aims at promoting an urban mobility that is strongly socially inclusive. This ambitious project has the potential to influence urban planning globally, promoting more liveable, equitable and environmentally responsible cities, but also to create more social and less polarised cities through action on the lever of urban mobility.

# OUR ROADMAP

LEARNING, CO-OPERATING, IMPROVING: THE RIGHT WAY TO PROFITABLY EXCHANGE EXPERIENCE

The ROADMAP elaborated by S.M.ALL was carefully designed to precisely outline the milestones that will guide the implementation of the project, in line with both the transnational objectives of the consortium and the specific objectives of the Integrated Action Plans at the local level. During the field visits, various issues, expectations and uncertainties emerged that are shaping the direction towards sustainable and inclusive urban mobility management in the participating cities. The S.M.ALL ROADMAP provides a solid basis for constructive collaboration and the emergence of new ideas, creating a favourable environment for addressing issues that arose during the preparatory phase. It is not merely a guide for future initiatives and topics to be developed, but above all serves as a platform for dialogue and cooperation, flexible and adaptable to the needs of the partners involved.

Based on experiences gained in the field and discussions between partners, the ROADMAP reflects the main pillars of our methodological approach: the transition from an interdisciplinary to a transdisciplinary approach, the evolution towards a participatory co-design strategy and the broadening of stakeholder involvement. At the local level, the ROADMAP envisages an active involvement of stakeholders in defining the specific problems and challenges of the area, followed by the assessment of possible solutions and the formulation of detailed objectives for integrated plans. Subsequently, experimentation through pilot projects will proceed, culminating in the final drafting of the Integrated Action Plan and its effective implementation and dissemination (replicability and transferability).

The elaboration of Integrated Action Plans at local level will be the result of a highly participative process, carried out in close cooperation with the stakeholders that make up the Urbact Local Groups (ULGs). ULGs represent a fundamental element of our approach: through these groups, people from different backgrounds and sectors work together to identify the specific urban challenges of their communities and to build shared and sustainable solutions. The methodology underlying S.M.ALL encourages open and constructive dialogue, allowing stakeholders to play an active role in defining the strategies and objectives of integrated plans.

Partner cities interpret and apply the ROADMAP according to their own planning culture and available resources. Differences in approach between small and medium-sized cities and metropolitan areas reflect territorial and organisational complexity, but the common goal remains to develop sustainable and inclusive mobility strategies, in tune with the specific needs of local communities and contributing to the overall progress of the project. At this early stage of the process, small and medium-sized cities have a relative ease in identifying target groups and project guidelines due to their leaner structure and greater community cohesion. In contrast, metropolitan areas, territorial clusters and large cities such as Bucharest, Sofia, Strasbourg and the Quadrilateral face greater territorial and organisational complexity. Consequently, they are developing different hypotheses and keeping different options open regarding the development of their Action Plans. These differences in approach reflect the diversity of urban

contexts and specific challenges faced by each city. However, despite variations in the interpretation and application of the ROADMAP, the common goal remains to develop sustainable and inclusive mobility strategies that meet the needs of local communities and contribute to the overall progress of the project. Finally, the main feature that characterises the diversity of the S.M.ALL path lies in the fact that at each transnational meeting, almost all in person, there are three fundamental moments, i.e., one of learning, another of peer-to-peer exchange on specific topics, and the third of working together, by thematic groups, on specific problems inherent to the design of integrated action plans, hence three keywords always stand out, which are somehow becoming the mantra of S.M.ALL: LEARN, COOPERATE, IMPROVE!

# SUSTAINABILITY AND SHARING: THE DEFINITION OF ULGS

## OUR FIRST THREE MONTHS

This first quarter has served the S.M.ALL network to begin fine-tuning the bottom-up participatory processes to support the process of defining integrated plans. The tool to structure this process is the Local Urbact Group (ULG). Obviously, the definition of these groups has had a different history from city to city, and we report below what is happening in each of them, the task was not only to create these groups and identify the ULG coordinator, but to start to make them work by trying to understand which problems to tackle, how to locate them spatially and define them thematically. Below are the first steps of this local action.

### FERRARA (Lead Partner)

**Key Activities in Stakeholder Engagement and ULG Establishment:**

a) The Municipality of Ferrara initiated stakeholder engagement by identifying key local entities related to school mobility and inclusive communities.

b) Four ULG meetings were held between October 2023 and March 2024, focusing on analyzing case studies, delivering inspections of school buildings, and defining stakeholder maps.

c) A bottom-up participatory process was employed, involving various city administration offices responsible for schools, alongside stakeholders, in analyzing home-to-school routes and developing implementation tools.

**Actions Activated for Co-production Process of the IAP:**

a) Stakeholders were presented with the project overview and Urbact methodology during the ULG meetings, enabling a collective understanding and engagement. Sub-groups were formed for each identified school area, facilitating on-site visits, analysis, and problem identification.

b) The co-design process included stakeholder involvement in field visits, ecosystem mapping, and the development of tools for in-depth analysis and sharing of implementation steps.
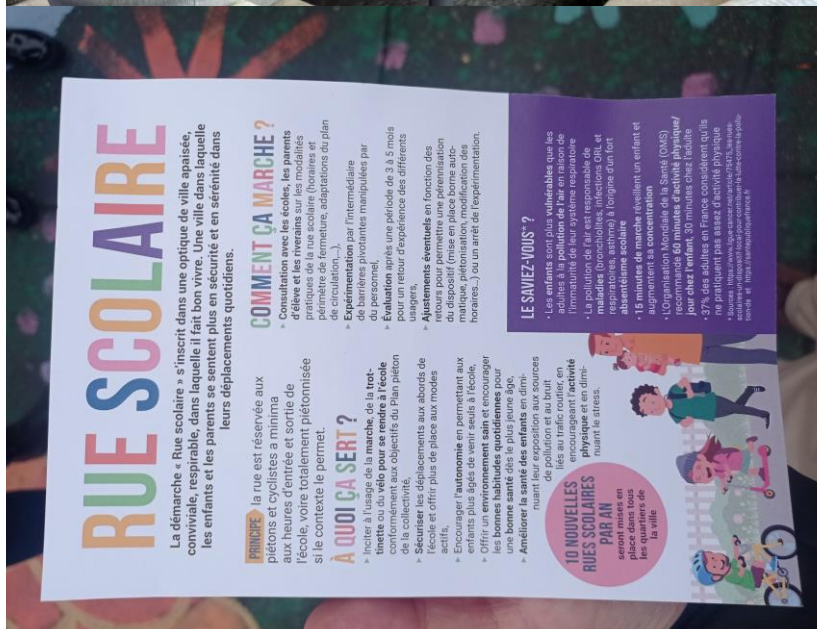
## Approach and Tools for Promoting Grassroots Participation:

a) Grassroots participation was promoted through a mixed methodology, including working groups, on-site visits, Slido instant polls, and planned surveys for school communities.

b) The Urbact methodology guided the process, utilizing tools such as stakeholder matrices/maps and problem trees to facilitate inclusive decision-making. Additional materials and information related to ULG activities and co-design processes can be found in a shared Google Drive folder for easy access and collaboration.

### BUCHAREST

## Key Activities in Stakeholder Engagement and ULG Establishment:

a) Participation in consultative discussions regarding strategic documentation like SUMP, Velo Master Plan, SIDU, etc.

b) Identification of relevant stakeholders at the local and regional levels to facilitate their involvement in the ULG.

## Actions Activated for Co-production Process of the IAP:

a) Rescheduling of actions related to questionnaires and analyses due to problems encountered at the national level regarding financial evaluation and FLC issuance processes.

## Approach and Tools for Promoting Grassroots Participation:

a) Direct meetings with potential stakeholders and participation in complementary actions relevant to the project theme.

b) Organization of a Preparatory Meeting of ULG Bucharest to establish necessary actions for the upcoming period.

### DRUSKININKAI

## Key Activities in Stakeholder Engagement and ULG Establishment:

a) Druskininkai Municipality convened various stakeholders related to sustainable mobility and social welfare to address mobility challenges and promote inclusivity.

b) ULG members, including municipal officials, businesses, NGOs, and community representatives, participated in a meeting on April 5th to discuss project insights, problem scope, and pilot activity planning.

c) Stakeholders shared perspectives on mobility issues, emphasizing the need for

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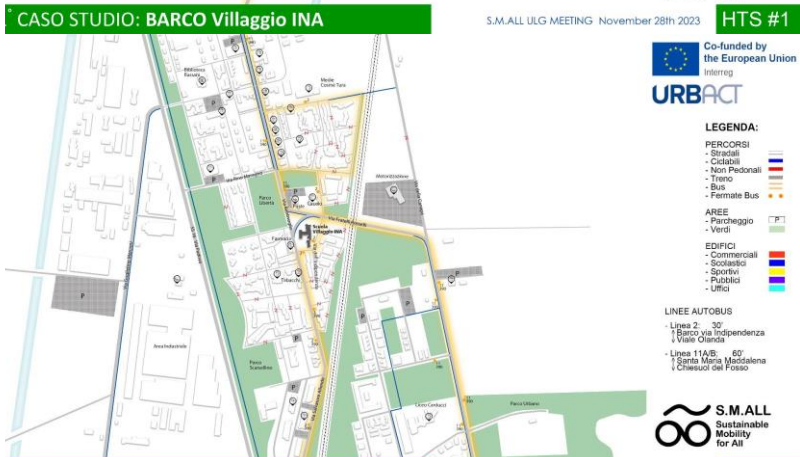


solutions catering to vulnerable groups, leading to fruitful discussions on potential actions and responsibilities.

**Actions Activated for Co-production Process of the IAP:**

a) *The project initially targeted persons with disabilities, broadening to include stakeholders from various sectors to address mobility challenges comprehensively.*

b) *After problem scoping and stakeholder consultations, the IAP focus narrowed to improving accessibility for children and mothers, especially concerning transportation to and from schools and extracurricular activities.*

c) *A pilot action plan was developed, involving the establishment of a mobility aid library at a hospital reception, enabling access to equipment for persons with disabilities. Feedback collection, evaluation, and awareness campaigns are integral to the pilot's success.*

**3) Approach and Tools for Promoting Grassroots Participation:**

a) *Grassroots involvement is planned through stakeholder engagement in publicity campaigns, promotional events, and feedback collection during the SSA implementation.*

b) *ULG members will participate in partner meetings and conferences, ensuring continuous input and dissemination of project outcomes.*

c) *The possibility of organizing focus groups to systematize pilot project results is under consideration, ensuring diverse stakeholder perspectives contribute to the project's success.*

**KOMOTINI**

**Proactive stakeholder engagement**:

a) *The Municipality of Komotini collaborated with a diverse range of agencies, including traditional partners and new stakeholders, to establish the Urban Local Group (ULG) and ensure broad representation and perspectives in the project.*

b) ***Inclusive decision-making:*** *Through meetings and a systematic questionnaire, the project team sought input from ULG members, fostering collaboration and addressing concerns to ensure that the project's objectives align with the diverse needs of the community.*

c) ***Adaptation to external factors:*** *Acknowledging the impact of external events, such as municipal and regional elections, the project team navigated bureaucratic processes and utilized the delay to inform a more informed and*

## SKOFJA LOKA

**Key Activities in Stakeholder Engagement and ULG Establishment:**

a) Organized two meetings with the coordinator of local groups to establish cooperation and determine which groups would be included in the project as opinion givers.
b) Developed a questionnaire to identify the habits of interested local groups regarding accessibility.
c) Organized four meetings with local groups for active cooperation, exchanging opinions and suggestions regarding accessibility for elderly, wheelchair users, and people with vision impairments.
d) Collected suggestions via email correspondence from people with hearing impairments.
e) Established a local group of representatives from different groups to ensure continuous cooperation.
f) Proposed the idea of establishing an Accessibility Council, consisting of representatives from the Municipality, planners, and interested groups, to transfer proposals into practice, which received strong support from local groups.

**Actions Activated for Co-production Process of the IAP:**

a) Identified problems and needs of interested groups through interviews with representatives of focus groups.
b) Organized four meetings with local groups to exchange opinions and suggestions regarding accessibility for various groups.

**Approach and Tools for Promoting Grassroots Participation:**

a) Utilized participatory meetings, debates, and interviews with representatives of focus groups.
b) Conducted surveys and questionnaires to gather feedback from stakeholders.

## SOFIA

**Stakeholder Engagement and ULG Establishment:**

a) Identified and invited key stakeholders representing diverse sectors for participation in the Urban Local Group (ULG).
b) Organized meetings to discuss stakeholders' interests, needs, and concerns regarding the project, ensuring transparency and inclusivity.
c) Established the ULG, comprising representatives from Sofia municipality, public transport authorities, law enforcement agencies, transport operators, and non-governmental organizations.

**Co-production Process for IAP Development:**

a) Conducted a comprehensive problems and needs assessment to understand the current state of specialized transportation for persons with mobility difficulties. Initiated data analysis to synthesize findings and identify priority areas for intervention within the Integrated Action Plan (IAP). Facilitated brainstorming sessions and idea generation workshops with stakeholders to explore strategies for improving specialized transportation services.

**Approach for Grassroots Participation:**

a) Planned to utilize participatory meetings, workshops, and focus groups once the ULG is established to promote grassroots participation. Drawing from positive experiences in the Innoair project, these methods aim to facilitate meaningful engagement and collaborative decision-making. Continued collaboration and

inclusive approach, demonstrating flexibility and resilience in project management.

## LARISSA

**ULG Inauguration and Stakeholder Mapping:**

a) Organized the 1st ULG Meeting on December 11, 2023, at the Municipal Council.
b) Presented objectives, challenges, and proposed intervention areas. Conducted stakeholders' ecosystem mapping to understand entities impacting urban environment and mobility.

**Co-production Process Activation for IAP Development:**

a) Initiated stakeholder engagement through the ULG Contact List setup during the 1st ULG Meeting.

**Promoting Grassroots Participation through Collaborative Approaches:**

a) Utilized participatory meetings and workshops as "Living Labs" for collaborative problem-solving and innovation.
b) Employed digital tools and online platforms to broaden engagement with local stakeholders.

## QUADRILATERO

**Stakeholder Engagement and ULG Establishment:**

a) Arranged interactive workshops and dialogue sessions with Quadrilatero's local stakeholders, incorporating insights from specific groups like those in Braga, Guimarães, Famalicão, and Barcelos, to meticulously discern their interests, requirements, and apprehensions concerning urban mobility and accessibility. This involved understanding desires such as increased usage of school buses and cycle paths, and addressing concerns such as car dependence and safety around schools.
b) Tailor-made outreach efforts to address specific desires and concerns voiced by each group within the Quadrilatero region, such as implementing gamification for encouraging soft mode adoption in Famalicão and Barcelos, and advocating for dedicated BUS tracks in Guimarães.

**Actions for Co-production Process of the IAP:**

a) Organized workshops and brainstorming sessions engaging local communities to coalesce ideas for the Integrated Action Plan (IAP), fostering dialogue and soliciting feedback to tailor sustainable mobility solutions fitting the unique needs

*communication with stakeholders will be essential for the successful implementation of project activities and the development of the IAP.*

## STRASBOURG

**Key Activities in Stakeholder Engagement and ULG Establishment:**

a) *Organized the 2nd ULG Meeting and conducted the first workshop, focusing on problem identification using the Problem Tree tool. Stakeholders displayed strong engagement, emphasizing the need for more data on children under 15 and raising concerns about free public transport's impact on youth activity levels. Project leaders participated in training on citizen participation, enhancing their capacity for inclusive decision-making.*

**Actions in Co-production Process of the IAP:**

a) *Conducted problem assessment, including a survey on free public transport for children and demand for precise data on modal split from ADEUS. Engaged Christophe Enaux, a geography professor, to bridge research and ULG collaboration. Encouraged knowledge sharing among ULG members and initiated brainstorming for online solutions integrating health and mobility.*

**Approach and Tools for Grassroots Participation:**

a) *Conducted participatory meetings every two months and facilitated email exchanges of relevant articles and data. Planned the launch of an online platform for document sharing, provision of small gifts for ULG motivation, and a conference with Clément Rivière on child-friendly urban planning. Invited ULG members to participate in upcoming transnational meetings and called for national NGOs to join the ULG*

*of Braga, Guimarães, Famalicão, and Barcelos. These sessions incorporated desires like gamification for encouraging soft mode adoption and improvements such as bike-sharing systems, ensuring that community input shaped the plan.*

b) *Integrated feedback from the Braga, Famalicão, and Barcelos groups regarding the need for more school bus routes and cycle paths near educational institutions into the development of the Integrated Action Plan (IAP), ensuring that the plan reflects the priorities of local communities.*

**Promotion of Grassroots Participation:**

a) *Established strong communication channels and feedback mechanisms to foster ongoing dialogue and collaboration among stakeholders, fostering a sense of ownership and dedication to the project's objectives and outcomes. This included addressing desires such as more efficient public transport and concerns such as the lack of regulated traffic near schools, ensuring that stakeholders remained engaged throughout the project lifecycle.*

b) *Collaborated with stakeholders in Guimarães to advocate for the implementation of safety measures like shelters for public transport users and the establishment of designated BUS tracks, aligning with desires for increased safety and accessibility around schools and public transportation hubs.*

# NEXT STEPS

**The next issue, in line with the ROADMAP, will address the main actions of the second half of the year, i.e. the identification, but also the spatial definition and contextualisation of problems and the first steps towards the construction of possible solutions.**