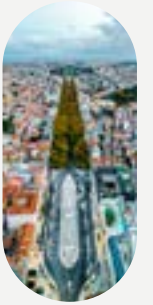
# Projects Catalogue DUT Call 2022



Driving Urban Transitions

EUROPEAN PARTNERSHIP

Co-funded by the European Union

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**Design and layout**
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The DUT Partnership is supported by
the European Commission and funded under the
Horizon Europe co-funded Partnership scheme
(Topic HORIZON-CL5-2021-D2-01-16).

Published April 2024
Edited September 2024

# Contents

# The First DUT Research and Innovation Projects

**To address the critical challenges that cities face in terms of energy, circularity, and mobility, an international partnership has been established - The European Partnership Driving Urban Transitions to a Sustainable Future (DUT).**

The DUT Partnership acts as a catalyst for change. It engages stakeholders in setting strategic agendas for research and innovation in urban areas. Comprising over 60 partners from 28 countries and the European Commission, the DUT partnership is committed to supporting national initiatives and contributing to the European Mission of climate-neutral cities, the European Green Deal, and the Urban Agenda for the EU.

In 2022, the Partnership launched its first annual call for project proposals which focuses on three thematic areas known as 'Transition Pathways': Positive Energy Districts, the 15-minute City, and Circular Urban Economies. Funding projects in these areas, DUT supports transnational research and innovation that tackles urban challenges and brings cities closer to a more sustainable future.

**This catalogue presents an overview of the partners and expected results from 48 projects funded through the DUT Call 2022.**

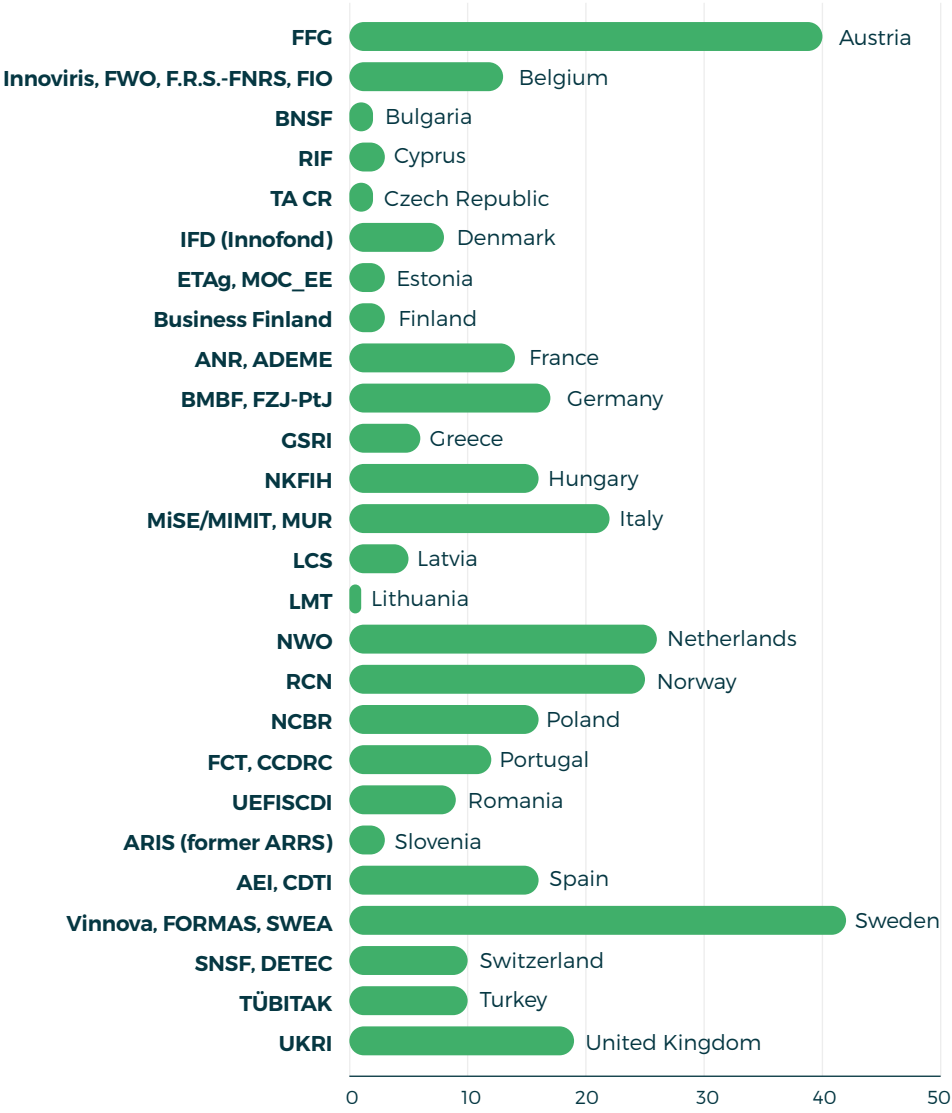
# DUT Call 2022 in Figures

**The DUT Partnership launched its first call in September 2022 with an available budget of approximately EUR 90 M for projects addressing critical challenges under the three 'Transition Pathways'.**

**Out of 188 project proposals submitted to the first stage closing in November 2022, 48 were selected for funding. All the projects include partners from at least three countries, which fosters transnational collaboration and transferability of results and tools.**

**The 48 projects funded through the DUT Call 2022 will be active from 2024 to 2026, involving partners from more than 500 organisations and 26 countries.**

# Project Partners and Funding Agencies

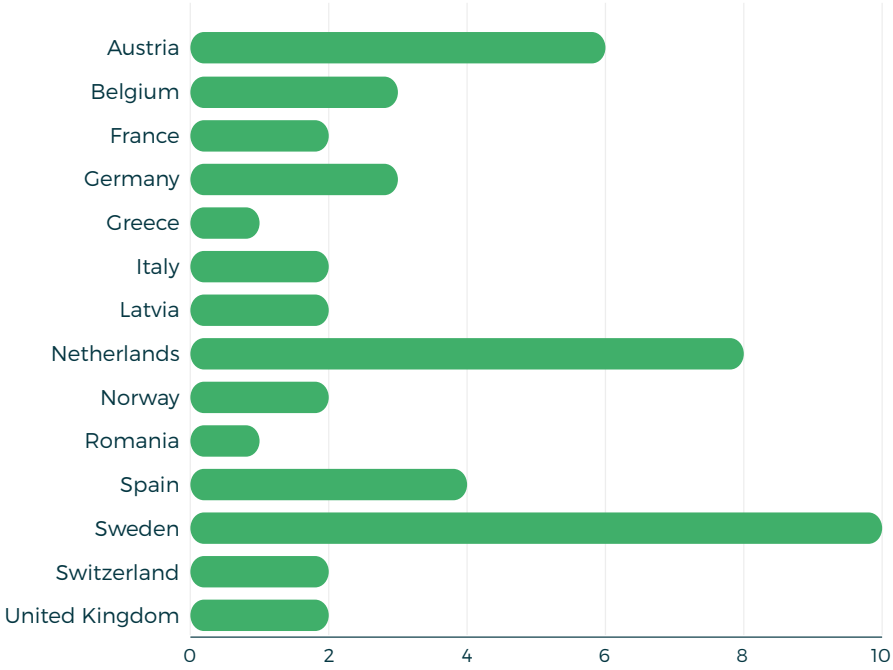


# Distribution of 48 Projects and Partner Organisations Across Europe

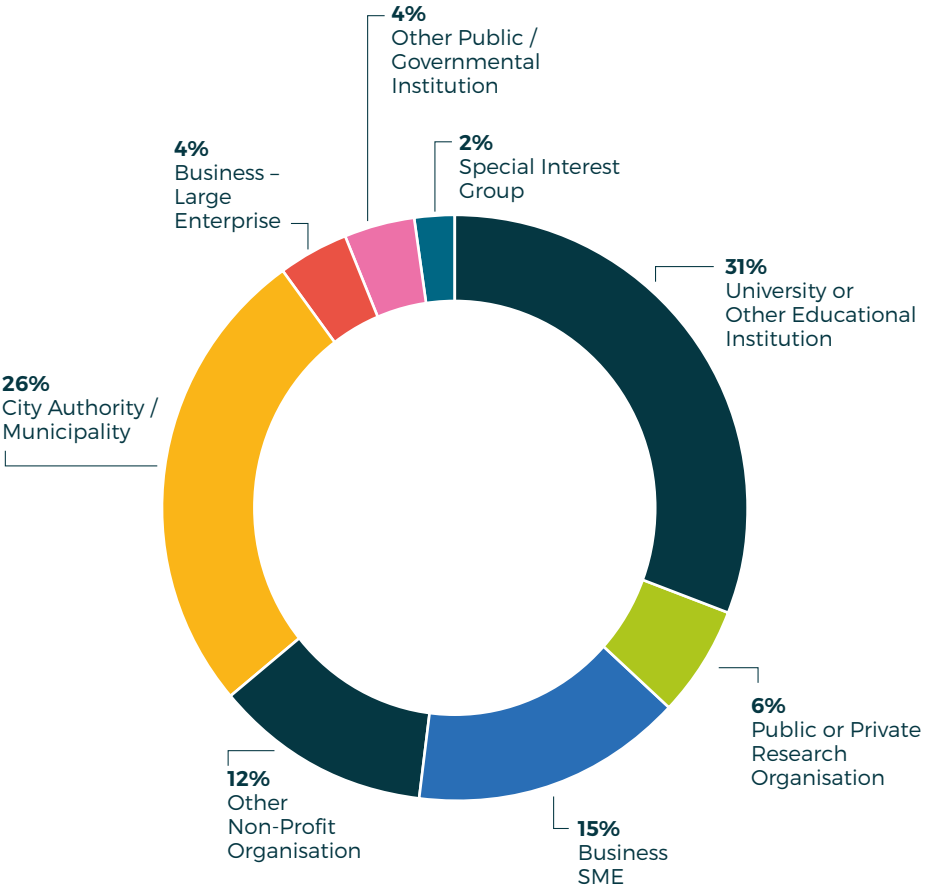
The coordinators of the 48 funded projects are based in 15 countries. Sweden and the Netherlands stand out with 10 and 8 project coordinators partners respectively.

A large proportion of project partners and cooperation partners comes from of higher education institutions (31%), city authorities (26%) such as municipalities, and small and medium enterprises (SME) (15%).

## Project Coordinators



# Type of Participating Organisations



# 13 Projects in Positive Energy Districts

The 13 projects focusing on Positive Energy Districts (PED) include partners from 22 countries. Among the 92 project partners involved in PED projects, Austria and Norway stand out with 16 and 12 project partners, respectively. Many projects focus on energy transition driven by civil society. Almost all PED project partners cooperate with other organisations, 70 in total, out of which the majority are city authorities.

| Energy Communities – Energy Transition Driven by Civil Society | Energy Flexibility Strategies – Technological, Legal, Societal Challenges | Energy Efficiency in Existing Urban Structures |
|---|---|---|
| CO2PED<br>COPPER<br>ENERGY4ALL<br>HeatCOOP<br>Making PEDs<br>OPEN4CEC<br>PERSIST<br>V2G-QUESTS | DigiTwins4PEDs<br>FLEdge | JUST PEPP<br>PED StepWise<br>POSEIDON |

# 23 Projects in 15-minute City

In the 15-minute City group of projects, 23 projects involve 175 project partners based in 20 countries. Austria and the United Kingdom are among the countries hosting the most project partners, with 24 and 19 respectively. Around half of the 23 projects focus on mobility and logistics in low-density areas, sub- or peri-urban areas. Most 15mC projects collaborate with additional partners, amounting to 130 cooperation partners out of which more than 30 are based in Sweden, Germany, and the Netherlands.

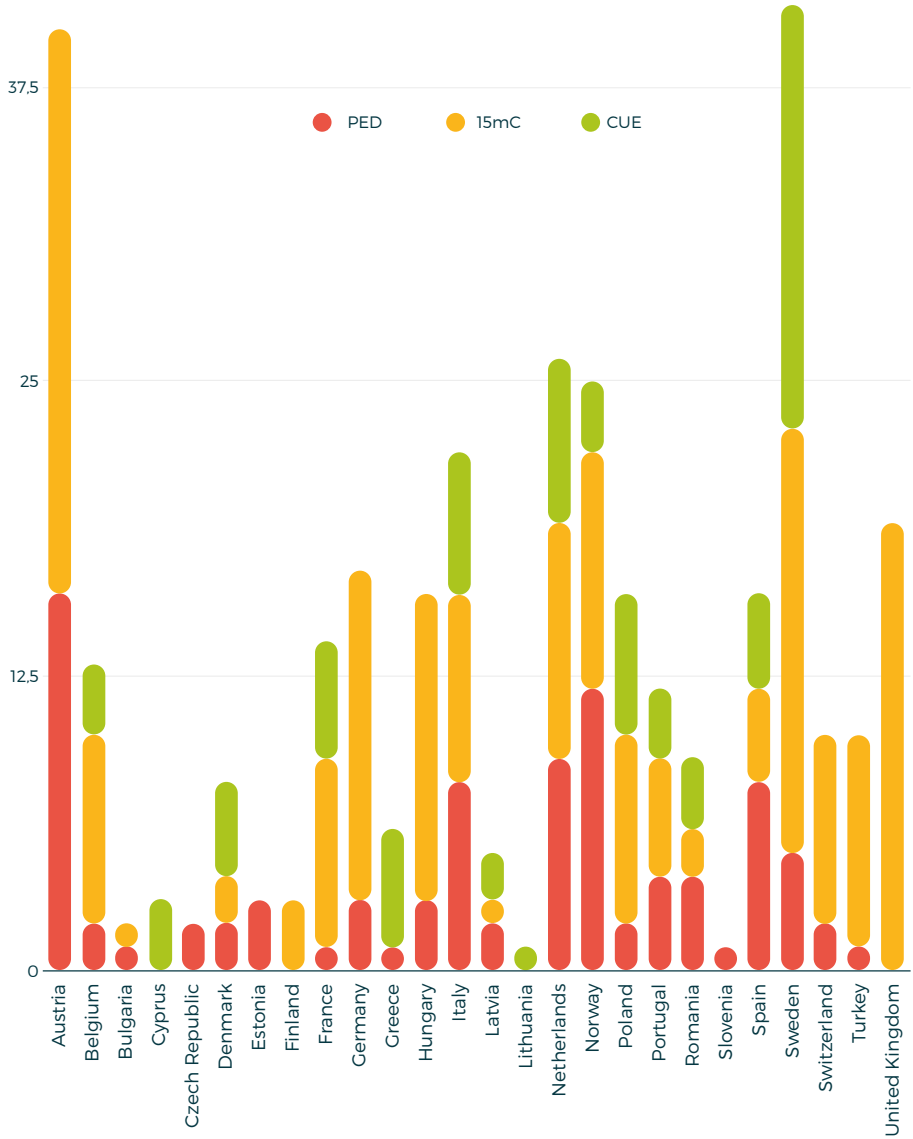
| Strengthen the mix of urban functions and services | Foster sustainable options for personal mobility and logistics in urban outskirts (and beyond) | (Re)imagine urban public spaces and streets for vibrant, sustainable neighbourhoods |
|---|---|---|
| ENHANCE<br>InPUT<br>JiM | AccessCity4All<br>Car-goNE-City<br>CITWIN<br>COMMON_ACCESS<br>DREAMS<br>ERGODIC<br>Fair Mobility<br>FORTHCOMING<br>FRESH<br>SPECIFIC<br>SuCoLo<br>SUMODO | 15minESTATES<br>CONFLICTEDSTREETS<br>emc2<br>ENACT 15mC<br>InclusiveCity<br>LISTEN<br>MBD15<br>MULTIGINATION |

# 12 Projects in Circular Urban Economies

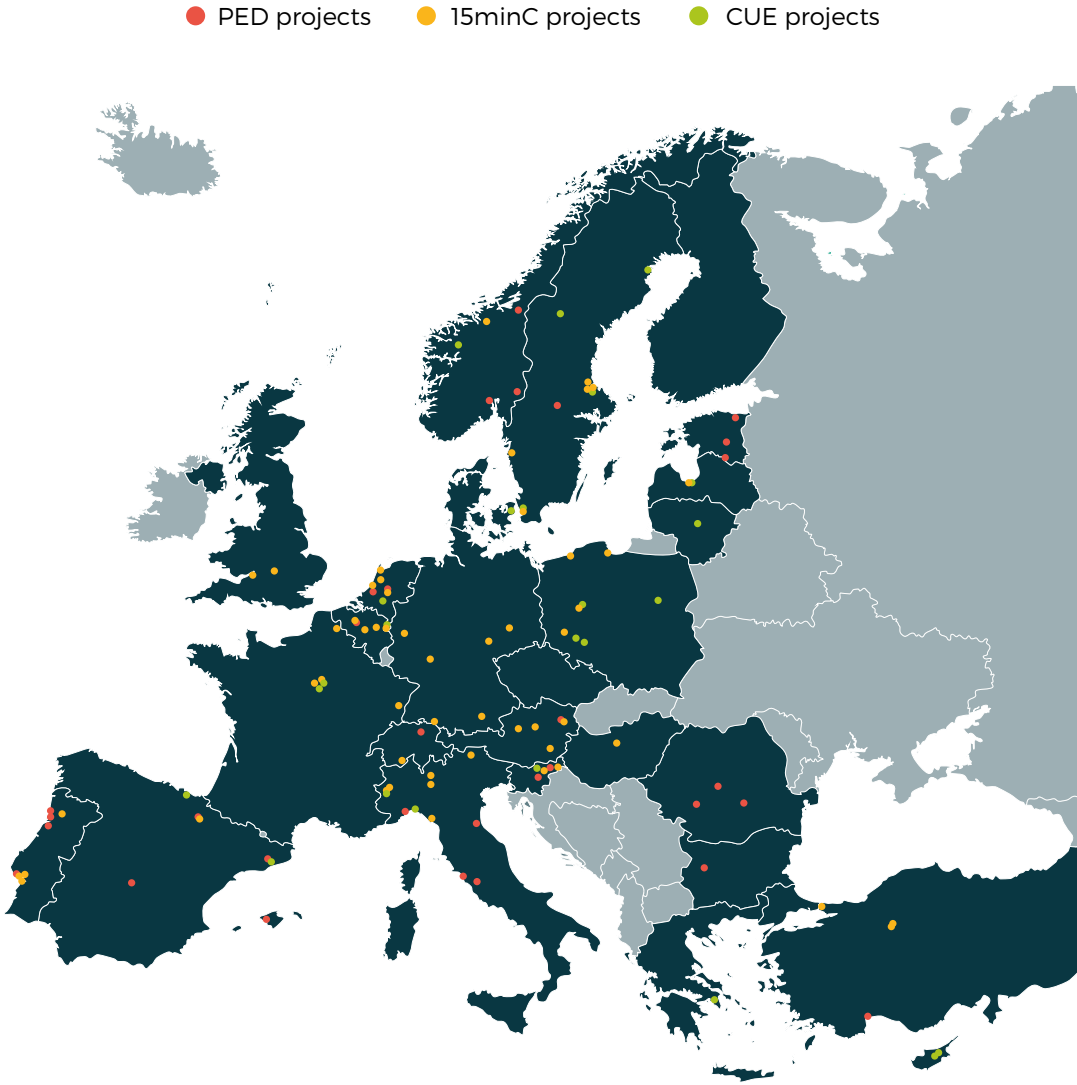
The 12 Circular Urban Economies (CUE) projects have 75 partners spread among 16 countries. Sweden hosts the largest number of partners, 18 in total. Sharing and recycling of urban resources is the focus of half of the projects. Overall, CUE project partners cooperate with more than 60 additional partner organisations, out of which the majority are city authorities and non-profit organisations.

| Urban resource sharing and circularity | Nature-based solutions (NBS) | Urban food systems |
|---|---|---|
| CDCUL<br>Circular grassroots<br>ECLECTIC<br>FOCUSE<br>Co.R.Pu.S.<br>TransScale | GREEN-INC<br>GreenStorm<br>IntegrateNbS<br>Naturo | FEED4FOOD<br>SURFIT |

# Project Partners in each Transition Pathway



# 100+ Cities and Municipalities are Cooperation Partners

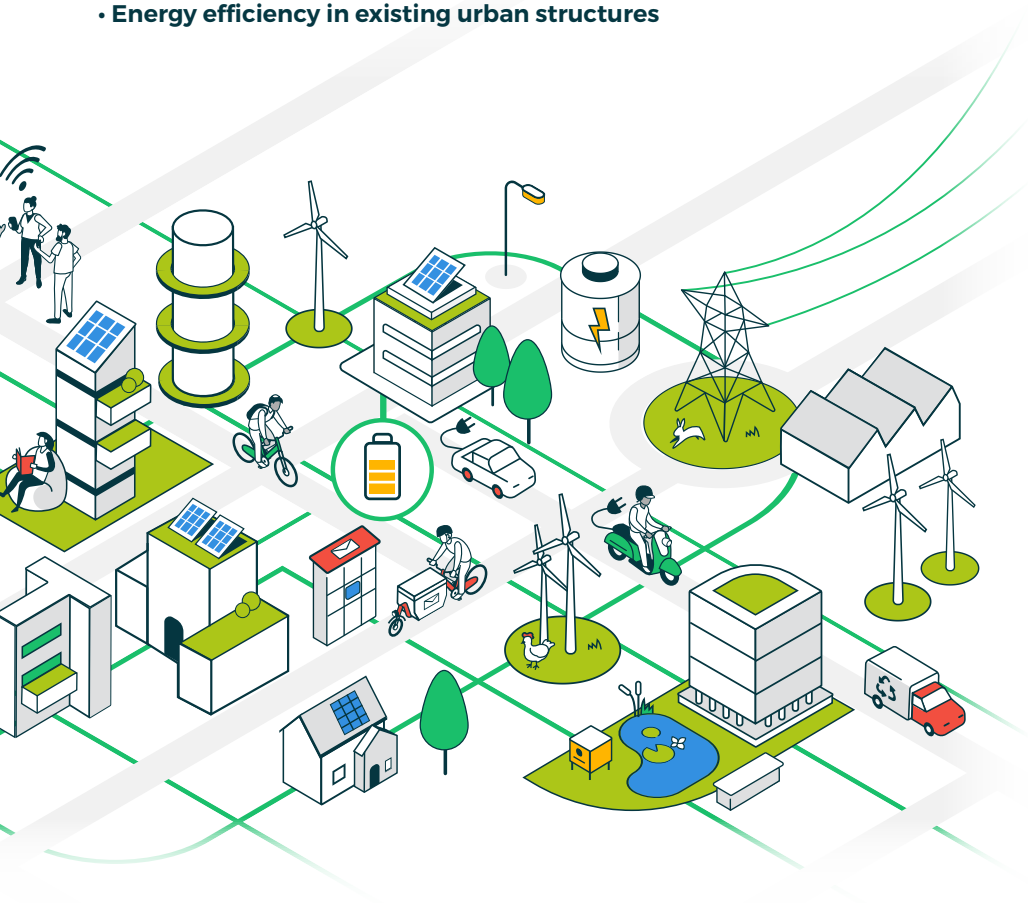


# Positive Energy Districts

**The Positive Energy Districts (PED) Transition Pathway shifts the focus from the individual positive energy building towards neighbourhoods. PEDs, energy-efficient and energy-flexible urban areas or groups of connected buildings, produce net zero greenhouse gas emissions and actively manage an annual local or regional surplus production of renewable energy.**

A total of 13 projects were awarded funding in the Positive Energy Districts (PED) Transition Pathway, addressing one of three call topics:

- **Energy communities – Energy transition driven by civil society**
- **Energy flexibility Strategies – Technological, legal, societal challenges**
- **Energy efficiency in existing urban structures**



# Energy Communities – Energy Transition Driven by Civil Society

**The world is in the midst of a transition towards energy systems that produce fewer greenhouse gases and are based on renewable energy sources. Amidst this shift, a new concept is gaining momentum - energy communities. These are locally-organised initiatives that enable individuals to take an active role in the energy transition.**

**Energy communities are facilitating citizen participation and increasing public awareness and acceptance to new initiatives in the process. Projects focusing on energy communities are putting people at the centre of the energy transition.**

# CO2PED

## Collective Agency and Co-evolution towards Inclusive Energy Transitions

Urban energy transitions might risk not reaching vulnerable neighbourhoods across Europe. The CO2PED project aims to change that by empowering residents and neighbourhood associations as active agents in the transformation of their neighbourhoods. Together with academic partners and local governments, the project will support community groups co-producing tools for collective agency in 8 neighbourhoods in Belgium, Estonia, the Netherlands, and Portugal. As a result, the co-production process can strengthen the capacity of municipalities and other stakeholders to facilitate more inclusive energy transition strategies for the development of positive-energy districts (PEDs). The results could be replicated across Europe, ultimately contributing to the implementation of the EU Urban Mission and Green Deal.

**Project coordinator**
Universiteit Gent

**Project partners**
Ndvr, Universidade de Aveiro, Universiteit Utrecht and University of Tartu

**Cooperation partners:**
Eesti Linnade Ja Valdade Liit, Gemeente Utrecht, Kohtla-Järve Linnavalitsus, Municipio De Matosinhos, Município De Vila Nova De Gaia, Stad Gent, Valga Vald

**Participating countries**
Belgium, Estonia, Netherlands, Portugal

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# COPPER

## Creating, Optimising, and Planning Positive EneRgy Districts: Connecting Citizens' Energy at Different Geographical Levels

Rising energy prices are impacting households' energy bills, and citizens increasingly want to contribute to the renewable energy transition. The solution may lie in more integrated energy planning. To better address problems such as lack of organisation and information within the energy system, the COPPER project is working with citizens from local energy communities (ECs) in Portugal, the Netherlands, Denmark and Norway. The project aims to harness the potential of citizen involvement in energy planning to create people-centred Positive Energy Districts (PEDs). By facilitating energy information among citizens and modelling energy systems, experts plan to develop and scale up best practices for engaging citizens in energy planning across Europe.

**Project coordinator**
Stichting Radboud Universiteit

**Project partners**
Aalborg Universitet, Ebo Consult As, Eigersund Kommune, Iscte - Instituto Universitário De Lisboa, Stichting Hogeschool Van Arnhem Ennijmegen Han, Stiftelsen Ruralis Institutt For Rural- Og Regionalforskning, Svaheia Eiendom As

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# ENERGY4ALL

## Energy as a Common Pool Resource

Energy can be conceived as a public resource that should be accessible to all. The human dimension therefore plays an important role in the design and implementation of Positive Energy Districts (PEDs) and Energy Communities (ECs). In the ENERGY4ALL project, energy communities include not only a set of households producing and consuming energy, but also common users of a public resource, such as the industrial and civic sectors. By exploring different ECs elements through four pilot studies in Stavanger (Norway), Styria (Austria), Budapest (Hungary) and Rome (Italy), the project strives to provide insights into how participatory energy governance practices affect the success of PEDs/ECs.

**Project coordinator**
Eutropian GmbH

**Project partners**
ABUD Mernokiroda Kft, ASD Palestra Popolare Quarticciolo, Budapest Fovaros Onkormanyzata, Felleskjøpet Rogaland Agder SA, Fondazione Openpolis Ets, Nahstrom HMV GmbH, Nuove Ri-Generazioni Lazio, Skretting AS, Stavanger commune, Szövetkezetiséget Támogató Egyesület, Tecnologie Solidali, Universitaet Fuer Bodenkultur Wien, Universitetet i Stavanger

**Participating countries**
Austria, Hungary, Italy, Norway

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# HeatCOOP

## Residents-Owned Heat Cooperatives to Push Urban Decarbonisation

Building owners are challenged by the high investment costs required to reduce dependency on fossil fuels for heating. The HeatCOOPs project aims to research and develop a prototype for an innovative organisational model to facilitate the decarbonisation of heat supply in urban neighbourhoods, with a particular focus on heat cooperatives. A key aspect of the project is how it brings together building owners and urban residents to form an energy co-operative ("Heat Transition Community") to reduce CO2 emissions while saving on energy costs. Lessons learned will be shared after testing and optimising the prototype in three living labs in Austria, the Czech Republic and Slovenia.

**Project coordinator**
realitylab GmbH

**Project partners**
Czech Technical University In Prague, Faculty of Civil Engineering, E7 Energie Markt, Analyse Gmbh, Institut Jozef Stefan, Reenag Holding Gmbh, Seven, The Energy Efficiency Center Z.U.

**Cooperation partners**
City of Vienna, Department For Energy Planning, Gemeinnützige Familienhäuser - Bau - Und Wohnungsgenossenschaft Registrierte Genossenschaft M.B.H., Municipality of Ivančna Gorica, Municipality of Selnica Ob Dravi, Verein Zur Förderung Der Klimaneutralität Im Kahlenbergerdorf [Klimadörfl]

**Participating countries**
Austria, Czech Republic, Slovenia

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# Making PEDs

## Decision-Making Digital Twins for Climate Neutral PEDs

Improving sustainability of the building stock in neighbourhoods is a key challenge for the urban transition. The Making PEDs project will conduct research and plan climate neutral positive energy districts (PEDs) with the ambition of facilitating its implementation using digital twins. Digital twins will connect 3D web-based visualization applications with simulation tools to aid decision-making and participatory processes. In addition, the tools will be able to explore the renovation of the building stock and the impact of Citizen Energy Communities (CECs), as part of Climate Neutral PEDs. Results will be tested in four urban areas, Linz (Austria), Civitavechia-Rome (Italy), Bærum (Norway) and El Prat de Llobregat (Spain), all acting as Urban Living Labs.

**Project coordinator**
Fundacio Institut de Recerca de L'energia de Catalunya

**Project partners**
Ciclica Arquitectura Sccl, Ait Austrian Institute of Technology Gmbh, Stadt Linz, Ufgc Gmbh, R2M Solution Srl, Universita Degli Studi Roma Tre, Norges Teknisk-Naturvitenskapelige Universitet Ntnu

**Cooperation partners**
A.T.E.R. del Comprensorio di Civitavecchia, Ayuntament De Palma De Mallorca, Baerum Kommune

**Participating countries**
Austria, Italy, Norway, Spain

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# OPEN4CEC

## Service-Oriented Open Platform for Citizen Energy Communities (CEC) – A Collaborative Platform

The members of Citizen Energy Communities (CEC) are very diverse, including individual households, prosumers and Distributed Generation & Storage (DGS). The main objective of the project is to develop an open and collaborative platform (OPEN4CEC) based on microservices to support members of the Citizen Energy Communities (CEC). The microservices can facilitate the implementation of business models such as monitoring and control of smart appliances, renewable energy generation and storage, or electric vehicle (EV) management. The OPEN4CEC platform will continue to be updated to support the energy transition.

**Project coordinator**
Academia de Studii Economice din Bucuresti

**Project partners**
Universidad Autonoma De Barcelona, Endef Engineering Sl, Universita Degli Studi Di Genova, Norges Teknisk-Naturvitenskapelige Universitet Ntnu, Sintef Energi As, Academia De Studii Economice Din Bucuresti, Lara Business Energy S.R.L.

**Cooperation partners**
Cez Romania SA, Compania Nationala de Transport Al Energiei Electrice Transelectrica SA, Comune di Savona, Consell Comarcal del Valles Occidental, Municipal Energy Agency Of Pamplona City Council, Oras Baicoi, Primaria Municipiului Targu Jiu

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# PERSIST

## Positive EneRgy diStrIctS driven by ciTizens

Citizen participation is key to developing scenarios for decarbonising the energy system in Europe. Different social aspirations, environmental concerns, regulations and price structures can influence PEDs (Positive Energy Districts). The PERSIST project will shed light on how socio-economic, socio-cultural and socio-political factors shape PEDs and how they interact with technological, regulatory and investment contexts. The project makes use of the Urban Living Labs network and identifies the most relevant participation archetypes for an optimised, flexible and participatory energy system.

**Project coordinator**
Fachhochschule Zentralschweiz - Hochschule Luzern

**Project partners**
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**Cooperation partners**
Ayuntamiento de Pamplona, Coopernico - Cooperativa de Desenvolvimento Sustentavel Crl, Municipality of Alba Iulia, Rb3 Innovación Urabana Integrada, Stadt Winterthur, Swiitzerland Innovation Park Central, Verdal Kommune, Zala Briviba Biedriba

**Participating countries**
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# V2G-QUESTS

## Vehicle to Grid for Equitable Zero-Emission Transitions in Positive Energy Districts

Vehicle-to-grid (V2G) refers to using electric vehicles (EVs) as a battery. For V2G to have a positive impact on the power network, especially in urban areas where this is heavily congested, EVs should not be limited to higher-income locations. The V2G-QUESTS project aims to introduce electric mobility and the concept of V2G to disadvantaged and typically excluded communities, contributing to the creation of inclusive positive energy districts (PEDs). The project will create guidelines for developing mobility-enabled PEDs in typically excluded districts through the application of a multi-disciplinary methodology in three case study districts in Portugal, the Netherlands and Estonia.

**Project coordinator**
Technische Universiteit Delft

**Project partners**
Erasmus Universiteit Rotterdam, Stichting Hogeschool Van Arnhem Ennijmegen Han, Tartu Ulikool, Technische Universitaet Graz, Universidad de La Iglesia de Deusto Entidad Religiosa, Universidade de Aveiro

**Cooperation partners**
Comunidade Intermunicipal Da Regiao de Aveiro, Eesti Energia As, Energie-U, Gemeente Utrecht, Junta de Freguesia de Aradas, Nationaal Kennisplatform Laadinfrastructuur (NKI), Polis - Promotion of Operational Links With Integrated Services, Association Internationale, Prio.E - Mobility Solutions Lda, Provincie Utrecht, Stedin Netbeheer Bv, Tartu Linn, The University of Edinburgh, Vereniging Elektrische Rijders, Wheels4All Bv, Wijkcooperatie Kanaleneiland U.A.nicipiului Targu Jiu

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# Energy Flexibility Strategies – Technological, Legal, Societal Challenges

**In a world where energy demand is constantly increasing, research approaches that address energy flexibility are becoming more and more important. One such approach is the use of Positive Energy Districts (PEDs), which not only reduce energy demand but also help balance seasonal and regional fluctuations in both energy use and energy generation.**

**By managing interactions between urban districts and the regional energy system, projects focusing on PEDs can also help achieve carbon neutrality and 100% renewable energy in local consumption while ensuring energy security and preventing energy poverty.**

# DigiTwins4PEDs

## Utilisation of Urban Digital Twins to Co-create Flexible Positive Energy Systems for Districts

Both citizens and authorities play a crucial role in the successful implementation of PEDs. However, public participation often falls short in facilitating interactive knowledge production in the context of energy flexibilisation and PEDs. To close this gap, DigiTwins4PEDs project will use innovative public participation process and further develop energy simulation tools. These tools could address issues such as energy flexibility strategies, including demand-side management, sector coupling, and storage options, among others. To support the public participation process, the DigiTwins4PED project will conduct tests in Stuttgart, Vienna, Rotterdam, and Wroclaw using Urban Digital Twins (UDTs), which provides a unified visual interface of integrated information. The project aims to develop advanced geospatial applications to address technical, social, and economic aspects required to establish PEDs. It will also help to visualise the transformative potential of neighbourhoods as PEDs and understand their socio-economic impacts at both community and national levels.

**Project coordinator**
Hochschule für Technik Stuttgart

**Project partners**
AIT Austrian Institute of Technology GmbH, Infosolutions Sp. Z O.O., Landeshauptstadt Stuttgart, Technische Universiteit Delft, Universitaet Fuer Bodenkultur Wien, Uniwersytet Przyrodniczy We Wroclawiu

**Cooperation partners**
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# FLEdge

## A Novel Hierarchical Edge-Based Flexibility Management Ecosystem at Both Building and City Level

The energy landscape of cities is in a perpetual state of flux, requiring adaptable systems to meet dynamic and shifting demands. Therefore, the energy system needs to be flexible and adaptable to optimise energy resources. The FLEdge project aims to develop an automatic and decentralised energy management system for buildings, ultimately transforming the system at neighbourhood, district and city level. FLEdge will be based on an Edge Energy Management (EEM) device that will process information collected from buildings and make decisions to optimise energy sources such as renewable energy use, load shifting, dimming, pre- heating and pre-cooling. Through its innovative Energy Management Node (EMaN), FLEdge's system will improve the energy performance of buildings, neighbourhoods, districts and cities towards Positive Energy Districts (PEDs).

**Project coordinator**
Diethnes Panepistimio Ellados

**Project partners**
Kinnon Legal Services S.R.L., Respace Ab, Sofia University St Kliment Ohridski, Tallinna Tehnikaülikool

**Cooperation partners**
Chalmers Tekniska Hogskola AB, Doing Good Göteborg Ekonomisk Förening, Elering As, Energomonitor Bulgaria Ltd, Stolichna Obshtina, Thermo-Logic Ab

**Participating countries**
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# Energy Efficiency in Existing Urban Structures

**Energy efficiency strategies could reduce energy consumption in an optimal way within Positive Energy Districts (PEDs). By balancing out the needs of the different sectors, building infrastructure, transport and mobility, new energy efficiency strategies in existing urban neighbourhoods could influence the reduction of energy demand and improve efficiency of use of the remaining energy demand.**

**Projects addressing energy efficiency can also tackle other rising issues such as energy poverty and worst-performing buildings, public buildings and social infrastructure, and decarbonising heating and cooling.**

# JUST PEPP

## Just Positive Energy Planning Processes in Disadvantaged Urban Areas

Decarbonising all urban areas is essential to meet the targets of the European Green Deal and the Paris Agreement, yet not all neighbourhoods receive the same policy attention. The JUST PEPP project will interact with residents and explore opportunities for energy efficiency and energy flexibility solutions in both buildings and urban transport. The project aims to empower vulnerable communities, prevent the exacerbation of social inequalities and investigate how to plan Positive Energy Districts (PEDs). Lessons from four disadvantaged neighbourhoods in Sweden, the Netherlands and Norway will be used to design new citizen-centred solutions aimed at well-being and inclusiveness.

**Project coordinator**
Örebro University

**Project partners**
Climate Alliance - Klima-Buendnis - Alianza del Clima E.V., Høgskolen i Innlandet, Universiteit Utrecht

**Cooperation partners:**
Hällefors Bostads Ab, Kongsvinger Kommune, Ncc Sverige Ab, Region Örebro Län, Stichting Platform31, White Arkitekter Aktiebolag, Örebro Bostäder Ab

**Participating countries**
Germany, Netherlands, Norway, Sweden

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# PED StepWise

## Participatory Step-by-Step Implementation Process for Zero Carbon District Concepts in Existing Neighbourhoods

The share of new buildings in Europe is estimated to be around 1-2%, so to decarbonise urban areas we need to focus our efforts on existing buildings, but how? The StepWise project will develop a step-by-step, knowledge-based and inclusive process to address technical issues and engage with citizens and other stakeholders. StepWise will facilitate the implementation of innovative strategies for local renewable energy generation, energy flexibility, energy efficiency and sustainable low-carbon mobility that are needed if neighbourhoods are to become carbon-neutral Positive Energy Districts (PEDs).

**Project coordinator**
E7 Energie Markt Analyse GmbH

**Project partners**
Arteria Technologies Gmbh, E.On Energiinfrastruktur, Kungliga Tekniska Hoegskolan, Malmo Fotbollforening, Malmo Stad, Realitylab Gmbh, Stichting Hogeschool Utrecht

**Cooperation partners**
City of Vienna, Gemeente Utrecht, Gemeinnützige Familienhäuser-, Bau- Und Wohnungsgenossenschaft, Reg.Gen.M.B.H, Research Institute of Sweden, Utrecht University, White Arkitekter AB

**Participating countries**
Austria, Netherlands, Sweden

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# POSEIDON

## POSitive Energy Initiatives in Districts fOr Neutral mediterranean cities

Mediterranean cities share similar climate, urban structures, social practices and lifestyles. The POSEIDON project uses these similarities to guide the transition of existing districts to Positive Energy Districts (PEDs) and to integrate planning strategies in Southern Europe. From the selection of the most suitable areas to the design, modelling of the PEDs and the conscious involvement of the inhabitants, the project supports the development of a transition scenario from the initial state of the district to a PED.

**Project coordinator**
Universidad Politecnica de Madrid

**Project partners**
De Surdurulebilir Enerji Ve Insaat Sanayi Ticaret Limited Sirketi, Grupo Impacte Planificación Urbana Sl, Universita Degli Studi Roma Tre, Ville de Marseille, Wonderland - Platform For European Architecture

**Cooperation partners**
Antalya Metropolitan Municipality, Ayuntamiento de Alcorcon, Comune di Cesena, Emac Empresa Municipal de Ambientede Cascais Em SA, Municipio de Cascais, Roma Capitale

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# 15-minute City

**The 15-minute City (15mC) Transition Pathway fosters urban mobility transitions by improving accessibility and connectivity for sustainable forms of transportation and logistics. The 15-minute City concept is based on the idea that city residents should be able to cover most of their daily needs within a 15-minute radius, by walking and cycling, and travelling larger distances by other forms of sustainable transport.**

A total of 23 projects were awarded funding in the 15-minute City Transition Pathway, addressing one of three call topics:

- **Strengthen the mix of urban functions and services**
- **Foster sustainable options for personal mobility and logistics in urban outskirts and beyond**
- **(Re)imagine urban public spaces and streets for vibrant, sustainable neighbourhoods**

# Strengthening the Mix of Urban Functions and Services

**Rethinking the integration of services, especially mobility, and making daily necessities accessible by walking or biking can impact how sustainable living in cities is. The need of having a mix of functions in neighbourhoods to facilitate sustainable mobility is increasingly apparent.**

**Mobility initiatives within the 15mC pathway step up efforts to preserve green spaces and reactivate underutilised spaces for production, retail and services, exploring international good practices in this field.**

# ENHANCE

## Enhancing Sustainable Travel in Small Cities and Outer Metropolitan Areas

The sustainability challenges in the outskirts of metropolitan areas and towns often surpass those in inner-city districts, characterised by greater car dependence, struggling local retail centres, disintegrated housing, and weaker active travel infrastructure. The ENHANCE project aims to identify these barriers and improve local planning decision-making using 15mC principles. The extent to which daily travel needs can be met through local trips will be investigated by analysing actual travel behaviours. It will also identify barriers and measure progress towards achieving the 15-minute city goals. Through modelling future scenarios, the project could enhance accessibility via transport infrastructure, behaviour adaptation, or city redevelopment.

**Project coordinator**
Stichting VU

**Project partners**
Bath & North East Somerset Council, Birkbeck College - University Of London, Prospective Labs Ltd, Universidade Nova de Lisboa, University College London

**Cooperation partners**
Gemeente Alkmaar, Municipio de Oeiras, Transport For London, Vereniging Deltametropool

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# InPUT

## Engaging Places and Communities for Inclusive Peri-Urban Transitions

Peri-urban areas are vast and diverse and require various spatial interventions to enhance accessibility and accommodate 15-minute city models. But it is also crucial to consider social aspects to understand the factors that influence local governance priorities, as well as the aspirations of inhabitants, namely what constitutes a 15-minute city for them. The InPUT project will work with local stakeholders to co-design spatial visions and strategic transformations that are appropriate for each area, leading to 15-minute environments in peri-urban areas in Belgium, Portugal, Austria, and the Netherlands. In addition, InPUT will evaluate the performance of these visions and assist in identifying how 15-minute city ideas can be extended across Europe.

**Project coordinator**
Technische Universiteit Delft

**Project partners**
Faculdade de Letras Da Universidade Do Porto, Technische Universitaet Wien, Universidade Do Minho, Universiteit Antwerpen

**Cooperation partners**
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# JiM

## Social and Environmental Justice in 15 Minutes - Toolkit Development for Transition to Urban Sustainable Neighbourhoods

To foster a sustainable urban mobility planning, social and environmental justice must be incorporated together with the understanding on how institutions decide where to localize services and amenities. The JiM project analyses the perceived and actual movements of inhabitants, environmental data and decision-making processes where to localize amenities and services for a fair 15mC planning with experiences from six countries. The project aims to develop tools, guidelines and policy instruments to incorporate different understandings and outcomes of social and environmental justice in planning for the 15mC in various planning contexts.

**Project coordinator**
Malmö Universitet

**Project partners**
Bodrum Municipality, Gazi Universitesi, Hogskolen I Molde, Institut D'Etudes Politiques De Grenoble, Lunds Universitet, Malmo Universitet, Politechnika Krakowska, Universidad Autonoma De Barcelona, Uniwersytet Gdanski

**Cooperation partners**
Agence D'Urbanisme de La Region Grenobloise, City of Gothenburg, City of Malmö, Gmina Miasto Koszalin, Region Skane, Statens Vag- Och Transportforskningsinstitut, Vasttrafik AB

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# Foster Sustainable Options for Personal Mobility and Logistics in Urban Outskirts and Beyond

**Providing sustainable and climate-neutral mobility options in low- and mid-density areas remains a challenge. Existing infrastructure and the local built environment impact how dependent residents are on a private car. It becomes apparent that repurposing and reimagining areas is pivotal for improving mobility in the urban outskirts, as well as strengthening existing sustainable mobility behaviour.**

**Considering the regulatory framework, and infrastructure requirements for different transport modes, new initiatives can leverage opportunities and develop business models for shared mobility (bike-, scooter-, car- and ride sharing) and delivery traffic, among others.**

# AccessCity4All

## Adapting the 15-Minute City Concept to Support Active Mobility in Neighbourhoods with Different Levels of Accessibility

Residents in urban areas may interpret their accessibility to basic services in their neighbourhoods differently. The 15-minute-city concept, which calculates the potential access to specific places within 15 minutes, can be complemented by results from the AccessCity4All project. The project pays special attention to people with different needs and abilities. This project assesses and acknowledges residents' perceived and actualised accessibility in ten neighbourhoods located in Portugal, the Netherlands, Germany, Austria, and Türkiye. Using various methods such as walk-along interviews or PPGIS surveys, the project will provide innovative urban planning procedures for an adaptive 15-minute city in both central neighbourhoods and urban outskirts.

**Project coordinator**
Österreichische Akademie der Wissenschaften

**Project partners**
Gazi Universitesi, Ils Research Ggmbh, Instituto de Geografia E Ordenamento Do Territorio Da Universidade Delisboa, Oesterreichische Akademie Der Wissenschaften, Rijksuniversiteit Groningen

**Cooperation partners**
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# Car-goNE-City

## Cargo Bikes and Neighbourhood Engagement in the 15-Minute City: Resident-Based Participatory Approaches to Implementing Effective Shared Bike Mobility for Increasing Accessibility and Reducing Car Use

Cargo bikes are bicycles adapted to carry loads and sharing them could reduce private car use and ownership in cities. The Car-goNE-City project will explore the extent to which shared cargo bike mobility could achieve this and increase accessibility to essential urban functions in 15-minute cities. By directly involving urban residents in Sweden, Norway, Germany, and Hungary in the planning, design, implementation and evaluation of shared cargo bike mobility, this project will generate transition pathways for small, medium and large European cities. In addition, the project will provide policy recommendations on the effective use of shared cargo bike mobility to achieve sustainable mobility goals.

**Project coordinator**
Chalmers Tekniska Högskola AB

**Project partners**
Budapesti Muszaki Es Gazdasagtudomanyi Egyetem, Fraunhofer Gesellschaft Zur Forderung Der Angewandten Forschung Ev, Kraftstaden Fastigheter Ab, Metrunner Ab, Mölndalsbostäder AB, Oslomet - Storbyuniversitetet, Takomat Gmbh, Trollhattans Kommun

**Cooperation partners**
Bkk Budapesti Kozlekedesi Kozpont Zartkoruen Mukodo Reszvenytarsasag, Göteborgs Stad, Lastenrad-Initiative Für Die Region Karlsruhe E. V., Stadt Konstanz, Tink Gmbh, Vasttrafik Ab, Whee! As

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# CITWIN

## A Generic Digital Twin Framework to Foster Sustainable Mobility in the 15mC

To implement the 15-minute city concept, we must rethink and reorganise our urban mobility systems. Digital twins can help us achieve this by creating a virtual representation of these systems. The CITWIN project aims to use this technology to model potential changes to active transport infrastructure in urban areas and evaluate their contribution to the realisation of a 15-minute city. The project will establish two urban living labs in Aarhus and Eskilstuna. These labs will serve as a testbed for the project's developments. The digital twin will assist in examining social dimensions, such as the influence of the physical environment on the well-being of citizens.

**Project coordinator**
Université de Liege

**Project partners**
Aarhus Kommune, Aarhus Universitet, Eskilstuna Kommun, European Cyclists Federation Asbl, Kungliga Tekniska Hoegskolan, Paris-Lodron-Universitat Salzburg, Triply Gmbh

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# COMMON_ACCESS

## COMMONing ACCESSibility in Urban Outskirts and Beyond

The implementation of the 15minC principles faces two main barriers: transforming city outskirts and addressing social aspects related to accessibility and mobility. To overcome these barriers, the COMMON_ACCESS project aims to study and operationalize the concept of 'Commoning accessibility' in the urban periphery, recognizing accessibility as a common good. The project will work closely with local planning authorities, businesses, and communities in six metropolitan areas to investigate 'commoning accessibility experiments'. These experiments could include community shared (e-)bikes, (e-) cargo bikes, (e-) cars and (e-)vans, alone or in combination with community managed digital platforms, and social, cultural and care amenities and services. The project aims to generate insights into the key transport, land use and governance barriers and enablers for upscaling successful 'commoning accessibility' experiments.

**Project coordinator**
The University of Westminster LBG

**Project partners**
Derek Halden Consultancy Ltd, Living Streets (The Pedestrians Association), London School of Economics And Political Science, Politecnico di Milano, Technische Universitaet Muenchen, Universiteit Gent, Universiteit Van Amsterdam

**Cooperation partners**
Collaborative Mobility Uk, Ersi Uk & Ireland, Gemeente Amsterdam, Goudappel Coffeng Bv, Munchner Verkehrs- Und Tarifverbund Gmbh Mvv, Oxfordshire County Council, Provincia di Bergamo, Provincia di Pavia, Provincie Oost-Vlaanderen

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# DREAMS

## Driving Equitable and Accessible 15 Minute Neighbourhood Transformations

Shared mobility services can reduce car dependency and contribute to 15mC neighbourhoods in urban outskirts. However, business models for shared mobility services are problematic given there are lower levels of demand compared to dense urban areas DREAMS will develop and test new business models and governance frameworks for new shared mobility services and flexible activity hubs in six living labs: Budapest, Brussels, Munich, Paris, Utrecht and Vienna. Moreover, the project will examine the mobility, accessibility and wider societal impacts of new mobility and activity location services. As a result, the project will develop policy recommendations on governance models and ways to create inclusive urban mobility in the urban periphery.

**Project coordinator**
Universiteit Twente

**Project partners**
Budapest Fovaros XVII. Kerulet Rakosmente Onkormanyzata, Budapesti Muszaki es Gazdasagtudomanyi Egyetem, EIT Urban Mobility Innovation Hub, Institut d'amenagement et d'urbanisme de la region d'ile de France, KTI Hungarian Institute for Transport Sciences and Logistics Non Profit Limited Liability Company, Mobyome KG, MPACT, Stadtland di Sibylla Zech GmbH, Stichting Hogeschool Utrecht, Technische Universität München, Technische Universitaet Wien, Universität für Bodenkultur Wien, Universite Gustave Eiffel, Vrije Universiteit Brussel

**Cooperation partners**
BKK, Cambio Brussels, CD91, FIETSERSBOND, Ile de France, MO.Point, MVV, RBC, SIXT, TIER , UTR, WeLocally, Wirtschaftsagentur Wien

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# ERGODIC

## Combined Passenger and Goods Transportation in Suburb Traffic

Conventional public transport does not currently meet the demand for commuting and goods delivery in suburban areas. A new system of flexible public transport using modular vehicles could reduce the use of private cars in suburban areas. Modular vehicles could flexibly change capacity by adjusting the number of interconnected and separate cabins carrying either passengers, goods or micro-vehicles. The ERGODIC project will explore business model development and demand matching of passengers and goods, as well as routing and safety challenges, to develop a multimodal transport service. As a result, the project will deliver a proof of concept with field demonstration.

**Project coordinator**
Chalmers Tekniska Högskola AB

**Project partners**
ESG Consultants Ltd,
The University of Liverpool,
Universität Linz,
WSP Sverige AB

**Cooperation partners**
British Irish Trading Alliance,
City of Linz, Einride AB,
Getplus SRL

**Participating countries**
Austria, Italy, Sweden, United Kingdom

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# Fair Mobility

## Fair Mobility and Access to Public Life

We need to rethink the physical spaces in our cities to facilitate the mobility of people such as the elderly, people with disabilities, and other groups. The Fair Mobility project aims to transform mobility and accessibility frameworks in a sustainable and inclusive way, focusing on women and gender minorities. The project will develop and test inclusive mobility tools to improve the safety, accessibility and equity of mobility in Creil, France, and Ebensee, Austria. One of the outcomes will be enabling women and gender minorities to lead mobility pattern changes through participatory design. The project results will be disseminated to stakeholders and thematic events will be organised to raise awareness of the issue.

**Project coordinator**
Hochschule für angewandte Wissenschaften Landshut

**Project partners**
Frauenforum Salzkammergut, Genre et Ville, Universite Gustave Eiffel, URBASOFIA SRL, Wonderland – Platform for European Architecture

**Cooperation partners**
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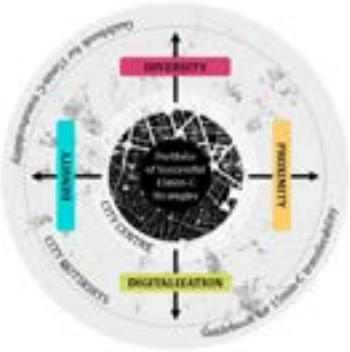

# FORTHCOMING

## FOsteRing THe City of proximity through Maas INteGration

Citizens living in suburban areas face similar challenges, such as lack of proximity and variety of services available in the area. Based on the evidence from six European Urban Living Labs, the FORTHCOMING project will develop and test data-driven and user-centric 15-minute city models for suburban contexts. Digital models such as Mobility as a Service (MaaS) and Logistics as a Service (LaaS) could provide solutions to the problems faced in suburban areas. FORTHCOMING will deliver a portfolio of successful 15-minute city strategies and policies, develop an innovative transfer methodology for customised solutions in urban outskirts, and assess their performance through a set of KPIs developed in collaboration with city stakeholders.

**Project coordinator**
Universidad Politecnica de Madrid

**Project partners**
Associacao Do Instituto Superior Tecnico Para A Investigacao E Desenvolvimento, Eurocities Asbl, Hafencity Universitat Hamburg, Istanbul Teknik Universitesi, Parabol Yazilim Elektronik Danismanlik Egitim San Ve Tic Ltd Sti, Politecnico di Torino, Szamitastechnikai Es Automatizalasi Kutatointezet

**Cooperation partners**
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# FRESH

## The Freight-Shopping Nexus in Urban Outskirts and Beyond

Around a sixth of all private trips are made for shopping, and despite the availability of closer facilities, these trips are often made by car and to distant locations. In addition, online shopping has led to a sharp increase in home deliveries. As shopping opportunities within 15 minutes may be limited in suburban areas, there is a need to better understand urban logistics and individual shopping behaviour. The FRESH project aims to investigate the contribution of new and innovative solutions and other opportunities on integrated personal and freight transport planning in urban and suburban settings to develop sustainable urban logistics concepts in relation to shopping in a 15-min city, with a focus on reducing motorized transport.

**Project coordinator**
Technische Universität Dortmund

**Project partners**
Norges Teknisk-Naturvitenskapelige Universitet NTNU, Universite Gustave Eiffel

**Cooperation partners**
Metropole Du Grand Paris, POLIS, Stadt Dortmund, Trondheim Kommune

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# SPECIFIC

## Specifying Practices Enabled by Cycling in FIfteen-minute Cities

In the context of promoting sustainable urban mobility, public health, and social inclusion, the 15-minute city (15MC) concept has great potential. However, implementing it in low-density areas can be challenging and may increase social inequalities. To address this issue, a proposed project aims to co-create a tool for tailoring the 15MC concept to low-density settings in small and medium-sized European cities. Transition experiments focused on cycling in five cities - Bellinzona, Bristol, Graz, Maastricht, and Poznan - will be conducted. The project also involves creating a transnational meta-lab to generalize lessons learned from individual cities. The SPECIFIC tool will help practitioners reimagine and repurpose low-density areas into cycling-friendly zones that enable people from diverse backgrounds to fulfil their daily needs.

**Project coordinator**
The Chancellor, Masters and Scholars of The University of Oxford

**Project partners**
Outspoken Logistics Ltd, Scuola Universitaria Professionale Della Svizzera Italiana, Universitaet Graz, Universiteit Maastricht, Uniwersytet Im. Adama Mickiewicza W Poznaniu

**Cooperation partners**
Associazione Traffico e Ambiente - Svizzera Italiana, Bristol City Council, Comune di Bellinzona Fyrtel Sp. z o.o. Gemeente Maastricht, Poznan City Hall Pro Velo Ticino, Stadt Graz,Zuid-Limburg Bereikbaar

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# SuCoLo

## Fostering Sustainable Consumer Behaviour with Inclusive Bicycle Logistics Infrastructure in Urban Outskirts

As an increasing number of people are shopping online, it is paramount to promote and encourage the use of sustainable goods delivery and local pick-up options on webshops. The SuCoLo project will explore the alignment of needs, opportunities and interactions of relevant (freight) bicycle delivery actors, citizens and digital service providers to develop behaviour change techniques to nudge online consumers to choose net-zero methods of delivery. Using living lab methods and establishing an engaged advisory board, the project will design and test these novel tools and build new local pick-up hubs in Salzburg, Meran and Leipzig. Expected outcomes include tools, such as a behaviour change guidebook,a new simulation model for location planning of bicycle micro hubs and cargo bike-sharing to promote inclusive and neighbourhood-centred delivery/collection in our cities.

**Project coordinator**
Salzburg Research Forschungsgesellschaft M.B.H.

**Project partners**
Independent L. Onlus, Suedtiroler Transportstrukturen Ag, Sustainability Innocenter, Universitaet Leipzig, Viabirds Technologies GmbH

**Cooperation partners**
Comune di Merano, Fulmo Kurierunion Gbr, Gavle Kommun, Radlogistik Verband Deutschland E.V., Salzburger Verkehrsverbund Gmbh, Stadt Leipzig, Unione Handels Und Dienstleistungsverband Sudtirol Hds

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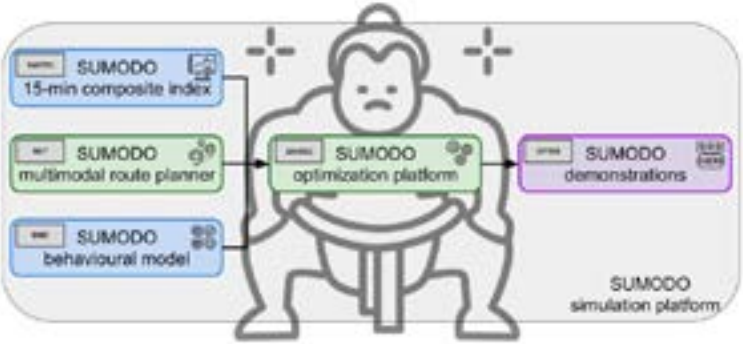


# SUMODO

## Sustainable Urban MObility Development in Outskirts

Urban planners can encourage active transport modes by designing new green areas, pedestrian and cycling infrastructure. Yet, reducing the surface once reserved for private vehicles requires careful consideration of transport preferences to secure citizen's acceptance of change in their neighbourhood. The SUMODO project will provide a simulation platform with tools to explore aspects such as the frequency and transport mode preferences of citizens and how to compute the accessibility to services. Using SUMODO's simulations, urban planners will be able to optimise physical (e.g. pedestrianisation) and policy based (e.g. slow zones) interventions to foster the deployment of 15-min cities with minimum economic and social cost.

**Project coordinator**
SAITEC SA

**Project partners**
Budapesti Muszaki es Gazdasagtudomanyi Egyetem, Katowice – Miasto na Prawach Powiatu, Politechnika Slaska, Szeged Megyei Jogu Varos Onkormanyzata, Uniwersytet Ekonomiczny W Katowicach, Veszprem Megyei Jogu Varos Onkormannyzata

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# (Re)imagining Urban Public Spaces and Streets for Vibrant, Sustainable Neighborhoods

**Public space in cities, particularly streets and squares, have been dominated by cars for a long time. The COVID-19 pandemic highlighted the importance of high-quality public space on a neighbourhood level and the apparent lack of it. New strategies, procedures and narratives can change streets where the diversity of needs and lifestyles are not met by the public infrastructure.**

**Redistributing public spaces, such as ground floor zones in buildings or courtyards of public buildings, in favour of sustainable mobility options and the social dimension of neighbourhoods, can provide feasible alternatives to the current status quo favouring car use.**

# 15minESTATES

## Co-creating Spatial Strategies for Just and Sustainable Mobility in Large-Scale Housing Estates

Across Europe, residential areas such as Large-Scale Housing Estates (LHEs) need to be transformed for facilitating sustainable mobility. The 15minESTATES project adapts and reframes the 15-minute City concept for the specific context of LHEs. The project team will build a comprehensive knowledge base of the public spaces, existing amenities and transport infrastructure of five LHEs in Bulgaria, Hungary, Germany, the Netherlands and Latvia. Exploring and comparing the mobility needs, perceptions and behaviours of different user groups, the project will identify specific sustainable mobility challenges in these residential areas. The results of the case studies will be used to propose design principles and approaches for transforming public spaces in LHEs, thus enabling transferability of results to other countries.

**Project coordinator**
Rīgas Tehniskā Universitāte

**Project partners**
Budapesti Muszaki Es Gazdasagtudomanyi Egyetem, Csillagaszati Es Foldtudomanyi Kutatokozpont, Ecole Polytechnique Federale De Lausanne, Kulturbühne Neustadt E.V., Leibniz-Institut Fur Okologische Raumentwicklung Ev, Technische Universiteit Delf, Universitet Po Architektura Stroitelstvo I Geodezija

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# CONFLICTEDSTREETS

## Navigating Conflicts Over Streets and Urban Space in the Transition to the 15mC

A key issue in the planning of the 15mC is the use of space. As different stakeholder groups may represent different interests and perspectives, there is a need to address potential conflicts. The CONFLICTEDSTREETS project aims to build knowledge about planning practices and processes while acknowledging the political and contested nature of urban transformations. It focuses on conflicts between "spaces of flows" (enabling local and regional mobility, but also including spaces currently used for parked vehicles) and "spaces of place" (emphasising urban qualities that make people want to live in such places) in plans for the 15mC. As a result, the project will have an impact on the understanding of the causes of conflict and its management.

**Project coordinator**
Lunds universitet

**Project partners**
Agentia Metropolitana Pentru Dezvoltare Durabila Brasov Asociatia, Bodrum Municipality, Gazi Universitesi, Hogskolen I Molde, Politechnika Krakowska, Stadt Bielefeld, Universiteit Van Amsterdam, Vision5 OG

**Cooperation partners**
Gmina Polkowice, Mestna Obcina Velenje, Obcina Ljutomer, Statens Vag- Och Transportforskningsinstitut

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# EMC2

## The Evolutive Meshed Compact City: A Pragmatic Transition Pathway to the 15-minute City for European Metropolitan Peripheries

The project tackles key structural difficulties for 15mC transition in suburbs by proposing a new urban model satisfying basic morphological and functional requirements. The Evolutive Meshed Compact City (emc2) model foresees selective densification along existing main roads and prioritization of pedestrian usage to transform them into interconnected, vibrant and service-rich high-streets, connected to wider mobility options. The project will specify the emc2 model, assess its potential in suburban areas of six European cities through multi-scale geospatial modelling and morphogenetic analysis, address the contribution of ecological and transportation networks, and analyse small test-areas with high emc2 potential to produce transferable models and guidelines.

**Project coordinator**
Centre National de da Recherche Scientifique CNRS

**Project partners**
Agence d'urbanisme Azuréenne, Chalmers Tekniska Högskola AB, Technische Universität Wien, Universita di Pisa

**Cooperation partners**
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# ENACT 15mC

## Envisioning Neighbourhoods and Co-Creating Thriving Communities in the 15mC

How can existing urban areas be transformed to make them more walkable and attractive for people to spend time in? The ENACT 15mC consortium will test different approaches to operationalise the 15mC concept. New Urban Living Labs will be set up in Trondheim (NO), Gdansk (PO), Valencia (SP) and Oxford (UK) to explore and create change together with interested groups such as property owners. Augmented and Virtual Reality technologies (AR/VR) will facilitate iterative design processes, addressing critiques and making visualization tools accessible to the public. One of the project outcomes is transferring knowledge and results to other contexts.

**Project coordinator**
Norges teknisk-naturvitenskapelige universitet, NTNU

**Project partners**
Make Real Ltd, Oxford Brookes University, Oxford City Council, Oxfordshire County Council, Politechnika Gdanska, The Chancellor, Masters And Scholars Of The University Of Oxford, Town And Country Planning Association, Trondheim Kommune, Universitat Politecnica de Valencia, Vucity Limited

**Cooperation partners**
Ayuntamiento de Valencia, Confederacion Empresarial de la Comunitat Valenciana, Escuelas de Artesanos, Frost Eiendom As, Gmina Miasta Gdanska, Kommunal Landspensjonskasse Gjensidig Forsikringsselskap, Nadbaltyckie Centrum Kultury, Obos Prosjekt As, Stocznia Cesarska Development Sp. z o.o.

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# InclusiveCity

## Critical Placemaking for Inclusive Cities

Public spaces in cities can be redesigned with social, economic and environmental considerations in mind. In practice, these aspects relate to age, gender, providing access to natural areas and protecting vulnerable groups from issues such as gentrification. The InclusiveCity project will develop a set of tools, methods and strategies through five urban living labs in Budapest, Oslo, Rome, Rotterdam and Vienna. These pilot projects in five cities will support better use of public spaces and involve local stakeholders, communities and specific target groups in their improvement, with the aim of addressing different Sustainable Development Goals.

**Project coordinator**
Superwien urbanism ZT GmbH

**Project partners**
A.S.D. Bastogi, Budapesti Muszaki es Gazdasagtudomanyi Egyetem, Eutropian GmbH, Kortars Epiteszeti Kozpont Alapitvany, Nabolagshager AS, Natural State, Nonna Roma ODV, Norges Teknisk-Naturvitenskapelige Universitet NTNU, Nuove Ri-Generazioni Lazio, Rév8 Jozsefvaros Rehabilitation and Urban Development Co, Sintef AS, Stichting Breda University of Applied Sciences, Universität für Angewandte Kunst Wien

**Cooperation partners**
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# LISTEN

## Collective Listening to Communities and Spaces as a Core Capability in Planning Towards 15-minute Suburban Cities

Listen addresses the challenge of polarised debates on concepts like the 15-minute City by advocating for slowing down participatory planning processes and fostering collective listening. In this context, listening implies a collective process involving groups such as local authorities, citizens, interest groups, designers and entrepreneurs in which to discover our interdependencies and imagine common projects. The project will develop frameworks, tools, protocols. In the process, it will explore collective listening forms (e.g. podcast/community radio, live projects, community walks) and re-imagine semi-public spaces and participatory planning procedures to support collective listening.

**Project coordinator**
Universiteit Hasselt

**Project partners**
Cipra International Lab gmbH, Malmö universitet, NGBG, Rosinak & Partner Ziviltechniker gmbH

**Cooperation partners**
City of Genk

**Participating countries**
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# MBD15

## Mobility Benefit Districts: Travel and Liveability Impacts, Acceptability, and Governance of New Tools for Accelerating Transitions in the 15-minute City

Parking dominates the streets of our cities, reducing the space available for other services and uses that residents might want. The Mobility Benefit Districts (MBD) project can help turn residents' aspirations into reality by investing parking revenue in local mobility services. The project aims to increase the acceptability of parking charges, while providing residents with alternatives to the private car, and ultimately reusing parking spaces. As a result, the project will provide new insights into the acceptability of MBD among different resident groups with an experimental living lab design in different contexts.

**Project coordinator**
Kungliga Tekniska Högskolan

**Project partners**
Johann Wolfgang Goethe-Universität Frankfurt Am Main, PlanSinn – Buro für Planung und Kommunikation GmbH, Technische Universität Wien, TUB Trafikutredningsbyrån AB, UIV Urban Innovation Vienna GmbH

**Cooperation partners**
Bezirksvorstehung, Gavle Kommun, Stockholms Stad, Sundbybergs Kommun Sundbybergs Stadsundby, Wissenschaftsstadt Darmstadt

**Participating countries**
Austria, Germany, Sweden

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# MULTIGINATION

## Multiplicative Imagination of Citizens and Stakeholders towards the 15-minutes City

The 15-minutes city needs a multiplication of small urban bottom-up interventions for additional functions and services to sustainably reduce the need of car. The MULTIGINATION project provides tools and processes for redesigning urban areas and services while involving stakeholders such as experts, citizens, private companies, researchers, NGOs and city authorities by a Living lab approach. Using this participatory approach and the different tools for visualisation, evaluation, financing and implementation provided by this project, cities can decide whether to implement innovative services and explore how to finance them.

**Project coordinator**
Haute Ecole Specialisée de Suisse Occidentale

**Project partners**
Basaksehir Municipality, Drees & Sommer Schweiz AG, Lehtovuori Oy, Lentola Logistics Oy, Open Urbanism Foundation, Stadt Winterthur, Tampereen Ammattikorkeakoulu Oy, Visiosoft, Zurcher Hochschule Fur Angewandte Wissenschaften

**Cooperation partners**
Ayuntamiento de Pamplona, Comune di Bergamo, Coventry University Fab Lab Coventry , European Network of Living Labs Ivzw, Pirkanmaan Jätehuolto Oy, République et Canton de Genève : Directorate For International Affairs, Verkhrsbetriebe Zürich, Vlaamse Instelling Voor Technologisch Onderzoek N.V.

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# Circular Urban Economies

**The Circular Urban Economies for a regenerative urbanism (CUE) Transition Pathway is underpinned by the idea that cities can repair the degraded natural cycles of the planet while supporting a high quality of life for all their inhabitants.**

**Cities hold untapped potential for using resources efficiently and closing material loops. As such, challenge-driven conceptual development of circular resource flows and regenerative urbanism plays a pivotal role in sustainable urban transitions.**

A total of 12 projects were awarded funding in the Circular Urban Economies Transition Pathway, addressing one of three call topics:

- **Urban resource sharing and circularity**
- **Nature-based solutions (NBS)**
- **Urban food systems**

# Urban Resource Sharing and Circularity

**Our society needs to transition from linear, resource-intensive urban economies to more circular and sustainable ones. A consumption model shift towards circularity in cities requires innovative solutions to overcome legal, physical, cultural, and practical obstacles in implementing circular economic models.**

**Prolonging and closing material loops through sharing, re-use, and recycling resources in urban areas can decrease the impact cities have on natural resources. Digital tools, incentives and urban design choices hold the potential to address factors hindering the transition, such as matters of social responsibility and inclusion, consumer behaviour, space and scalability of the solutions.**

# CDCUL

## Consumer Demand for Circular Urban Living: Insights from Sweden, Slovenia, and The Netherlands

Urban housing could be designed to encourage the sharing of living spaces , facilities, and appliances that have traditionally been accessesd by isolated households. The CDCUL project will investigate how the presence of shared-access resources influences individuals' willingness to pay for urban housing. All project partners will work with stakeholders such as architects to design and analyse surveys of adults in Sweden, Slovenia and the Netherlands. The results of the CDCUL project will help to determine how customer demand and willingness to pay for circular housing solutions changes in international contexts, taking into account variables such as age, income, household structure and location.

**Project coordinator**
RISE, Research Institutes of Sweden AB

**Project partners**
Arkitekterna Krook & Tjäder Göteborg AB, MKB Fastighets AB, Universiteit Maastricht, Zavod Za Gradbenistvo Slovenije

**Cooperation partners**
Gospodarska Zbornica Slovenije, Riksbyggen Ekonomisk Forening, Zavod Tigr

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Netherlands, Slovenia, Sweden

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# Circular Grassroots

## Circular Grassroots Innovations for Sustainable and Inclusive Urban Transitions

Cities are spaces of overconsumption, waste production, and environmental footprints. Yet they are also hubs for creativity where citizens experiment with innovations to address these challenges. This project aims to examine the challenges and opportunities to expand these innovations, as well as the role of space, democratic governance, and inclusivity, in their diffusion. The project builds upon the construction of co-production spaces between grassroots initiatives, scholars and policymakers in the cities of Amsterdam, Barcelona, Gothenburg, and Nantes. The cities represent different institutional contexts as well as grassroots innovations in repairing & recycling, collaborative housing, food circularities and sharing economy.

**Project coordinator**
Göteborgs universitet

**Project partners**
Centre National de La Recherche Scientifique CNRS, Chalmers Tekniska Hogskola AB, Ecopole Cpie Pays de Nantes, Fundacio Universitaria Balmes, Universitat de Barcelona, Universiteit Van Amsterdam

**Cooperation partners**
Architectural Studio Time To Access, Àrea De Medi Ambient Amb. Direcció De Serveis de Prevenció I Gestió de Residus. Área Metropolitana de Barcelona, Barcelona Activa SA SPM, City of Gothenburg, Fundacio Barcelona Institute of Technology For The Habitat Bit Habitat, Fundació Per A La Prevenció de Residus I El Consum Responsable,Majorna Samverkan, Reseau Europeen Des Villes Et Regions de L'Economie Sociale Aisbl,Restarters Bcn,Solidarisk Kylskåp - Solidarity Fridge

**Participating countries**
Belgium, France, Netherlands, Spain, Sweden

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# ECLECTIC

## Enabling CircuLar Economy aCTIon plans for small and medium-sized Cities

Cities across the EU have launched a wide range of circular economy (CE) initiatives. Yet, they need robust tools to combine existing and new knowledge, and to bring scientific evidence into action. ECLECTIC aims to enable the design, implementation and monitoring of CE action plans in small and medium-sized EU cities and regions. The project will engage local authorities and municipalities, businesses and civil society in four city-region living labs in Bolzano (Italy), Coimbra (Portugal), Gothenburg (Sweden) and Jonava (Lithuania). It will deliver advanced tools, metrics, and recommendations for decision-makers to carry-out evidence-based sustainable, inclusive, and just CE action plans.

**Project coordinator**
Accademia Europea di Bolzano

**Project partners**
Chalmers Tekniska Högskola AB, City of Gothenburg, Comunidade Intermunicipal da Regiao de Coimbra, Comunidade Intermunicipal Da Regiao de Coimbra, Instituto Politecnico De Coimbra, Kauno Technologijos Universitetas, Universidade de Coimbra

**Cooperation partners**
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Italy, Lithuania, Portugal, Sweden

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# FOCUSE

## Food Production and Provisioning through Circular Urban Systems in European Cities

Urban farming systems offer promising solutions to secure food supplies in cities. This alternative food production system can make urban areas more resilient and reduce the vulnerability of cities to supply-chain shocks. However, many urban farming systems rely heavily on external material and energy inputs, with little integration within their surrounding urban infrastructure, materials, and energy flows. The FOCUSE project's main objective is to explore, envision, develop, experiment with and analyse strategies to promote circular-based food production in cities to enable sustainable and resource-efficient food provision. Through an international consortium of municipalities, private organisations and researchers with diverse backgrounds, the project will emphasise and facilitate circular methods and approaches in distinct contexts in European cities.

**Project coordinator**
IVL Svenska miljöinstitutet AB

**Project partners**
Grönska Stadsodling 365 AB, Kungliga Tekniska Hoegskolan, Universidad Autonoma de Barcelona, Uniwersytet Wroclawski

**Cooperation partners**
Alma Mater Studiorum - Universita di Bologna, Invest Stockholm Business Region AB, Skelleftea Kommun, Wroclaw Miasto

**Participating countries**
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# Phygital Cooperation in Retrofitting Public Space (Co.R.Pu.S.)

## Community Reclaiming of the City Through the Lens of Participation and Circularity

Circular Urban Economies (CUE) hold potential to tackle the degradation of urban space in the periphery of cities. The project Co.R.Pu.S. will investigate alternative processes for retrofitting public spaces in neighbourhoods, with the involvement of local stakeholders and citizens and the support of digital civic technologies. Actions planned include the design of semi-permanent urban equipment through participatory processes, upcycling techniques, and the development of digitally-enabled systems (civic blockchain) to promote circularity of materials, services, and goods. Using two Urban Living Labs (ULLs) in Egaleo (Greece) and Turin (Italy), the project will provide insights on how to form a phygital model of cross-sectoral cooperation to address the degradation of urban space and promote socio-economic development.

**Project coordinator**
Universita Degli Studi di Torino

**Project partners**
Anoixto Ergastirio Athinas Astiki mi Kerdoskopiki Etaireia, Technische Universiteit Delft

**Cooperation partners**
Circoscrizione IV della Città di Torino, Dimos Egaleo, FBW Urbanists - Architects

**Participating countries**
Greece, Italy, Netherlands

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# TransScale

## Scale-Up and Scale-Out Sharing Capacity for Sustainable Urban Transformation

Cities face numerous challenges amplified by the scarcity of resources, which can be improved by sharing energy, space, mobility, and information. In some urban communities or neighbourhoods, sharing has proven pivotal to solving some of these challenges. TransScale will develop capacities and study the roles of different stakeholders in scaling up and scaling out urban circular and sharing economy initiatives while both slowing down, narrowing or closing material loops in urban areas and providing socio-economic services. As a result, the TransScale project will support European cities in implementing NbS that consider wider impacts on communities and ecosystems.

**Project coordinator**
Banku Augstskola

**Project partners**
Aalborg universitet, Asker Kommune,Nordisk institutt for Studier av innovasjon, forskning og utdanning, Sabiedriba ar Ierobezotu Atbildibu Artsmart, Uniwersytet Im. Adama Mickiewicza W Poznaniu

**Cooperation partners**
City of Copenhagen, Natuur en Milieufederatie Groningen, Po-Dzielnia, Poznan City Hall, Repair Cafe Danmark, Rigas Dome, Stowarzyszenie Jadłodzielnia Foodsharing Polska

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# Nature-Based Solutions (NBS)

**Climate change-related weather events in cities could be addressed by implementing nature-based solutions combining climate change adaptation and mitigation strategies with efforts to protect, manage, and restore urban ecosystems. Yet, these solutions must have political, financial, and public support to safeguard the use and reuse of blue-green resources in cities.**

**New planning and urban design processes can facilitate the implementation of multifunctional greening solutions to urban communities of varying size, density and location as well as promoting inclusive public spaces.**

# GREEN-INC

## Growing Effective & Equitable Nature-based Solutions through Inclusive Climate Actions

Nature-based Solutions (NbS) provide multiple benefits for urban residents, including mitigating climate risks. Yet, NbS do not contribute by default to a socially inclusive, economically vibrant and ecologically resilient society. GREEN-INC will perform a systematic evaluation of Inclusive Climate Actions (ICAs) in Amsterdam, Bucharest, Brussels, Skellefteå, and Turin. ICAs tackle climate change and inequalities simultaneously, contributing to more effective and equitable NbS. Through a comparative study and five living labs, GREEN-INC will identify institutional conditions and design principles under which ICAs can flourish. They will support European cities with implementing NbS that consider broader outcomes on communities and ecosystems.

**Project coordinator**
Universiteit van Amsterdam

**Project partners**
Asociatia Informart, Etats Generaux de L Eau A Bruxelles, Lulea Tekniska Universitet, Politecnico di Torino, Universitatea Din Bucuresti, Universite Libre de Bruxelles, Vrije Universiteit Brussel

**Cooperation partners**
Comune di Torino, Skellefteå Kommun, Stichting Waternet

**Participating countries**
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# GreenStorm

## Design and Deployment of Stormwater Nature-Based Solutions (NBSsw) for a Resilient and Livable City

Improving the design of nature-based solutions to manage stormwater (NBSsw) can play a pivotal role in climate adaptation, resilience of urban vegetation, and enhanced social benefits in cities. The GreenStorm project is set to assess, based on coupled monitoring/modelling, how NBSsw structures perform in a wide range of European climates, as well as in climate extremes such as high intensity rainfall and drought. A real case study in Copenhagen will illustrate NBSsw implementation in a community-engaged approach. To identify drivers for NBSsw upscaling, the project will also rely on feedback from Paris, Athens, Genoa and Östersund. The five partner countries will explore the potential for widespread implementation of NBSsw at urban catchment scale and model its benefits.

**Project coordinator**
Ecole Nationale des Ponts et Chaussees

**Project partners**
Athens Anaplassis S.A., Centre d Etudes et d Expertise Sur les Risques l Environnement la Mobilite et l Amenagement, Geoponiko Panepistimion Athinon, Københavns Kommune, Københavns universitet, Koordinat, Luleå tekniska universitet, Östersunds kommun, Universita Degli Studi di Genova, Universite Gustave Eiffel

**Cooperation partners**
Comune di Genova, Departement de La Seine-Saint-Denis, Östersunds kommun, Ville de Paris

**Participating countries**
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# IntegrateNbS

## Fulfilling the Transformative Potential of Nature-Based Solutions: From Fragmentation to Integration

Nature-based Solutions (NbS) have the potential to address urban challenges in economically viable and socially equitable ways. However, there are constraints to their optimal implementation, such as rigid governance structures, high costs, land use conflicts and social exclusion. To address these constraints, IntegrateNbS will co-create and test an 'integrative lab' methodology in six cities in Norway, Poland, Spain and Sweden, which integrates multiple challenges, types of actors, and social dimensions of change. Along with a "train the trainer" module, the integrative methodology will be shared widely to facilitate uptake across Europe and increase the ripple effects of the project.

**Project coordinator**
Stiftinga Vestlandsforsking

**Project partners**
Asociacion BC3 Basque Centre for Climate Change – Klima Aldaketa Ikergai, Lunds universitet, Nordregio, Szkola Glowna Gospodarstwa Wiejskiego

**Cooperation partners**
Ayuntamiento de Bilbao, Confederacion Hidrografica del Ebro, Miasto Minsk Mazowiecki, Sogndal Kommune

**Participating countries**
Norway, Poland, Spain, Sweden

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# Naturo

## Engagement of Marginalised Groups in NBS Planning and Management via Long-Term Mosaic Governance

In urban areas across Europe, unequal access to nature-based solutions (NbS) is a challenge for urban planning. The NATURO project will explore how mosaic governance has the potential to repurpose existing urban NbS in Micro Urban Living Labs and improve the quality of life of marginalised groups. Urban Living Labs are small-scale, local, co-development interventions. NATURO aims to develop a strategic framework for capacity building and stakeholder empowerment. Building on three research projects, NATURO will address the need for political, financial and public support for NbS and make access to NbS more inclusive.

**Project coordinator**
Swedish University of Agricultural Sciences

**Project partners**
Living Cities Stockholm, The European Urban Knowledge Network (EUKN), Tyresö Kommun, Urbanisticni Institut Republike Slovenije Javni Zavod, Wageningen University

**Cooperation partners**
Gemeente 'S-Hertogenbosch, Mestna Obcina Velenje, Tyresö Kommun

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Netherlands, Slovenia, Sweden

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# Urban Food Systems

**Urban food systems face challenges such as a lack of connection of inhabitants to agricultural production, fast and processed food cultures, and increasingly complex supply chains. New solutions are needed on all aspects of the supply chain, such as production, packaging, distribution, retail and consumption, to organic waste and the circularisation of such waste. To address these challenges, cities shall transition towards low-impact and regenerative urban food systems.**

**The development of long-term sustainable urban food systems can make circularity, resource use, and equal distribution of benefits a reality in cities.**

# FEED4FOOD

## Vulnerable Communities Driving Innovation and Governance for Sustainable Food Systems in European Cities

The shocks to supply chains caused by Covid and the war in Ukraine have highlighted the need for innovative approaches to ensure food security for all. The FEED4FOOD project focuses on unlocking the potential of urban agriculture for local economic development, waste recovery and food security. By promoting a shift in our food systems in four Urban Agriculture Living Labs (LLs) in Strovolos (Cyprus), Drama (Greece), Bucharest (Romania), and Gdansk (Poland), the project will demonstrate how sustainable urban agriculture can empower and include vulnerable groups. It will also pave the way for low-impact and regenerative urban food systems that provide food for all residents, especially low-income consumers.

**Project coordinator**
Amsterdam Centre for World Food Studies

**Project partners**
Area, Aquablend Polska, Democritus University of Thrace, Fundacja Twoja Rola, Kes Research Centre, Ladies Union of Drama, Strovolos Municipality, University of Agriculture Krakow, University of Bucharest, V.L. Sustainability Metrics Cyprus

**Participating countries**
Greece, Italy, Netherlands, Poland, Romania, Spain, Cyprus

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# SURFIT

## Scaling Urban Regenerative Food Systems In Transition

One of the key challenges for sustainable urban food systems is to shorten the food supply chain between food producers and consumers. Sustainable food networks (SFNs) attempt to achieve this but struggle to scale up due to their often isolated and marginal position. The SURFIT project will bring together SFNs, local policy makers and a multidisciplinary group of researchers from four medium-sized cities (Trento, Krakow, Lund and Maastricht) to explore the scaling up of urban regenerative food networks. Drawing on the research findings of the Urban Food Labs, the project will provide design principles to reflexively guide the development and scaling up of SFNs.

**Project coordinator**
Universiteit Maastricht

**Project partners**
Comune di Trento, Lunds Universitet, Stiftelsen Varldsnaturfonden WWF, Sveriges Lantbruksuniversitet, Universita Degli Studi di Trento, Uniwersytet Jagiellonski

**Cooperation partners**
Altroconsumo, Associazione CSA Naturalmente In Trentino, Associazione Trentinosolidale Odv, Club per l'UNESCO di Trento Cooperatie Gedeelde Weelde B.A. Farmacie Comunali s.p.a. Fundacja Targ Pietruszkowy Gemeente Maastricht Gmina Miejska Kraków, Zarzad Zieleni Miejskiej w Krakowie LimBio LOCOtuinen de Oogst C.V. Malmö Food Council Skanes Livsmedelsakademi, Slow Food Trentino Alto Adige-Suftirol Sweden Foodtech AB Voedsel.Coop

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The Projects Catalogue presents an overview of the 48 research and innovation projects funded through the first Call of the Driving Urban Transitions (DUT) Partnership, launched in 2022.

**More information**
www.dutpartnership.eu

DUT Driving Urban Transitions

EUROPEAN PARTNERSHIP

Co-funded by the European Union