

# Conflicted streets

NAVIGATING CONFLICTS OVER STREETS AND URBAN SPACE IN THE TRANSITION TO THE 15mC

## 15mC – important but vague, complex, and increasingly contested

- The 15mC can facilitate a transition to climate neutral cities but it is a vague and complex planning concept
- Realizing the potential of the 15mC concept to bring about change, involves potential conflicts between stakeholders representing different interests and perspectives

## Streetscape transformation is key

The 15mC concept highlight conflicts between:

- Spaces of mobility (enabling local and regional mobility, but also including space currently used for parked vehicles)
- Spaces of place (emphasising urban qualities that make people want to live in such places)
- Conflict over streetscape transformation - a key issue that has to be addressed in planning for the 15mC



A protester in Oxford, where councillors have received death threats over proposals for 15-minute neighbourhoods. Photograph: Martin Pope/SOPA Images/REX/Shutterstock



Protests against bike lanes in Oslo Photograph: Erik Holland Haukebo



Protests against bike lanes in Minneapolis Photograph: Reddit

## Conflicts over the role of the car is in focus – but also broader ideological conflicts

- The 15mC increasingly politicized
- Example from the UK – the 15mC called a “relentless attack’ on motorists who ‘depend on their cars to get to work, take their kids to school, do their shopping, see the doctor’” Rishi Sunak, Prime minister UK, (the Guardian, Oct 7th, 2023)

## The goals of Conflicted streets

- Learn and build knowledge on planning practices and processes acknowledging the political and contested nature of streetscape transformations
- Build and disseminate knowledge about what generates conflicts in plans for the 15mC, and develop guidance on how to deal with such conflicts

## How will we achieve the goals?

- Mapping and analyzing conflicts and planning approaches in streetscape transformation processes
- Running and testing public participation processes in pilots on redesigning 15mC streets - city partners in Bielefeld (DE), Brasov (RO), Bodrum (TR)
- Evaluation of the results of redesign pilots
- Synthesizing and disseminating lessons for policy and planning



Example of streetscape transformation in Amsterdam – On street parking Photograph: Fredrik Pettersson-Löfstedt



Example of streetscape transformation in Amsterdam – On street parking removed Photograph: Fredrik Pettersson-Löfstedt



Example of streetscape transformation in Barcelona – urban highway transformation process 1997 - 2021 Photograph: Ajuntament de Barcelona

