

The background image shows a vibrant outdoor cafe scene. In the foreground, several people are seated at small, round, black metal tables with green metal chairs on a cobblestone-paved terrace. A chalkboard sign in the lower left corner lists 'Fry Willy', 'Fish & Chips', 'Shellfish', and 'Salads'. In the background, more people are visible inside the cafe, and a neon sign for 'Crystal Alken' is hanging. The entire scene is framed by lush green foliage and vines hanging over the terrace.

Preparation of the European Partnership

DRIVING URBAN TRANSITIONS

Report on the AGORA Strategic Dialogues

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September 2020

www.jpi-urbaneurope.eu



CONTENT

EDITORIAL	5
1 INTRODUCTION	7
1.1 AGORA – JPI Urban Europe’s Stakeholder Involvement Platform	7
1.2 The AGORA Strategic Dialogue Virtual Dialogue during a pandemic	7
1.3 Aims of the AGORA Virtual Dialogue	7
2 THE BIG LEAP FORWARD IN URBAN TRANSITIONS	8
3 THEMATIC PRIORITIES AND KEY ISSUES	10
3.1 Urban energy transitions through Positive Energy Districts	10
3.2 Urban mobility transitions through accessibility and connectivity	11
3.3 Urban circular economies through sustainable urbanization	12
4 CROSS-CUTTING ISSUES TOWARDS INTEGRATED APPROACHES	14
4.1 Commonalities across the pillars	14
4.2 Priorities for integrated approaches	14
5 PORTFOLIO IMPLEMENTATION MEASURES	16
5.1 15 minutes city	16
5.2 From Universal Design Principles to Local Action and back to Global Learning	16
5.3 Public engagement and shared value creation	17
5.4 Supporting Sustainable Suburbanity	17
5.5 Pioneering Municipalities	18
5.6 Urban Living Labs and local experiments are key to large scale change	18
5.7 Beyond governance as usual	18
5.8 Digital platforms for public participation	19
5.9 Create space for unlikely collaborations	19

6 APPENDIX I: STATISTICS	20
7 APPENDIX II: CONCEPT AND METHODOLOGY OF THE INTERACTIVE WORKSHOP	23
7.1 Team	23
7.2 Preparation Participants & Table Hosts	25
7.3 Online Tools	26
7.4 Learnings	26

EDITORIAL

Initially planned to take place in the beginning of May in Innsbruck, Austria, linked to Congress of European Municipalities and Regions 2020 conference, the JPI Urban Europe AGORA Strategic Dialogue had to be shifted to an online format due to COVID-19 pandemic. However, the co-design workshop was not cancelled but transferred into an online format. This report summarised the background of the AGORA Strategic Dialogues organised in May 2020 and the main results of the two online workshops which are used to continuously develop the concept of the Driving Urban Transitions Partnership.



INTRODUCTION

1.1 AGORA – JPI URBAN EUROPE'S STAKEHOLDER INVOLVEMENT PLATFORM

AGORA is JPI Urban Europe's informal stakeholder network and has been inaugurated in 2016 in the legacy of the FP7 funded SEiSMiC project. AGORA aims at creating a space for multi-stakeholder exchange, discussions and co-creation. It provides an inclusive environment for urban actors with diverse backgrounds (researchers, practitioners, public administrators, entrepreneurs, social innovators, etc.) to discuss current themes and priorities and identifying the most pressing urban challenges of today and the future. AGORA serves as a place for exchange of knowledges and experiences and to generate strategic input generated by various communities working with / on urban transition pathways in co-creative processes. This input is taken up by JPI Urban Europe for its strategic orientation, joint calls, design of implementation measures etc.

The concept of AGORA is anticipating different requirements and opportunities of various stakeholder groups and communities. For that reasons the formats used vary:

- **AGORA Strategic Dialogues:** *discussing issues of urban transitions broadly with around 100 participants*
- **AGORA Thematic Dialogues:** *focusing on specific urban issues and topics; bringing together 40-50 participants*
- **AGORA Sessions:** *Shorter, co-hosted sessions at conferences*

The flexible concept of AGORA provides the possibility for interested stakeholders to join events with tailored formats and aims, considering the plurality and diversity of interests, opportunities, logics, experiences and knowledge(s).

1.2 THE AGORA STRATEGIC DIALOGUE VIRTUAL DIALOGUE DURING A PANDEMIC

The initial plan to organise the AGORA Strategic Dialogue in the alpine city of Innsbruck, Austria back to back to the Congress of European Municipalities and Regions on 5-6 May 2020, was disrupted by the first wave of COVID-19 outbreaks throughout Europe. While during the first weeks of the pandemic, many conferences and workshops were cancelled, JPI Urban Europe decided to move the workshop design into an online format. During these weeks of lock-downs and home office, the organisation of workshops with breakout rooms which

allow for exchange and co-creation on flip-chart-mimicking platforms was not the norm and required quick building of capacities on how to organise and run interactive online workshops. Together with the support of the Centre for Facilitation (<https://www.centreforfacilitation.co.uk>), the initial programme was translated into a two-day workshop.

The advantage of organising an event online is that urban actors from around the world and those who would otherwise not be able to participate in a physical event can join easily in a travel free environment. Planned as a workshop for 40 participants, the registration had to be closed only days after the announcement due to a very high interest. To accommodate as many urban actors as possible in the discussions, a second edition of the first online AGORA Strategic Dialogue was organised on 18-19 May 2020.

1.3 AIMS OF THE AGORA VIRTUAL DIALOGUE

The AGORA Dialogue offered a space to discuss and co-design key elements for a long-term research and innovation programme, the Driving Urban Transitions Partnership. This entailed the discussion of the most pressing dilemmas and integrated development issues in the priority areas of urban energy transitions, circular economies and sustainable urban mobility. Additionally, the workshop addressed the required implementation measure to take a big leap forward in the transitions of urban areas.

In the months before the AGORA Dialogue, JPI Urban Europe invited urban actors to participate in a public consultation. The over 300 responses to this consultation were synthesized and brought into the AGORA Dialogue. The goal of the workshop was to consolidate the results of the consultation with a multidisciplinary group of urban actors. Therefore, the AGORA Dialogue aimed at designing a programme for research, innovation and action based on concrete “real”-life contexts and situations.

THE BIG LEAP FORWARD IN URBAN TRANSITIONS

It is beyond doubt that urban transitions and transformation to sustainable and liveable futures require quite extensive measures and approaches. Hence, the AGORA put the question to stakeholders what they perceive this big leap to be about.

THE BIG LEAP IS FOR EVERYONE

The big leap forward needs to embrace everyone, create a sense of belonging instead of techno-bureaucracy and build upon a critical mass of good practices assessed by their doability and solutions that tackle wicked issues and harmful consequences due to a lack of integrated perspectives. There would be no more talks about unsustainable ways of living, more connectedness would be created among communities. To achieve the big leap, we must get people, business and governments out of their comfort zones. The big leap will go against well-established interests of some and create resistance. It requires shared visions and, to a large extent, putting shared values at the core of actions. While “best practises” may guide these efforts, it seems more important to foster ways to face the unexpected – in other words, shape capacities to govern and approach complexity, uncertainty, and dilemmas. The question ‘why?’ will have to be primary to ‘what?’. In this sense, then, the big leap is one that spans the commonality between the three pillars in the DUT proposal (see section below) and it is about the challenge to move from words (rhetoric and aspiration) to concrete action – and not simply to translate words into things but (as is very well reflected in the section now) how to do it well and actually learn from previous implementation approaches. This is a big challenge in urban transformations and it also opens for what we can learn from Covid-19 effects.

INTEGRATED APPROACHES: IMPLEMENTING THE “WHY”

Integrated approaches, across sectors and silos, should facilitate the big leap. The distance between theory and practice must be reduced and the question “how?” must be stronger than “what?”. New perspectives on nature allows us to rethink the human-environment relationship. Greening approaches must be comprehensive, affect all areas of (urban) life and go together with localisation (e.g. considering food production). Digitalisation and participatory decision-making fosters greater community engagement – an engagement that needs to be recognised for its value creation in urban areas and hence supported in concrete terms. Small scale projects can have large scale effects. To foster this, it is important to focus on the “why” behind the goal and not just the goal in itself. This may then support the kinds of projects and value-driven activities that cannot be measured with existing evaluation tools.

MOBILISING (SYSTEMS) FOR THE BIG LEAP

Take care in the approach to step up the game. It will take several steps and phases towards the big leap. While the importance of citizens’ actions and grassroot efforts is undoubted, the role of politics to raise wider awareness, create new framework conditions for economy and society and promote achievements is key. Transparency of decision making is essential as well as openness for all groups of society to engage in or-



der to ensure legitimacy. Partnerships across actors and brokers might support citizens and publics in their efforts. The question remains how the majority of people can be mobilised for the big leap as voluntary efforts of individuals are not enough. The importance and possibilities of transformation could be taken up in movies, bars and churches to spread the word and reach different communities. What is crucial here is not to rely only on ecological modernisation or on pioneering individuals/champions. Not to rely only on merely rational motivations (e.g. by financial incentives) either. In order to create the needed critical mass for the leap, there needs to be a (continued) cultivation of mindsets (not just of 'laypeople' but in all kinds of communities, including engineers, experts, policy makers, bureaucrats, business management, etc.), diverging in terms of how but aligned in terms of where to go. The role of pilots and testbeds is highlighted as such experiences could influence procedures in city administration. However, such experiences must be translated in new daily business to be effective on the longer-term and result in a change of the economic model. As mentioned in the previous paragraph, this too can be a matter of establishing a shared vision – a shared leap, a shared adventure, and not talk about what will be taken away from the system, but what is to be gained. It is a leap towards rather than step away from something.

THEMATIC PRIORITIES AND KEY ISSUES

For the DUT partnership, three pillars are proposed which address key areas for urban transformation. These pillars and their key issues are reflected with the participants to consolidate input received through the consultation and draw first conclusions towards the further prioritisation of issues for each pillar.

3.1 URBAN ENERGY TRANSITIONS THROUGH POSITIVE ENERGY DISTRICTS

Energy transitions need to be part of comprehensive climate and sustainability actions

Climate actions need to become a cross-cutting topic of urban policies, including ambitions towards energy transitions. Activities should be based on nature-based solutions and aim at climate neutrality and overall sustainability. Sustainable land use needs to focus on social and environmental goals, rather than purely economic goals. In that sense, integrated urban development, alignment of policies and regulations and nexus with food, water and mobility management are key aspects.

Energy safety through decentralization

Securing energy supply is key for our societies and for urban robustness. Decentralisation, localisation and deduction of autonomy may serve as strategies towards energy security, including local energy production (RES), storage and transforming consumers into prosumers.

Circularity as a guiding principle

Re-use, trade and recycling of energy, integrated into circular economy models, may contribute to sustainable energy strategies. Furthermore, climate and energy actions should build on existing structures and infrastructures by combining and re-thinking the use of existing resources (software & hardware).

Focus on Functional Urban Areas

Ambitious climate and energy actions need to consider the wider urban context and include interactions between core cities and peri-urban areas.

Learning by doing

Climate and energy measures must come into immediate

action. By using formats such as urban living labs, room for experiments and learning can be shaped and conclusions for mainstreaming activities can be made. (Local) Energy Communities with their experiences as bottom-up initiatives should actively be involved in strategies. Continuous monitoring and evaluation are key. It might be useful to pay special attention to innovative activities in geographical areas with a high level of eco-degradation.

Public spaces: democratic and inclusive adaption to energy targets

While integrating aspects of the energy transition into the design of public spaces, democratic participation and intense communication must be ensured to maintain/reclaim pluralism and inclusiveness of public spaces, displaying diversity of values and lifestyles.

Governance and ownership structures are key aspects for process design

The issue of ownership structures – public vs. private – is key for successful implementation strategies. Addressing complex ownership structures in planning and implementation processes through active involvement of owners from early planning stages needs particular attention. With regard to this, the development of new and applied business models is a crucial factor for PED development.

Solid understanding of behavioural aspects is key

As basis for any energy actions – esp. regarding energy efficiency strategies – a solid understanding of people's behaviour is an imperative. Without that understanding, any implementation will fail. Among recent studies on behavioural aspects, the H2020 project ENABLE.EU provides valuable findings on energy behaviour.

Digitalisation supports energy transition targets, but needs to be citizen-centred.

There is no doubt that digitalisation will facilitate actions towards the energy transition by providing multi-vector energy optimisation, tools for evaluation and monitoring and algorithms ensuring constant optimisation of energy use and production. At the same time, cybersecurity is a key topic of energy transition and digitalisation; citizen science needs to be at the heart of digitalisation or it becomes an exclusive approach.

3.2 URBAN MOBILITY TRANSITIONS THROUGH ACCESSIBILITY AND CONNECTIVITY

Cities for people – put people and their needs at the centre of urban mobility planning

A human-centred approach to the use of public space and a rearrangement of priorities for urban mobility systems and planning are strongly called for by stakeholders. Attractive, accessible and affordable options for non-car based transport should be fostered. Awareness should be raised for car-free cities and neighbourhoods. This goes hand in hand with the call for a more flexible use of public spaces, in particular spaces nowadays used for car parking. Besides putting more emphasis on active modes or specific spatial restrictions for vehicles in cities or city centres, approaches to reduce the need for movement should be central in future mobility concepts.

Increase attractiveness of public transport

An excellent – secure, green and just – public transport network and system is seen as the basis for sustainable urban mobility. Financial mechanisms to provide free public transport would strengthen the case against private cars and support inclusiveness of urban mobility. Although multimodal transport systems are gradually developing, a more seamless approach is needed towards first/last mile transport and delivery as well as integrated services to improve acceptance and user friendliness.

Exploit the potential of automation and electrification of transport beyond individual cars

Digitalisation, automation and electrification of vehicles offers manifold opportunities for more sustainable mobility. Electric bikes and scooters can enhance mobility for many, unmanned mobile vehicles can create a prospective fully-electric delivery system integrated in the urban infrastructure, Internet of Things can help to optimise processes and deliveries. However, these technologies and opportunities need appropriate infrastructures and investments to become effective and they might end up exacerbating existing social inequalities. The potential and impacts of such new systems and solutions should therefore carefully be assessed and used to advance urban mobility beyond individual car ownership or traditional mobility concepts.

Good governance that ensures high quality mobility infrastructure for all

A shift from vertical to cross-silo approaches for decision making is suggested to better anticipate the potentials across

modes, of different mobility concepts and synergies with other sectors. Data and evidence based decision making is important to assess different scenarios and options. Political leadership is needed to overcome barriers for transformation and create visions for sustainable urban mobility. This should be supported by a more experimental approach to policy making to speed up the testing and validation of new measures.

Stakeholders also strongly advocate governance to address better public interests and mobility needs, focus on investments for the common good, to cover also the needs of people living in areas that are not profitable for private mobility actors and ensure equal access to high quality mobility infrastructures, systems and services.

Strengthen integrated planning and take advantage of new design principles

Mobility will be reframed as part of a new urban architecture which offers the chance to achieve a holistic planning approach. Sectoral (transport) and spatial (land use) planning must be better connected to foster active modes, take advantage of proximity, enhance accessibility and consider the links to green infrastructure, health, buildings, etc. Mobility planning should start from needs, not from solutions and take into account multiple functions of space to cater for different needs or different uses at different times.

In addition, there is a call for new universal design principles that provide guidelines for urban development and highlight the importance of participatory approaches. At the same time the potential conflicts of such universal design principles when applied for local cases are highlighted as each city or neighbourhood needs a localised, participatory approach reflecting local values and needs.

Use the Covid-19 pandemic to boost the transformation of urban mobility systems

The Covid-19 pandemic is challenging our urban mobility systems in new ways and has illustrated their vulnerability in new terms. While on the one hand a better accessibility of public spaces and use of streets was requested, active modes, in particular biking, received increased interest. This demonstrated the important social function of streets. First responses to the pandemic situation triggered new developments that were refused before. Issues related to high density in public transport and a shift towards home office create new conditions for future mobility systems. The further potential of digital options should be exploited. The crisis can be used as a trigger for innovative ideas to reduce mobility needs and create sustainable urban mobility.

Create robust mobility systems embedded in complex urban ecosystems

To achieve robustness of urban mobility infrastructure and services, not only environmental aspects must be considered but also health (see comments on Covid-19 pandemic), security,

social coherence, etc. However, the interface between mobility and green spaces requires particular attention in planning and design and the consideration of the complexity of urban ecosystems.

Scale-up business from niche innovations to mainstream

The transformation of urban mobility systems creates new business demands and potentials. A level playing field for businesses is requested to enter the urban mobility market and create sustainable business opportunities. Taking advantage of new technological options, strong contributions to a shared economy are possible and should be fostered. Based on the efforts of recent years, the transition from niche innovation into mainstream is needed to fully exploit the potentials.

3.3 URBAN CIRCULAR ECONOMIES THROUGH SUSTAINABLE URBANIZATION

Decoupling economic growth from resource consumption

Urban robustness can be strengthened by decoupling economic growth from linear models of resource consumption. In urban areas, new circular value chains are required which start at the product design and reach beyond the use of the materials after the consumption / life cycle. With the help of digitalization and social inclusion, the production of non-reusables should be eliminated. Circular economy needs to be the default, not the exception: in policy, public space renovations, direct investments, NGO support.

Urban Agriculture (UA) for robust, sustainable and liveable urban areas

UA has an important role to play for green blue infrastructures in cities, public well-being and local food provision. Rethinking urban areas as places for food production on a larger scale is required. Large scale food production takes place in global competition which bring about significant challenges to produce efficiently and on a large scale in urban areas. Facilitating UA on larger scale, a close relationship and a rethinking of strict delineation between built and natural is required. On a smaller scale, local urban agriculture and urban gardens show significant social benefits which asks for more opportunities for people living and using urban areas to grow their own food. Additionally, local food production can increase the robustness of urban areas against shocks, such a pandemic, by reducing long supply chains and international logistics.

The side products of UA, biodegradable waste, should be used for energy production: gas generation and fertilizer from waste. This can take place from a very local, individual scale where the energy (gas) is used for individual households, but also on a larger scale of a building, neighbourhoods etc.

Different demographics and social groups have different needs for green/blue infrastructures in public spaces

Green and green-blue infrastructures provide important services for people living in urban areas, especially in neighbourhoods with a high population density. However, the demands

and needs are different depending on socio-demographic and socio-cultural backgrounds. Balancing interests and creating spaces which fulfil the requirements and needs while being accessible, safe and welcoming to all groups are essential for creating liveable and sustainable urban areas. Inclusive Green-Blue infrastructures and public spaces can provide additional nature based solutions / services which benefit the overall city / neighbourhood. The links between social, environmental and infrastructural aspects need to be better understood. DIY Urbanism can support the empowerment and participation of the publics.

Circularity as part of the spatial transition

Creating new localities of business in neighbourhoods can significantly contribute to achieving the 15 minute city. Businesses of circular economy contribute to establish manufacturing and production jobs to urban areas and thus, might reduce the need for long commutes of the work force.

Preparing the building stock to support the 15 min city

Making 15 minute cities a reality requires efforts to adapt the existing building stock. Flexible uses of buildings and public spaces will allow to react quickly to changing (economic) circumstances, requirements and needs. For providing all services in the area of a neighbourhood, the adaptability of the building stock has a significant role to play.

Neighbourhoods to increase the visibility of cause and effect

The scale of the neighbourhood is appropriate to create awareness for climate change in society and trigger behaviour change to decrease CO₂ emissions. Urban public spaces should provide educational features including nature-based solutions to generate public awareness of cause and effect. In many cities, waterways have been covered and “hid” under streets. Uncovering these waterways and use them in urban design (of public spaces) would be one measure to enhance the quality of urban space. Public spaces should be designed with circularity in mind following radical biophilic design principles that promote conviviality. Temporary uses might be a tool for long term changes in the built environment.

Digitalization offer opportunities for circularity and nature-based

Digitalization offers the opportunity to link between supply and demand for recycling and reuse of resources. For example, 3D printing allows to make use of recycled products, such as wood and create a new purpose and use. Linking material sciences and social innovation in an urban context can create benefits for urban areas in Europe and beyond.

Radically rethinking public spaces with nature based solutions (NBS)

Nature based solutions help adapting to climate change and mitigating the effects in urban areas. Public spaces should be radically adapted to these needs. However, the business case behind NBS, measuring the impact and predicting how it will



contribute to sustainability are often hard to make. There is a lack of expertise and businesses in these areas.

Integrated urban development and human-centred approaches

Urban governance: instead of organising in silos: work across silos (don't "break" them- in some ways their needed for organisational goals). Another way is to work in geographical distinctions rather than administrative to be able to capture all aspects of a project's possible effects/impact on its environment.

Meaning: just because an issue "belongs on the economic department's table", it does not mean that it will only impact the economy of a certain neighbourhood. It might also influence other areas of (the everyday urban) life. Here, participants also highlighted the human-centred approach: "City planning is about enhancing the abilities of the citizens". On this note, participants from Africa highlighted the importance of a sense of stewardship to for example circular economy projects, that helps make projects more long term. Informality is an important factor In Africa but forgotten about in European urbanity.

Motivations and incentives to transition

We need to ensure motivations and incentives for city admin to work with innovation on these matters. Enable the mandate for

local authorities to be transformative! This requires a general understanding and acceptance of learning from failures- and the added values in processes that do not necessarily end up with successful outputs in the way they were thought of. In practice, for majority of local administration, it comes down to operational day to day struggles and limited resources.

Circular economy policies hold added values in their processes

of coming about: not just the "product" that a certain process ends up with. For example, various transitions on a local scale enables community interactions and localizing global production chains in ways that has positive impact on social sustainability. Elements of circular economy that involves fixing (products), creating etc. has an individual sense of "meaningfulness" to them that certain people seek today (links to mental wellbeing).

Other issues mentioned:

- Biodiversity
- Water provision and quality
- Air quality
- Social exclusion

CROSS-CUTTING ISSUES TOWARDS INTEGRATED APPROACHES

While the specific priorities and needs to realise the transitions in the areas of energy, mobility and circularity-greening define the key elements of the DUT partnership programme, their interconnectedness and commonalities are likewise important to support integrated urban development. The following summarizes the participants' views on these commonalities and key issues towards integrated approaches.

4.1 COMMONALITIES ACROSS THE PILLARS

- Overall, there is a call for empowerment beyond participation. Multi-stakeholder approaches for policy making need to provide the framework and capacities to enable the representations of interest in co-creative practices. Relationships and partnerships between urban actors – organisations and individuals – are needed to achieve the objectives. This includes the involvement of 'unusual suspects' and engagement of citizens in times of crisis. All pillars have a strong focus on people and participatory processes for addressing the issues.
- The three pillars rely on human-centred design rather than techno-bureaucratic impositions.
- Aspects of circularity, new economies and nature-based solutions are cross-cutting and should be considered well in all pillars.
- The human factor in terms of behaviour, acceptance, empowerment, trust, belonging or inclusion are essential for any transformation. This requires also innovative forms of communication and a diversified set of channels to reach out to different stakeholder groups.
- All pillars require multidisciplinary knowledge and collaboration.
- Concepts of circular economy and green infrastructures are to be integrated with other urban challenges to reflect the urban complexity and dilemmas around the topics.
- Aspects of effective and adaptive governance must be considered across the pillars. This relates, among others, to the availability and management of data as well as the consideration of residents/inhabitants' needs. Models for experimentation and co-design can be applied in all three pillars.
- Across the three pillars, different approaches to space and

- land use are applied and required, including their social and environmental value and function. The partnership therefore should recognize the different identities in relation to space.
- As the pillars are strongly connected and often face the same barriers or can take advantage of similar solutions, they should be addressed together. This also relates to dealing with competing interests and need for prioritization and negotiation between those interests.
- For realising the transitions, power relations and politics must be taking into account.
- Social inclusion must be addressed across all pillars.
- All pillars address resilience, esp. connected with the climate crisis (but also e.g. Covid-19 and the biodiversity crisis)
- Development of feasible business models are a prerequisite for successful development of all pillars.
- Adapt global ideas to local solutions.
- All pillars face the challenge of mainstreaming and the need to overcome niche positions.
- A critical mass is needed to achieve change – from people/users to innovators to decision makers. The need for a transformational changes in lifestyle choices and behaviour is common across the three pillars.
- The SECAP concept more or less integrates the three pillars
- A commonality between the pillars is the problems of moving from rhetoric and aspirations to concrete actions.

4.2 PRIORITIES FOR INTEGRATED APPROACHES

- Support networking, knowledge sharing across and co-creative socio-environmental innovation. With regard to multi-stakeholder involvement and multi-level governance such science-policy-society cooperation benefitting from



different practises and perspectives are of importance and should be institutionalised.

- Investigate and consider the feedback loops among the three dimensions of sustainability as well as the inter-connections of decisions across the sectors and pillars
- Demand the consideration of more than one pillar in projects to address interlinkages between themes
- Make integrated approach a norm by developing a common language, overcoming silo structures and thinking, longer planning and financing cycles and creating shared responsibilities.
- Exploit potentials of scaling up technologies and urban experiments
- Reduce inefficient demand for energy/mobility/green through optimization and avoiding redundancy
- Remember the system perspective from districts as part of the city, to cities as part of the region, etc. and consider the nexus with the rural by addressing functional urban areas
- A nuanced understanding of the relationship between different infrastructure systems

- Initiate political support to change regulations and legislation for sustainable development and long-term transitions pathways
- Tax and finance schemes that initiate processes towards sustainable development
- Ensure inclusiveness of urban transitions so everyone can participate in the process. This includes also those who feel alienated and feel threatened by transformations
- Establish public data and knowledge infrastructure in the domains and ensure that climate and biodiversity data is integrated in city planning on all levels
- Overall democratisation is needed: make politics shaping (urban) transition/transformation policies and processes visible to allow constructive discussions and just/fair decisions
- A stronger transnational level is needed: EU governance over states' laws/regulations
- Reduce complexity through smaller units (neighbourhoods etc.)
- Retrofitting and revitalisation should be high priority and needs integrated strategies

PORTFOLIO IMPLEMENTATION MEASURES

According to the issues discussed, the participants were invited to post ideas to achieve the big leap and realise urban transformations. These ideas were further elaborated in smaller teams and are summarized in the following chapters.

5.1 15 MINUTES CITY

Proposed idea: Focus on integrated urban regeneration processes in terms of mobility, public space, housing, energy, management and governance that will allow the existing fabric to be transformed into a more human, high urbanity, resilient and sustainable dimension.

To achieve this aim, the following needs for action have been identified:

- Ensure social inclusion and prevent gentrification by providing high quality standard of public space (including green areas) for the whole city and creating a sense of community and belonging. Incentives are needed to support and activate stakeholders towards such new developments and local action groups should be engaged. Cities should be encouraged to experiment with such new approaches
- Extend the “superblock” model beyond mobility and liveability of the public space and include also energy (prosumers) and other dimensions (resources, water cycle, access to nature, etc.). This requires capacity building and support for cities. Pilot projects and knowledge sharing across countries are suggested to support replication and mainstreaming.
- Provide a portfolio of measures to mobilise urban actors and disseminate good practice. Such measures can include research, networking, city twinning, workshops, conferences, exchange visits, international partnerships, cross continental engagements.
- Establish competitive public transport that connects the whole city whilst at the same time discourages private car use (also electric ones). This must go hand in hand with educational measures to change mindsets and take people on board.
- Follow a comprehensive approach with asymmetric investment between most deprived areas (public funding) and those where public-private coordination works. To achieve

such transformation real estate, landowners, construction companies must be involved as well as capacities are needed in managing authorities at local level. Not only replications schemes are called for but also real common platforms for urban data. Transformation of organisational structures might help to take-up and realise new ideas

In this regard, the following aspects should be considered:

- Create models for 15 Minutes Cities that also work in big cities or metropolitan areas, that avoid gentrification and allow for alternative business models beyond concentration of business in commercial centres.
- Build upon cooperation between city administration and investors
- Include road infrastructure, major city hubs like universities or health facilities in the design and consider where to strategically locate such regional facilities within the wider metropolitan context
- Retrofit and improve flexibility of buildings and connect to energy transitions
- Ensure legal and political frameworks
- Improve diversity of neighbourhoods to avoid zoning and adapt planning regulations to allow for or accelerate developments towards 15 minutes cities.

5.2 FROM UNIVERSAL DESIGN PRINCIPLES' TO LOCAL ACTION AND BACK TO GLOBAL LEARNING

Proposed idea: Universal principles – local adaptation – knowledge and language translation

We need to adapt the (cliche) phrase “think global - act local” to the generation of new spaces (e.g. public spaces). There needs to be a universal framework that aims towards the integration of perspectives to ensure the quality of spaces, taking

at the same time into account the contextual particularities and local conditions, as well as identities.

In order to have a truly participatory process of urban policy making, there is a need to translate knowledge at different urban scales (from the citizen to the national level). This raises questions on what the role of the policy-research-practice interface is and how we capitalise on learning.

To achieve this aim, the following needs for action have been identified:

- As local and regional contexts and national frameworks matter, aggregate and moderate local knowledge to international policy and strengthen cooperation from small scale (local) to big scale (across Europe)
- Redesign the role of the planner, s/he needs to be an expert in participation and/or team up with communication experts that can reach out and mobilise stakeholders. In addition, a coordinating role across departments is needed as a broker or mediator between planning and doing.
- Use the SDGs as framework to deal with complexity and integrated approaches
- Establish mechanism to translate between different stakeholder groups and support target group specific communication (didactics!). People that combine different knowledge or work at and across boundaries of systems may help to connect the different levels and thus create leadership across all levels
- Educate and empower people and provide them with the tools and instruments to engage in urban planning. This allows to select the design principles relevant for the particular case and helps to create identity.
- Understand the gap between design process and implementation. There are different regional characteristics when it comes to participatory planning. While Europe in general applies very formalised processes, informal processes dominate in Latin America which allow to involve communities much easier.
- Bring local knowledge, insights and experiences to regional and global level

5.3 PUBLIC ENGAGEMENT AND SHARED VALUE CREATION

Proposed idea:

• Define the “Citizen” in participatory processes

We need to dig deeper into the notion of who are the citizens we consider as integral parts of participatory processes. If we more concisely define and break down the broad term “citizen”

that we usually use then we can maybe understand who is usually left out of the discussion and which perspective is not taken into account. Understanding the notion of “citizen” can be a precondition to investigating new channels of communication between local authorities, other stakeholders of urban development and urban residents.

• Shared Value Creation

Creating integrated platforms for knowledge transfer and knowledge exchange that open up access, rethink ownership and empower citizens and professional stakeholders as co-creators of urban solutions. Enabling us to go far beyond the historical roles and the social frames typically assigned to the participants of a process — partner, stakeholder, neighbour, tenant, consumer, owner, developer, and so on.

- Who do we engage? Who is the “citizen” we want to involve?
- Is “public engagement” a more appropriate term to cover the diversity of groups to be engaged?
- How do we create shared values across different co-creators and overcome historical roles? What processes need to be shaped to address diversity?

To achieve this aim, the following needs for action have been identified:

- Carefully define purpose of mobilisation and how it adds urban value/quality
- Test open innovation ecosystem models
- Develop a neighbourhood democratic tool kit
- Address and aim for defragmentation on all levels
- Promote activities adapted to different residents’ identities that at the same time aim to promote the common vision; organize values workshops with diverse audiences
- We need to acknowledge our own prejudices and build trust among groups of residents through activities and shared experiences
- We need to acknowledge that co-creation requires training and therefore systematically document and share what works and what does not, and why – stop fragmented, ad hoc “co-creation”; it will therefore be helpful to take advantage of an ongoing process to engage
- Give local actors motivation and goals they can relate to and something that matters to them. Give to local actor’s opportunities to share their work with the others (competitive or parallel actions avoiding – capacity building).
- Identify and address influencers of different (minority) groups (or should we avoid influencers?)
- Suggested stages: stages: 1. actors’ gathering, 2. interests’ synthesis, 3. integrated plan, 4. functional & sustainable relationships, 5. allocated benefits

¹Not to be confused with the UN Convention on the Rights of Persons with Disabilities (CRPD) sense of Universal Design Principles, i.e. ‘the design of products, environments, programmes and services to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. “Universal design” shall not exclude assistive devices for particular groups of persons with disabilities where this is needed.’ (<https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/article-2-definitions.html>)

5.4 SUPPORTING SUSTAINABLE SUBURBANITY

Proposed idea: The real challenge for sustainable mobility is in suburban and peri-urban areas, which is connected to functional, infrastructure and density issues. The proposal is therefore to focus on supporting programmes that seek to discourage private car use and create modal shift in suburban and peri-urban living environments while keeping them well connected to the core city. What activities/programmes need to be applied to support more sustainable suburban areas? How do we need to address peri-urban areas with connection to densely built-up neighbourhoods in the core city as Functional Urban Areas?

To achieve this aim, the following needs for action have been identified:

- We need to address equity issues in a wider urban context
- Further developing the concept of the 15 minutes city for suburban areas, similar to the concept of “islands” in Barcelona
- We need to provide hands-on solutions, e.g. demonstration of alternative mobility modes and with that showing that it works
- There is a need to reduce “forced” mobility; i.e. a better allocation of infrastructure and functions, which results in less need for travelling
- Further developing the concept of the polycentric city
- We need to think in radical alternatives, e.g. totally car-free city
- We shouldn’t forget society and culture by focusing on technology and built environment determinism
- We need to consider the re-distribution of public space from the beginning – think of what do we do with additional available space (that has been used for mobility purposes) – how do we give it back to the people?

5.5 PIONEERING MUNICIPALITIES

In many European programmes, public urban administrations of large urban areas are perceived as the front runners while smaller cities are often characterised as those who should learn from the experiences made in London, Barcelona, Vienna, etc. However, specific attention should be given to the medium and smaller urban areas which in many cases are frontrunners on addressing specific (local) issues with very innovative ideas but do not have the capacity (and ambition in many cases) to communicate their experiences and to share the local knowledge. These small giants can inspire others by facilitating knowledge exchanges and measures to link between very local and European level. Bridging between smaller municipalities and allowing them to exchange and cooperate is key to translate local knowledge into various urban contexts.

5.6 URBAN LIVING LABS AND LOCAL EXPERIMENTS ARE KEY TO LARGE SCALE CHANGE

Urban living labs and other urban experiments let people experience and co-create change. Therefore, they provide im-

portant education and capacity to develop transition pathways. However, the process behind experimental methods require careful planning to not fall into the ‘dilemma trap’: a situation where good intentions produce conflicts rather than addressing them.

Questions connected to this issues are:

- Who is the community addressed?
- Who benefits from the experiment / urban living lab?
- Who has the capacity to participate?
- How strong was the local community involved in the planning of the project?
- Is the conceptual foundation of the urban living lab strong enough for a long term implementation which allows for empowerment of those involved?
- Does the urban living lab establish a bridge between the project and local realities?

These questions and lines of thinking should be addressed in dedicated implementation measures:

- **Proposal evaluation:** *Is the urban living lab / project proposal strong enough to address these questions? Are enough resources planned to be spent on implementation the results of the urban living lab?*
- **Accompanying funds:** *Too often, results and tested local knowledge are not sufficiently used in practice due to a lack of follow up / accompanying funds. The implementation measures should be set up in ways which avoid and go beyond projectification.*
- **Small Scale Grants:** *Local communities’ innovative capacity provide an essential resource for urban transitions. Small scale grants can help to develop local ideas further and connect to likewise initiatives across Europe.*
- **Understanding of “innovation”:** *Innovation is context specific and requires sufficient translation into other contexts. Urban living labs can be used for the translation service. While too often “innovation” is too strongly connected to the development of novel approaches and products, for driving urban transitions on a local scale, the translation and (re-)contextualisation of knowledge should be perceived as the innovation, too.*
- **Learning, learning, learning:** *For understandable reasons, success stories coming out of projects receive the vast attention. However, the actual lessons might actually be hidden in the failures of a project / experiment which is not visible in a project report or an academic publication. Being honest about the results of the process which led there, bringing project partners across projects and calls together to exchange and derive learnings which then can be communicated to a larger group would contribute to capacity building on all ends. The DUT programme could provide structures which see challenges and failures not as a burden but as a resource for learning and capacity building. Post-project funds (in form of an award, for example) could support the learning.*

5.7 BEYOND GOVERNANCE AS USUAL

There is a need for creating a ready to implement roadmap for civic engagement and collaboration, where people are in the



heart of decision making. The role of government is not control, but organising requirements for governance. This could be a time framed, structured, but still agile process with measurable results or learning evaluations from experiments. Methods to use could be appreciative inquiry, dialogues, participatory design/planning and decision making. Common ground and trust are built when all stakeholders feel ownership and commitment to the solution, not only to the problem.

5.8 DIGITAL PLATFORMS FOR PUBLIC PARTICIPATION

Promote and expand the establishment of local digital platforms for public participation to integrate more perspectives than an analogue means of public participation, such as invitations to dialogue processes or workshops.

5.9 CREATE SPACE FOR UNLIKELY COLLABORATIONS

Solutions for mobility, energy, buildings and infrastructure are known and being implemented at the small scale - however, their uptake has not reached a critical mass for sustainable urban development. We should put more emphasis on exploring

and facilitating processes that support sustainable urban action from the side. This could be done by introducing involving and encouraging unlikely collaborations like those between art and mobility, gaming and climate adaptation, music and energy solutions. Defining new potential synergies between stakeholders of urban development, beyond the conventional dipole of public-private partnership, makes it possible to tap into still new potentials of collaboration between the R&I communities, municipalities and actors of civil society.

Keys to get things going

- approving risk taking and experimenting
- translation necessary to reach everyone
- reaching everyone for ownership

STATISTICS

The shift from the AGORA Strategic Dialogue to the very first Virtual Dialogue was very well perceived by the JPI Urban Europe community. Since 215 registrations were received in total, the event was divided into two separate 2-days workshops on 5-6 May 2020 and on 18-19 May 2020. 60 participants from 24 different countries and across various professional backgrounds joined the events to discuss and co-design the key elements of the Driving Urban Transitions programme.

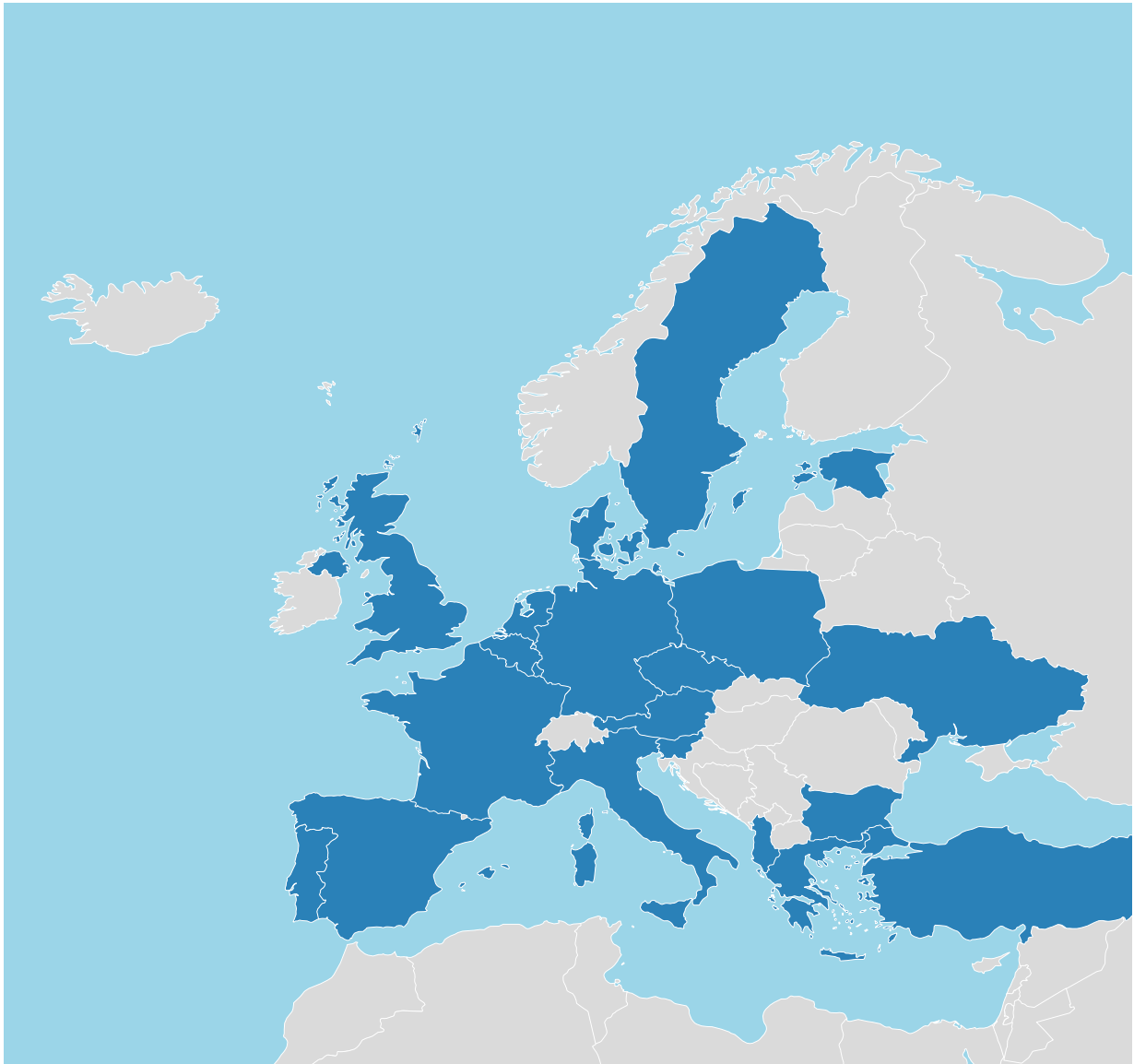


Figure 1: Participants from: 21 European countries were represented. In addition, two participants from Turkey, one from Zimbabwe and one from Colombia joined the discussions.

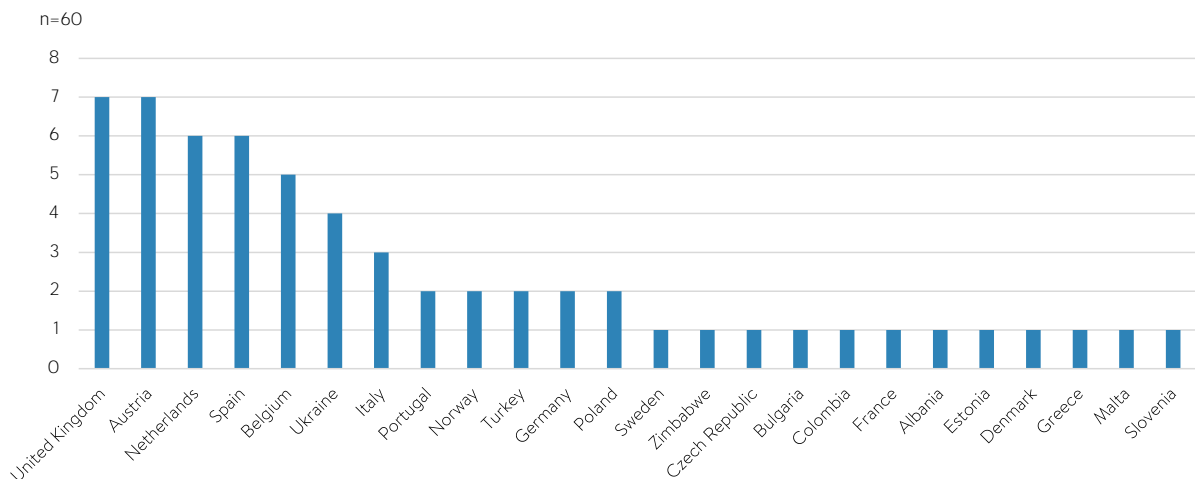


Figure 2: Number of Participants per Country

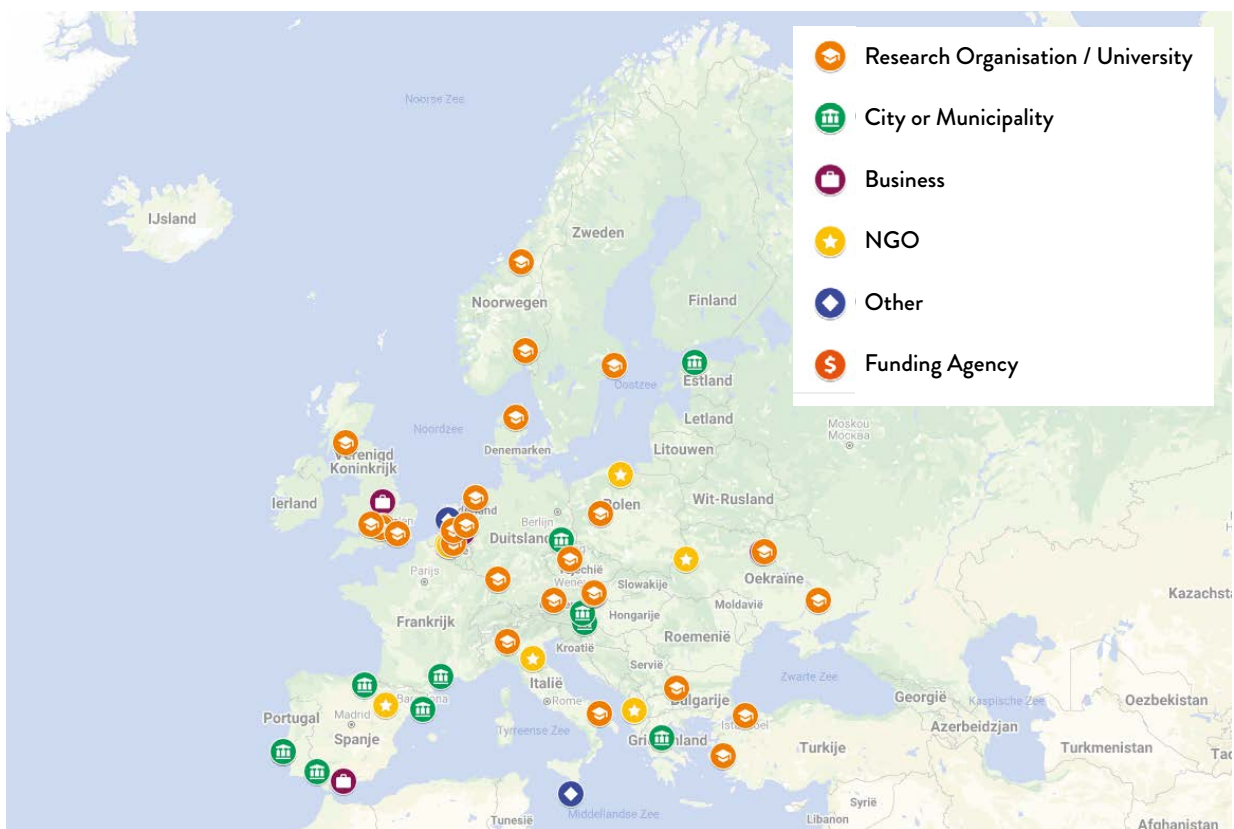


Figure 3: Division of Stakeholders throughout Europe

The share of participants across different stakeholder types was not uncommon. Researchers (37%) are generally widely represented, however also a relatively high number of city representatives (24%) joined the dialogues. Despite the made efforts, there were relatively few participants from Eastern Europe (15%) in comparison to Western Europe (37%). Southern Europe (22%) and Northern Europe (20%) were almost equally represented.

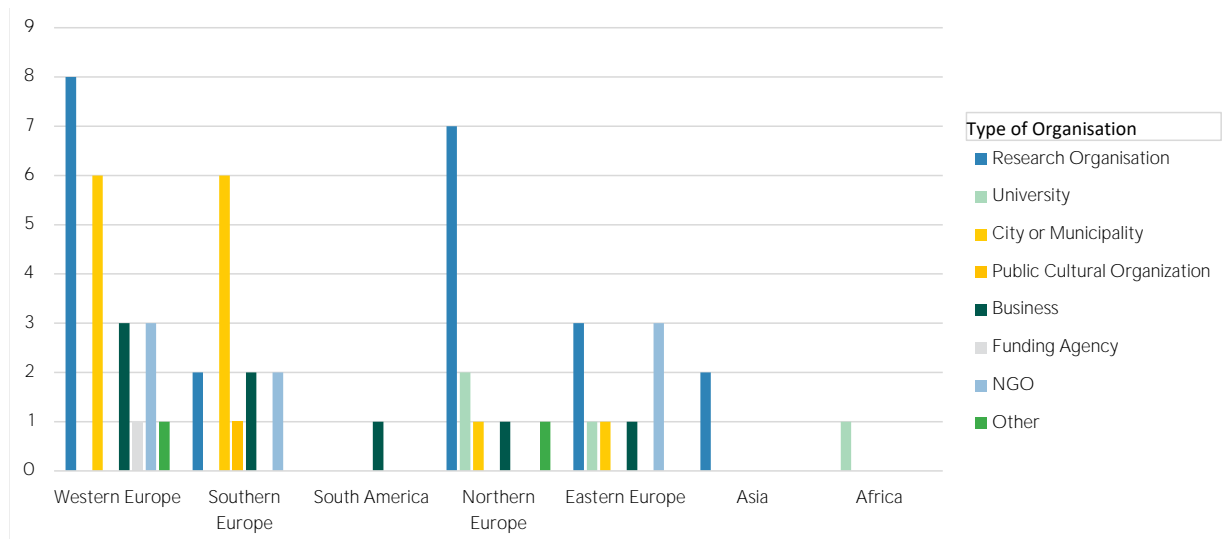


Figure 4: Division of Stakeholders per Region

The share of participants across different stakeholder types was not uncommon. Researchers (37%) are generally widely represented, however also a relatively high number of city representatives (24%) joined the dialogues. Despite the made efforts, there were relatively few participants from Eastern Europe (15%) in comparison to Western Europe (37%). Southern Europe (22%) and Northern Europe (20%) were almost equally represented.

APPENDIX II: CONCEPT AND METHODOLOGY OF THE INTERACTIVE WORKSHOP

The translation of highly interactive multi-stakeholder events into virtual settings requires careful planning, testing and design. JPI Urban Europe has the ambition to mobilise and engage stakeholders through various formats and offer attractive and inspiring environments for such engagement. Realising these dialogues as online events was demanding but allowed to experiment with new tools and explore new opportunities for stakeholder involvement with a longer-term perspective.

7.1 TEAM

The online AGORA dialogue was designed by the management team (FFG and IQS) in cooperation with the Centre for Facilitation that was contracted for moderation. As Christine Bell, Director of Cff, supported and moderated already various JPI Urban Europe events, the team could build on a trusted cooperation and interest on both sides to experiment with new tools and formats.

Comprehensive testing of about 10 online tools was needed to select the most appropriate and user-friendly ones to fit the different purposes of interactive working, documentation, polls, etc.

Detailed briefing was required to instruct table hosts and facilitators not only on the design of the session but also the handling of the online tools. In the last week of April all seven table hosts, together with organisers and facilitators joined for a final rehearsal of the event's programme and technical details of the online tools.

Richard Vaughan, Centre for Facilitation, was hosting the online event as Zoom operator, and Sarah Theierling, JPI UE Secretariat, provided technical support for both parts of the Virtual Dialogue. All in all, a team of up to 10 people was needed to run the events, including technical support, moderation and documentation of break-out sessions as well as overall event coordination and moderation.

7.2 PREPARATION | PARTICIPANTS & TABLE HOSTS

Compared to traditional onsite events, not only the preparation was more demanding on the side of the organisers, but also

a more detailed preparation of participants was needed and supported. The registered participants received information in advance to allow them to get familiar with the tools for the online workshop, to introduce themselves and connect with other participants and organizers.

Therefore, they were asked to take the time and complete the following tasks in advance to smoothen the latter event flow:

1. Posting a short introduction text plus photo on the **Virtual Connections Board**.
2. Review the **Digital Pinboard** (Padlet, Figure 5), where all links and materials (agenda, DUT draft concept etc.) needed for the AGORA Virtual Dialogue were accessible throughout the event. In the column "Digital Introduction" demonstration video for Mural as well as a Zoom guide and a Mentimeter introduction was posted.
3. **Preparation for Session 2.** Participants were asked to indicate their preferences for two of the three thematic priorities – Circular Economy, Mobility and Energy. In preparation of the pillar discussions some of the statements and comments received through the public consultation were provided in advance (Mural).

At the same time, all the information needed by the table hosts for the various sessions was provided on a separate personalised Padlet zones (Figure 6).

7.3 ONLINE TOOLS

Apart from Zoom as overall meeting "venue", participants were asked to engage through additional online tools in order to share their thoughts on Mentimeter and provide input during the break-out sessions on Mural by adding post-its or com-

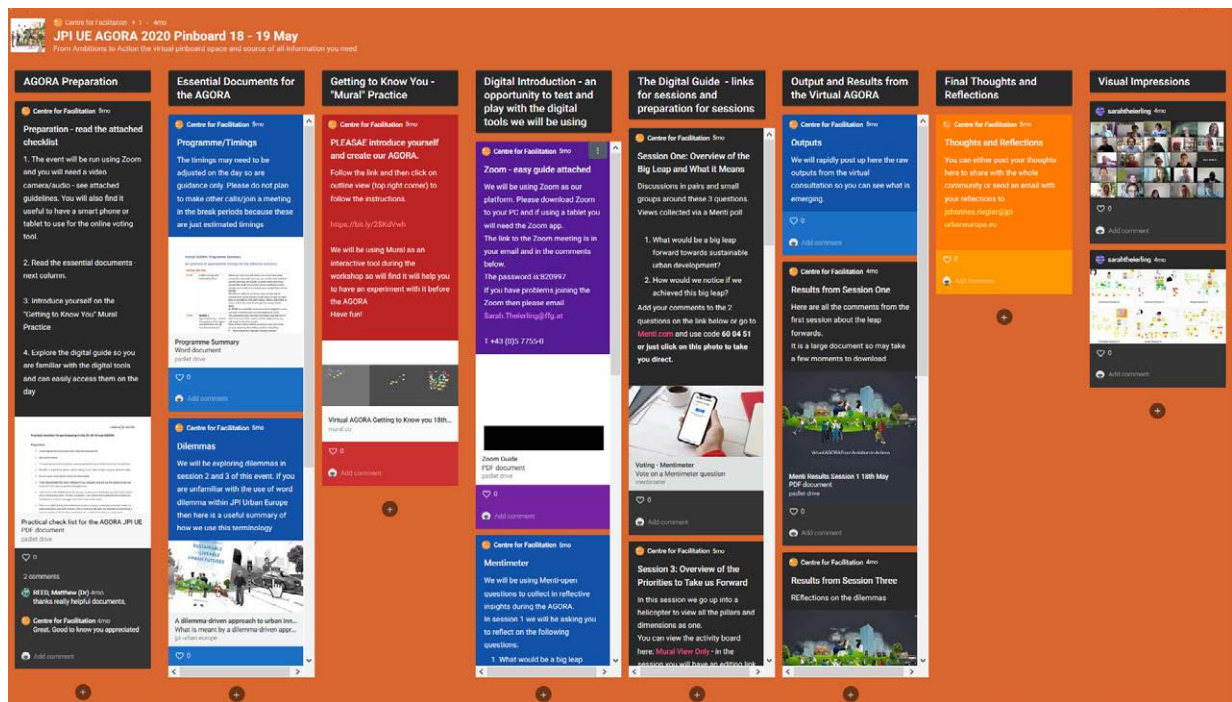


Figure 5: Padlet for the participants

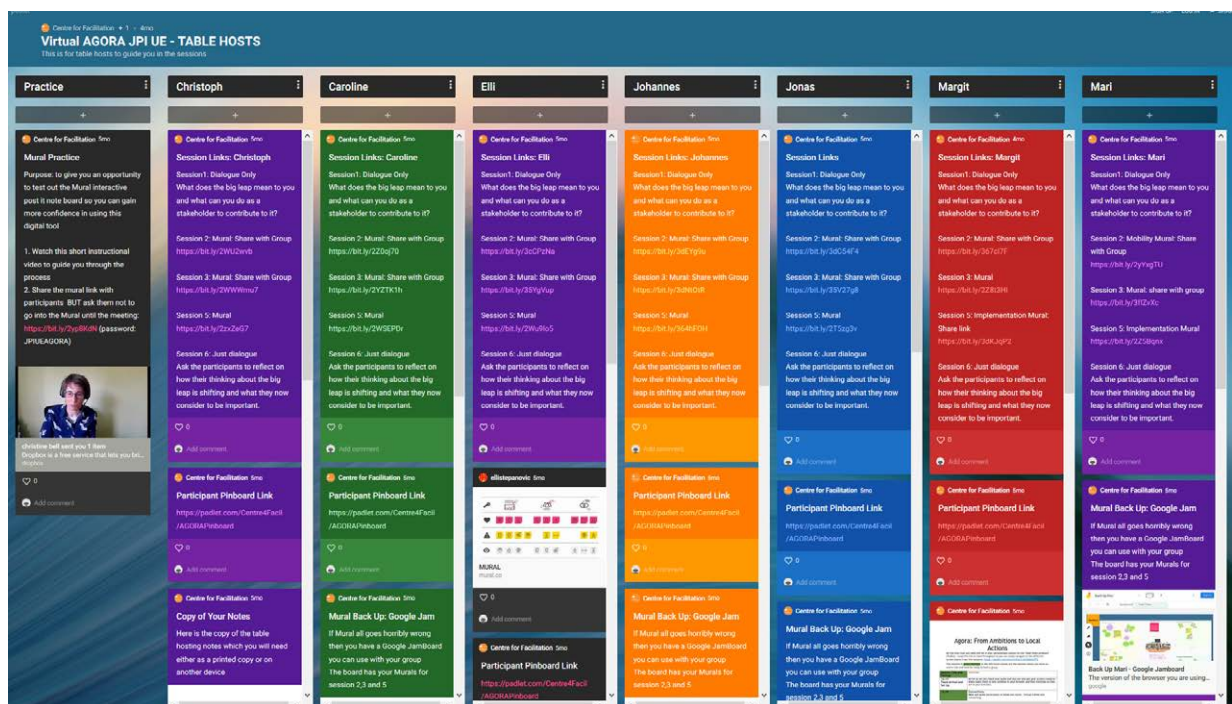


Figure 6: Padlet for the table hosts

How do we get from theory to action? How do we as a community of innovation and change makers make the big leap a reality? 61 87 34



Figure 7: Mentimeter session 1

ments. Throughout the event, the participants' Padlet offered information, access codes and links to all of the mentioned online tools.

7.4 LEARNINGS

After the event an evaluation took place to assess the functionality, user-friendliness and overall experience with the applied tools and the design. Participants were encouraged to make suggestions for future online events, and the organising team met for a joint lessons learned session. Outputs from both were documented accordingly. The key learnings from the two AGORA dialogues were:

- Keep break-out groups small to allow engagement of all participants
- Many participants are yet not used to working in online tools (posting post-its and comments) and engaging with other participants. Thus, moderators are challenged to keep the discussion going, ensure that all participants can engage and follow the documentation of discussions or document themselves. It is therefore suggested to have a moderator and a facilitator per break-out group
- Most of the participants gets easily used to the tools, but it is recommended to keep complexity of the sessions low, in particular at the beginning of the event.
- Organisers must be much more selective in providing input material to individual sessions. While in onsite meetings comprehensive material can be structured and used, this is more demanding in online meetings, due to readability, different screen sizes and complexity

As the feedback showed, participants were satisfied with the created environment and enjoyed the opportunities to interact beyond online meetings. This is an encouraging signal to keep this or similar formats for longer-term (also post-corona) and build on the success of the very first virtual edition of the AGORA Dialogue.

Besides the support at the event, the online tools offer new ways of keeping stakeholders engaged for a longer term and support networking more easily beyond single events. In a first step, open access to the Virtual Connections Board (Mural) was granted, in order to encourage networking and community building. Additional opportunities to strategically use the online environment for pre- and post-activities will be further assessed.

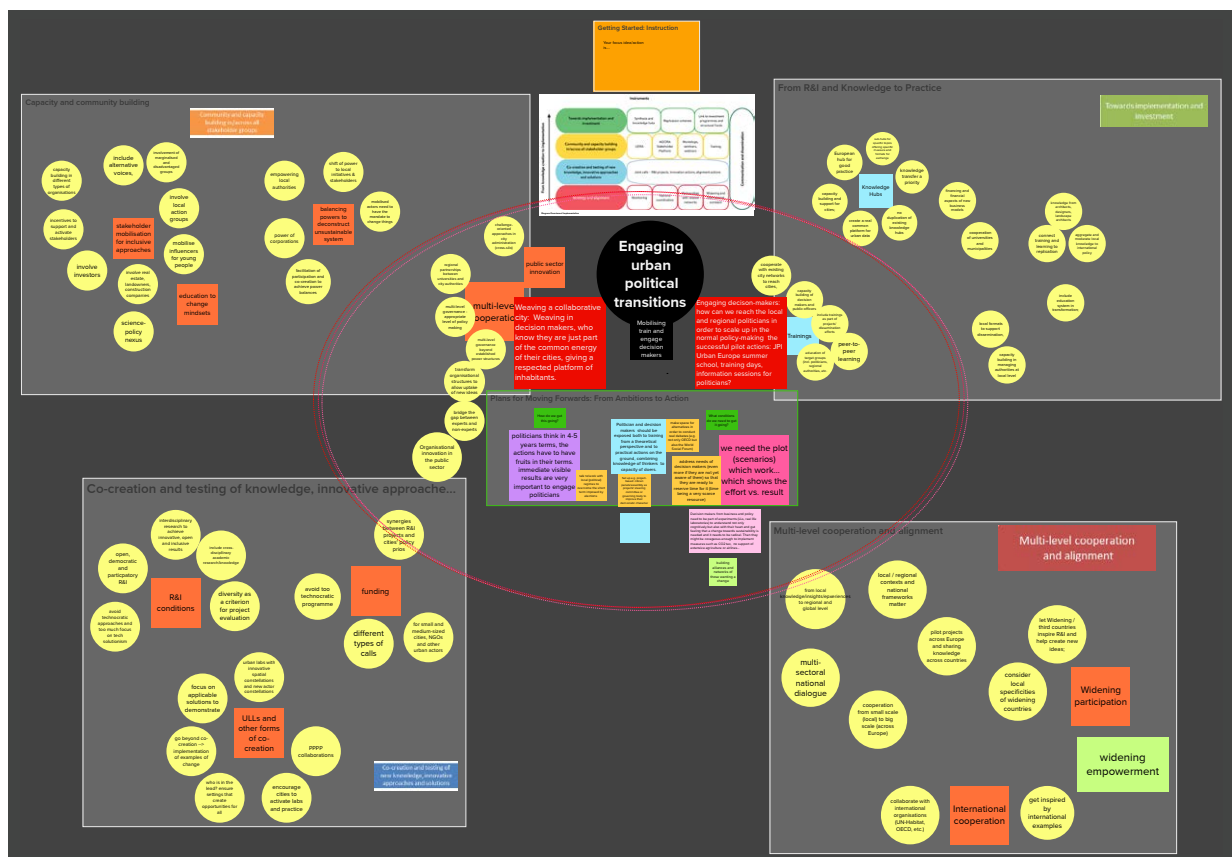
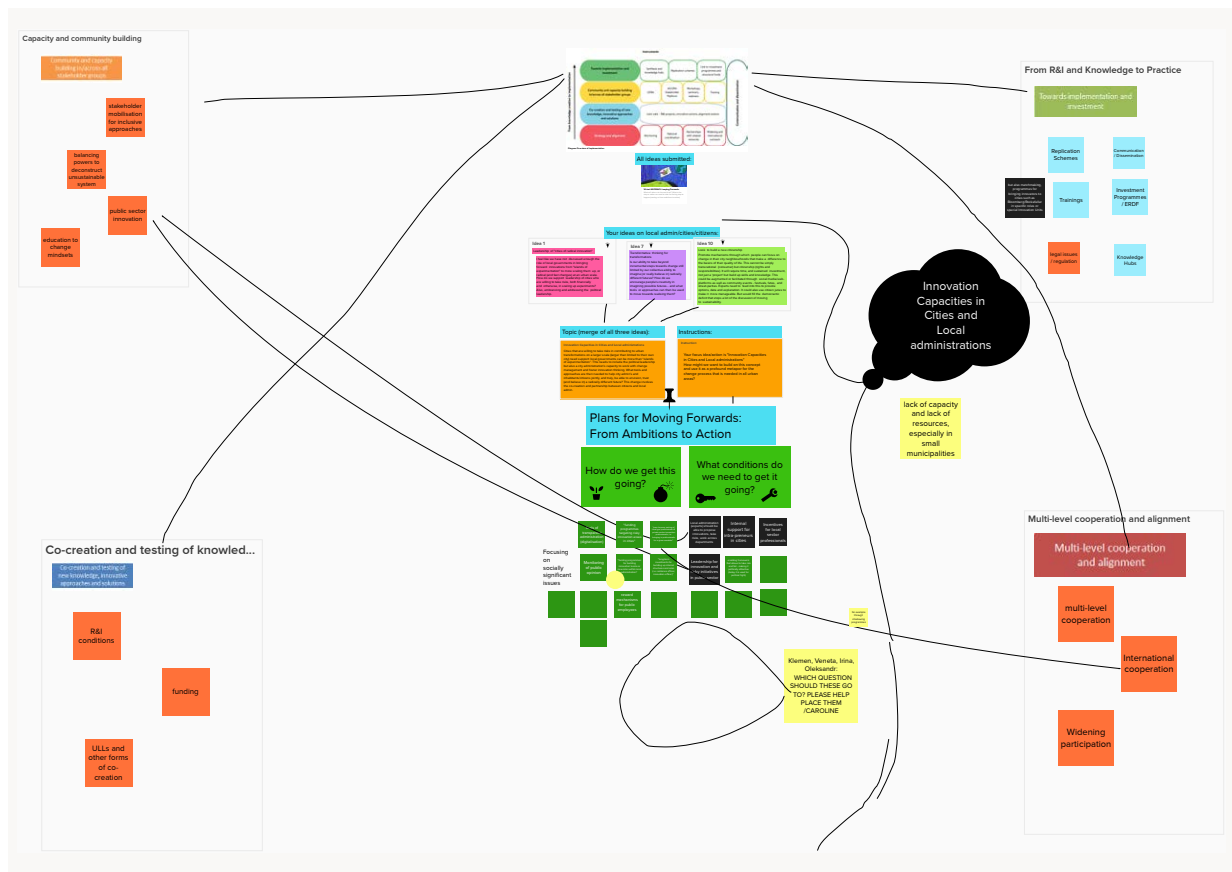


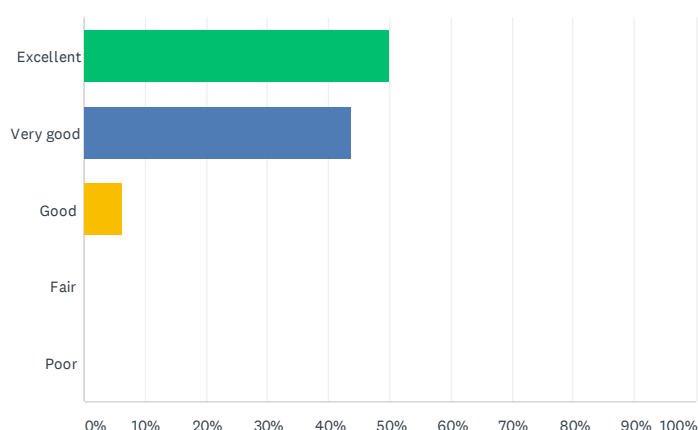
Figure 8: Murals of the 5 table hosts for session 5

TOOL	PURPOSE	COMMENTS
Zoom	Online meeting place, video conferencing and running break-out sessions	To keep break-out sessions productive, small groups are needed of up to about 7 people to allow everyone to engage
Mentimeter	Tool to run polls and collect individual comments on questions, see Figure 8 and Figure 10	No direct interaction among participants possible but efficient for receiving views and input from a large group of people
Mural	Tool to allow a team to interact on a whiteboard, add post-its, vote, prioritise, restructure input jointly, see Figure 9	Manifold opportunities to structure interaction, however, smaller groups are needed to keep focus
Padlet	Tool for documentation and instructions, summary of access codes and links to tools, see Figure 6 and Figure 7	A central node for participants and organisers to inform themselves and keep track

Table 1: Summary of online tools used at the AGORA dialogues

Q1 Overall, how would you rate the event?

Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Excellent	50.00%	8
Very good	43.75%	7
Good	6.25%	1
Fair	0.00%	0
Poor	0.00%	0
TOTAL		16

Figure 9: Feedback provided by Participants after the Event via Survey Monkey

