

Living street

Started as an experiment in Ghent (BE) the living street has become a more widespread participatory concept (Utrecht, Amsterdam,...) to decrease traffic- and parking pressure in a neighbourhood, and make inhabitants co-responsible for shaping their street into a play-yard for children, space for social contacts and experimenting mobility alternatives.

Objectives (max. 5 lines)

Living streets gives back priority to the 'living' function of a inner city street. Liveability of city districts becomes more important than car traffic.

Description (up to 1 page)

The initiative to regain public space is in the hands of the inhabitants themselves, the city is only facilitating the process; e.g. by shutting the street down or giving advice where to collectively park (and facilitate this) . The planning and implementation is a stepwise participatory process, timing, period and frequency can be flexible. Most experiments start during summer holidays and only last for few weeks. Often the experiment stimulates a public discussion between citizens on 'what they their public space and street will look like'.

Impact & outcomes : (most are qualitative)

- *Living streets improve social cohesion, contacts in the neighbourhood.*
- *Living streets improve cycling (car is no longer in front of the door) and walking.*
- *Living streets attract young families to the city again.*
- *Successful short term experiments grow steadily year after year because inhabitants gain much positive energy from it.*
- *Experimental shut downs might become final measures.*

Barriers / constraints and how they have been overcome

- *Take care of clear communication and mutual agreements (how will the city facilitate, what is expected from citizens)*
- *Active participation of all inhabitants is a crucial pre-requisite.*

- *Decision making by consensus should be aimed at, but formulate what alternative decision making processes might be acceptable to increase maximum public support.*
- *Alternative mobility solutions – e.g. cargo bike & carsharing – bring additional value to living streets.*
- *Cities should be flexible and tolerant with (administrative) permits.*

Time for planning and implementation

Living streets can be organised in a short time, no longer than 6 months. The implementation period might vary from few weeks to months (e.g. summer holidays).

Rough costs and resources *(better in workload than in Euro)*

- *Approximately 2000 € per street*
- *100 hours of facilitating work*
- *Crowd funding by community/neighbourhood*

Further information available at / from

- www.leefstraat.be



Good Practise



*Translation of the Dutch document *Parkeren en gedrag - Een totaaloverzicht van alle relevante kennis op het gebied van parkeren en gedrag* (CROW).*

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