

Preparation of the European Partnership

DRIVING URBAN TRANSITIONS

Report on the Focus Group Workshops

Margit Noll, Christoph Gollner, Maximilian Jäger,
Gabriele Klaming, Johannes Riegler

Preparation of the European Partnership

DRIVING URBAN TRANSITIONS

Report on the Focus Group Workshops

Margit Noll, Christoph Gollner, Maximilian Jäger,
Gabriele Klaming, Johannes Riegler

May 2021

www.jpi-urbaneurope.eu

URBAN  EUROPE



DESIGN AND LAY OUT

Chris Versteeg, Projekt C

COVER IMAGE

Noralí Nayla via Unsplash



CONTENT

| | | | | | |
|----------|--|----------|----------|--|-----------|
| 1 | INTRODUCTION | 4 | 3 | FOCUS GROUP DOWNSIZING DISTRICT DOUGHNUTS | 16 |
| 1.1 | The Driving Urban Transitions Partnership in Context | 4 | 3.1 | Workshop 1 – Visioning 100 Doughnut Districts in 2030 | 16 |
| 1.2 | Aims of the Focus Group Workshops | 4 | 3.1.1 | Outcome: Look & Feel | 17 |
| 1.3 | Methods / Workshop Design | 4 | 3.1.2 | How to Achieve / Prevent the Downsizing of District Doughnuts? | 18 |
| 2 | FOCUS GROUP 15-MINUTE CITY | 6 | 3.2 | Workshop 2 – An Integrated Approach for Urban Greening and Circularity Transitions | 20 |
| 2.1 | Workshop 1 – Visioning the 15-minute City | 6 | 3.2.1 | Identifying Areas of Actions | 20 |
| 2.1.1 | Outcome: Vision of a 15-minute City | 7 | 3.2.2 | Unfolding the Complexity: Identification of Dilemmas | 23 |
| 2.1.2 | Key Elements of a 15-minute City | 8 | 3.3 | Workshop 3 – Roadmapping: Identifying Thematic Priorities and Implementation Measures to Achieve the Vision | 26 |
| 2.1.3 | How to Achieve / Prevent the 15-minute City? | 9 | 3.3.1 | Key Takeaways from the Previous Workshops | 26 |
| 2.2 | Workshop 2 – Making the 15-minute City Reality | 10 | 3.3.2 | Pitches by the Participants | 27 |
| 2.2.1 | Identifying Areas of Actions | 10 | 3.3.3 | Inputs from the Community at the JPI Urban Europe Policy Conference | 29 |
| 2.2.2 | Unfolding the Complexity: Identification of Dilemmas | 11 | 3.3.4 | Key Messages from “Downsizing District Doughnuts” Session | 32 |
| 2.3 | Workshop 3 – Roadmapping: Research & Innovation | 11 | 4 | FOCUS GROUP POSITIVE ENERGY DISTRICTS | 36 |
| 2.3.1 | Key Takeaways from the Previous Events | 11 | 4.1 | Background and Previous Achievements | 36 |
| 2.3.2 | Pitches by the Participants: The 15-minute City Concept in the Context of Brussels’ Regional Sustainable Development Plan | 13 | 4.2 | Workshop 1 – PEDs: Transforming the Urban Energy System | 37 |
| 2.3.3 | Key Messages from the Discussion in the Session | 14 | 4.2.1 | Identifying Areas of Actions | 38 |
| | | | 4.2.2 | Unfolding the Complexity: Identification of Dilemmas | 40 |
| | | | 4.3 | Workshop 2 – Roadmapping: Identifying Thematic Priorities and Implementation Measures to Achieve the Vision | 43 |
| | | | 4.3.1 | Key Takeaways from Previous Events | 43 |
| | | | 4.3.2 | Pitches by the Participants | 45 |
| | | | 4.3.3 | Key Messages from the Discussions in the Session | 47 |
| | | | 5 | NEXT STEPS IN THE DUT PROCESS | 49 |

1 INTRODUCTION

1.1 THE DRIVING URBAN TRANSITIONS PARTNERSHIP IN CONTEXT

As part of the preparation of the European Research and Innovation Framework Horizon Europe, European Partnerships are developed between the European Commission and Member States. One of the partnership candidates was proposed by JPI Urban Europe on Driving Urban Transitions Towards a Sustainable Future (DUT).

Our future relies on tackling complex societal challenges here and now, many of which must be addressed within cities and by urban communities. The DUT partnership addresses this complex set of urban challenges with an integrated approach to offer decision makers in municipalities, commercial actors and society at large the means to act and enable the necessary urban transformations. The partnership will create a portfolio of measures and critical mass beyond joint calls to enhance its impact, build capacities in all stakeholder groups and contribute to European policies, in particular the Green Deal, the Leipzig Charter, the European Urban Initiative and the European mission on climate-neutral and smart cities.

1.2 AIMS OF THE FOCUS GROUP WORKSHOPS

The DUT proposal was developed by JPI Urban Europe, building upon its Strategic Research and Innovation Agenda 2.0 as well as the experiences of the partners in implementing the JPI Urban Europe

programme. However, as the DUT partnership aims at building capacities among all stakeholder groups and addressing critical urban issues, the stakeholders' view on priorities, needs and potentials is essential for the design of the partnership and its implementation. Thus, the DUT proposal was put forward to a variety of stakeholder consultations.

The results of a public online consultation on the strategic process of shaping the new partnership are available on the JPI Urban Europe website. Furthermore, involvement of the AGORA stakeholder network took place in the form of two workshops. The results and inputs are summed up in the Report on the AGORA Strategic Dialogues which is also available on the JPI Urban Europe website.

As the partnership follows a challenge-driven approach and aims at co-designing the programme together with problem owners and urban actors, in a next step city representatives were invited to join Focus Groups and help shape a multi-year programme. A series of three workshops was planned for each of the transition areas (hereinafter called pillars), which were held between September and November 2020. As for the transition area on Positive Energy Districts (PED) the vision had already been set and the programme had already started, no workshop on elaborating a vision of this transition area was carried out. In this case, the city representatives were invited to join two workshops only.



Figure 1: Representatives of a total of 50 different cities from all over Europe joined the eight Focus Group workshops: Alba Iulia, Ålesund, Altena, Barcelona, Basel, Bodø, Bologna, Bolzano, Brussels, Cascais, Clermont Auvergne Métropole, Cluj-Napoca, Copenhagen, Espoo, Famalicão, Florence, Genoa, Graz, Haarlem, Helmond, Innsbruck, Jūrmala, Karditsa, Klosterneuburg, Konya, Leipzig, Limassol, Łódź, Lyon, Milan, Munich, Örebro, Oulu, Padua, Písek, Portici, Poznań, Salzburg, Sønderborg, Stockholm, Toulouse, Udine, Upper Carniola Region, Venice, Venlo, Viana do Castelo, Vienna, Villach and Warsaw.

1.3 METHODS / WORKSHOP DESIGN

Due to the worldwide travel restrictions in 2020, all workshops were organised as online events. In order to provide an interactive workshop setting and allow for a vivid exchange of knowledge and experience, interactive online workshop tools such as Conceptboard and Mentimeter were used in the process. The

participants were invited to actively add comments, reflections and answers on these platforms throughout the workshops. This document includes a number of selected screenshots from these online workshop platforms.



2 FOCUS GROUP 15-MINUTE CITY

The 15-minute city is characterised by compact and integrated city or neighbourhood structures with a high degree of self-sufficiency and local sustainability. However, they are tightly interlinked with adjacent neighbourhoods and integrated in an effective interregional transportation network and sustainable supply chains. A fair distribution of public spaces is required, supporting active mobility modes connected with the availability and easy accessibility of longer-distance modes. There is also the need for bundling resources by cooperation and coordination among shippers, carriers as well as users and integrating environmentally friendly transport modes, alternative vehicles and active mobility for delivering goods and services.

2.1 WORKSHOP 1 – VISIONING THE 15-MINUTE CITY

The goal of the first Focus Group workshop was to derive a vision and a “look & feel” of living in

a 15-minute city. As a result, key elements were refined that need to be considered for achieving compact urban neighbourhoods with a mixed use. According to the majority of the participants these

WORK PLAN AND STRUCTURE OF THE WORKSHOPS



Figure 2: Work plan of the 15-minute city workshops

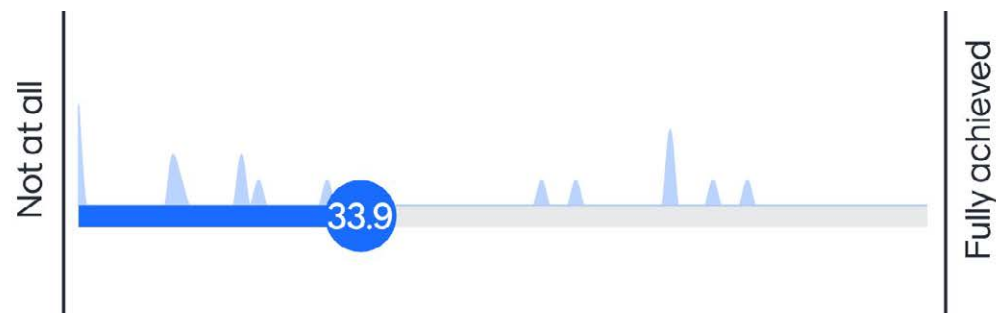


Figure 3: Mentimeter results: How advanced is the implementation of the 15-minute city concept in your city / region / urban area?

principles have not (yet) been realised in their cities. However, the participants did bring forward a large number of ideas when thinking of this concept.

2.1.1 OUTCOME: VISION OF A 15-MINUTE CITY

Mobility of people and goods is essential for individual development, access to work, education, recreational activities as well as access to infrastructures and services. Mobility is – without any doubt – of great importance for human societies. However, transport of people and cargo comes at a cost: It requires large infrastructures, space for vehicle movements (and parking!), and all kinds of supporting systems and services which use-up energy and space and cause noise, GHG-emissions and may even endanger our lives. This directly and indirectly affects urban liveability, health, spatial configuration of cities, air quality and other aspects of the living environment and sustainable urbanisation.

Mobility is closely intertwined with contextual trends and developments such as demographic change, urbanization or digitalisation. A substantial change in the face of global challenges, therefore, needs to take into account the way we want and can live in the future. As technological change and innovation alone have provided us a sustainable and equitable mobility system, it calls for fundamental rethinking of the use of urban space and the re-organisation of our daily activities, towards a reduction of the need for physical mobility and ensuring inclusive access for all societal groups.

Moreover, the COVID-19 pandemic is highlighting shortcomings of socio-economic developments and the limitations of our current mobility system and displays patterns or bottlenecks in supply chains / circulation of everyday goods and services. However, our society has proven capable of adopting our way of living at very short time following the imperatives of the crisis. This suggests that radical required changes in decision-making and behaviour are possible.

The future city and urban mobility call for a new paradigm. City districts or neighbourhoods respecting human dimensions facilitate vivid and attractive urban spaces with bustling economic life that satisfies local needs in an effectively tailor-made way. Mixed urban land-use structures with a broad polyvalent offer for dwelling, employment, education, local supply, shopping, and cultural facilities are capable of satisfying our needs within a close perimeter. This lowers the need for physical mobility without depriving local populations of alternatives for fulfilling their aspirations. At the same time, they contribute to a high quality of life, wellbeing and inclusiveness.

Such ambitious concepts for urban transformation must be represented in traffic planning, which in turn requires integration into comprehensive and strategic urban planning, considering different mobility needs and supply and opportunities from a neighbourhood scale up to metropolitan or wider functional urban areas or inter-city mobility.

People must be capable of fulfilling their daily needs through active modes, public transport and other means, reducing the need for car-based mobility to a minimum.

The concept of the 15-minute city provides a framework for such a fundamental redesign and the chance to overcome path-dependent developments. The 15-minute city is characterised by compact, integrated city or neighbourhood structures with a high degree of self-sufficiency and local sustainability, though tightly interlinked with adjacent neighbourhoods and integrated in an effective interregional transportation network and sustainable supply chains. A fair distribution of public spaces is required, supporting active mobility modes connected with the availability and easy accessibility of longer-distance modes and mobility options for regional linkage, whenever required. In terms of sustainable supply chains / circulation of goods and services, there is the need for bundling resources by cooperation, coordination and sharing among shippers, carriers as well as users and integrating environmentally friendly transport modes, alternative vehicles and active mobility for delivering goods and services.

With such an approach, the DUT partnership offers a holistic, people-oriented and challenge-driven perspective for the redesign of urban mobility. DUT supports stakeholder and public engagement to envision transformative structures for urban areas through co-design processes and delivers evidence for such transformation mechanisms, tools, and solutions to develop and test tailored concepts and ensure a mutual learning process for best practice exchange and transfer.

2.1.2 KEY ELEMENTS OF A 15-MINUTE CITY Multi-modal and sustainable urban mobility

Guarantee reliable and attractive public transport services, also aiming at reducing the need of a private car. Connect districts better with public transport (instead of orienting them unilaterally towards the city centre). Focus on walkable distances (and safe streets for children and elderly people) to foster a

healthy lifestyle through active mobility, including infrastructure for bikes, micro and e-mobility as basic services. In addition, in light of the current pandemic, we need to bring the 15-minute city together with the concept of home working / distance working / co-working, especially concentrating on infrastructure needs for digitalisation and digital public services.

Urban morphology

City planning and design: Plan for high density, functionally mixed-use districts. The 15-minute city needs to be anchored not only in visions and strategies, but also in hard and formal planning instruments (e.g. building regulations for the private sector – vibrant public space and ground floor areas). Dare to (re-)distribute space in order to create streets that are friendlier to non-motorized modes of transport. Another side of this approach is to invest in high-quality, safe and green public space. Following the principles of polycentric cities, several 15-minute cities can constitute one big city, combining the advantages of smaller towns with those of cities.

Urban production, logistics and services

City logistics will mirror the changes in shopping behaviour – online shopping and delivery in times of COVID-19. Cluster public services in neighbourhoods, but keep them open and accessible for all people.

City governance for transition: Political courage, a coherent vision and strong leadership as well as cross-department cooperation in public administration lay the foundation for positive change in policy. This has to be monitored and steered through vision, mission, goals and benchmarks. At the same time, emphasis should be put on continuity and long-term work to avoid “projectification”. Build upon local initiatives, on the one hand, and international expertise and learnings on the other. Do not concentrate on creating “the perfect project”, but rather on bringing the projects into the field and broad application. Cross-sectoral collaboration: Seek and support collaboration and strong new partnerships between

private sector, public sector, science and citizens. Take people on board in the planning process; communicate benefits and the big picture.

Inclusive approach – leave no one behind

Include all groups of society and their needs in your approaches (different age groups, income, etc.). Societal cohesion should be at the core of the concept as new urban proximity in neighbourhood creates a feeling of community. Make sure that the quality of services (e.g. schools) is equal in all neighbourhoods.

2.1.3 HOW TO ACHIEVE / PREVENT THE 15-MINUTE CITY?

One session in the first workshop was dedicated to discuss contrary points: Two groups addressed the question of what we need to make the 15-minute city a reality, while the task of two other groups was to detect obstacles and barriers that prevent the implementation of the concept. The main results from the discussions are as follows:

How to achieve the 15-minute city?

- Account for different needs of different cities
 - create tailored approaches instead of one-size-fits-all.
- Policy and politics aspects:
 - Preparing for a gradual transition, co-creating vision, mission, goals and benchmarks;
 - Focus on integrated planning, make use of steering and regulatory instruments as well as of soft instruments (e.g. awareness-raising, facilitation)
 - also work with specific behavioural aspects and running changes in it (e.g. city logistics and shopping behaviour).
 - Build on good local examples and think globally;
 - Define indicators for monitoring and for informing citizens;
- Collaboration: taking people on board from the planning process to the implementation stage;
 - Cross-department cooperation in city halls, strong leadership from city council. Establish political courage and support, well-educated policy makers;
 - A dialogue between local and regional authorities;

- Involve stakeholders and create partnerships along the “Quadruple Helix” – citizens, businesses, municipalities and research institutions;

- Set up clear communication – communicate the big picture and create a strong and positive narrative, vision and why we are doing it as well as focussing on the benefits for the different sectors.
- Rethink the current distribution of space for more sustainable mobility: infrastructure and mobility for all, focus on non-motorized modes of transport, reliable and comfortable public transport, sufficient public space.
- Foster on process innovation and implementation
 - get from lighthouse projects to broad application, create national incentives and funding for completion of local projects.

How to prevent the 15-minute city?

- Urban planning according to old principles;
 - Promoting single land use, no mixed used areas, mono-functional districts;
 - Split public amenities spatially and geographically;
 - Create incentives for urban sprawl: create exclusive sub-urban neighbourhoods with poor accessibility, increase travel time and longer distances, reduce city density;
- Build your mobility system around the privately owned car: Take away cycle lanes and build more car parking space and highways, take advice from the private car lobby. Neglect public space and public transport;
- Only ensure economic benefits for investors to foster segregation, gentrification and gated communities, help increasing land value and costs for housing, developers’ needs come first (e.g. building shopping malls in green spaces);
- Top-down planning: No collaboration between private, public and citizens; no participation of stakeholders in planning; no strategic alliances;
- Do not offer smart and digital services;
- All offices/shops/schools open and close at same time.



Figure 4: Identified key areas and issues to achieve 15-minutes cities.

2.2 WORKSHOP 2 – MAKING THE 15-MINUTE CITY REALITY

Building upon the results of the first Focus Group workshop, participants were asked to select those areas for actions, which they see as essential to make the 15-minute city a reality and to add aspects they were missing (see chapter 2.2.1). In the second part of the meeting, a few selected areas for actions were taken up and the participants discussed and identified underlying dilemmas (see chapter 2.2.2).

2.2.1 IDENTIFYING AREAS OF ACTIONS

Focus on people’s needs for urban services

Analyse local needs for services and functions to develop and improve the allocation of public and private services. Ensure basic public services such as cultural institutions, libraries and public transport both in the dense city and areas with suburban structure.

Promote dense and mixed neighbourhoods

Develop neighbourhoods with short distances to all services and urban functions – mixing of functions and creating space for new ones.

(Re-)design sustainable public space and redistribute

Redistribute from car-dominant use to a focus on

active mobility (health aspects) and quality of time spent on the streets. Ensure safe, beautiful, accessible, sustainable, inclusive... places. Adapt public space for climate change through natural based solutions.

Room for experimentation

Allow for experimentation and test fields in different settings – find the right tools for this.

Build awareness, make people your accomplices

Communication, changing mind-sets, routines and mobilising people.

Co-design and involve people

Co-design with inhabitants – let people participate and involve them in decision-making. (Try your best to) leave no one behind and counteract socio-economic segregation. Enhance the awareness for the role of public space for the 15-minute city.

Lower the need to move

Reduce the need for (motorized) mobility, putting active mobility at the top of the priority list. Develop the tools needed for that and especially focus on behavioural aspects.



Figure 5: Mentimeter results: Conference participants' associations with the 15-minute city concept.

2.2.2 UNFOLDING THE COMPLEXITY: IDENTIFICATION OF DILEMMAS

Co-design and involve people

Inter-generational and conflict of values and life-styles (cars vs. bikes/pedestrians), local vs. global. Little trust in decision makers – manage expectations in participatory processes. Interest in participation often only when there is something to lose, fear of change (NIMBY). Values and norms: People's perceived needs vs. actual needs, car as a symbol of freedom. People wish to have more liveable and green spaces, but are reluctant to give up comfort (e.g. car use).

(Re-)design sustainable public space and redistribute

What is beauty? How to create places that are safe AND sustainable, open AND safe? Services and infrastructure (cables, pipes) vs. green space.

Foster an innovative city governance

Fear of experimentation and change. Fragmented competences (and possibly contradictory values) district vs. municipal vs. federal levels.

Lower the need to move

Suburbanisation vs. densification (lifestyle decisions), will more people move out of the cities when having the possibility of working from home (as it is currently, saving time for commuting)? Challenge “perceived normality” of habits and social norms. Cities always try to attract citizens with higher income, who generally own more cars and live in less dense districts.

2.3 WORKSHOP 3 – ROADMAPING: RESEARCH & INNOVATION

The third workshop reflected the results generated in the process up to this point, including the two rounds of Focus Groups and the discussion at the JPI Policy Conference 2020. In order to identify priorities for research and innovation, participants were invited to bring forward concrete cases from their cities (see chapter 2.3.2). These were used to exchange and discuss experience from other urban contexts, possible local similarities or differences and practical obstacles to implementation. It continued with identifying what and how research and innovation could contribute to advancing 15-minute city developments.

2.3.1 KEY TAKEAWAYS FROM PREVIOUS EVENTS

Inputs from the community at the JPI Urban Europe Policy Conference

At the JPI-Urban Europe Policy Conference in November 2020 stakeholders from different fields and backgrounds came together to receive information on the planned DUT partnership and to discuss and reflect its setup, approach and contents. Part of this process was a short interactive survey by using Mentimeter, where the participants answered and provided input on the following questions:

What are your first associations when seeing the term “15-minute city”?

- The most frequent words were accessibility, walkability and proximity;
- Several participants mentioned: smart city, neighbourhood, convenience, walking, cycling and local;
- One-time references were made to
 - mobility goals (less urban transport, less time in traffic, short distances, micro-mobility, mobility as a service);
 - public space (space for people, urban village, attractive public space, multifunctional use, human-centric, green);
 - urban planning principles (reorganizing space, just city, sustainability, affordability);
 - and quality of life (liveability, vibrant, active city life, social connections, utopia);

What would be a top priority for making the 15-minute city reality? (top 5)

- Integrated spatial planning (voted by 20 participants)
- Redesign urban spaces (15)
- Technological innovation (4)
- Legislation and incentives (3)
- Improving public transport (3)

What are the biggest challenges and variables in creating attractive and multifunctional public spaces?

- Shape the urban mobility transition: end car

dominance, redistribute space, reduce the need for traffic and movement;

- Innovative governance and politics: willingness of decision makers, history of top-down decision making, bureaucratic and complex processes to enable spontaneous temporal solutions/activities, include perspectives on behavioural change and exnovation, policy decisions – right mix between push / pull, reactive not visionary, long planning periods;
- Work productively with economic logics: competition with developers and investors, (possibly) contradictory private investment decisions, limited financial resources of cities, privatization of public spaces;
- Combine social and environmental sustainability: social inclusiveness, social distancing requires larger public spaces, changes due to COVID-19;
- Help forming of vibrant neighbourhoods: creating lively public spaces in low density suburban areas, night-time use of public space, multi-functional use for different groups of society, safety, supporting local businesses to stay (access to jobs), getting services in the proximity and integration with logistics/home delivery/return;

What are key issues regarding the (potential) role and contribution of existing and new mobility solutions?

- Innovation towards multi-mobility: new modes of mobility, multi-modality, data sharing and evaluation – MaaS (data), mutual coordination and integration, sensible integration into the local mobility system, emphasise flexibility, consolidation of services in a single tariff system, think interlinkages with IoT, digitalisation to optimize traffic flow;
- Policy and governance: transport planning based on proximity rather than commuters, react to changes in infrastructural needs due to behavioural change, dedicated road priority for public transit, reduce car use by road taxation, sharing mobility instead of owning it, collaboration of public and private organisations, citizen involvement; economics of transportation, spatial planning;
- Sustainability: individual but sustainable mobility

- (bikes, e-transport, micro-mobility), CO₂-reduction at the core;
- Quality of life: slow down mobility for better neighbourhood living;
- Inclusiveness: accessibility in spatial and time, just mobility;
- Safety: ensure social distancing in public transport (COVID-19), Adapting Public Lighting (a core determinant for the smart city) for cyclists and pedestrians, safety issues in public transport for e.g. women;
- Logistics: shared last mile solutions a possibility;

What are the main challenges in the urban planning-mobility interaction?

- Policy and governance: right mix of long-term and short term measures, easy and complex solutions; incentives for engagement of stakeholders, citizens; a good balance of hard and soft power to drive change needs a clear coordination from the public sector; persistence of non-sustainable behaviour, existing counterproductive subsidies; interests of policy makers do not accompany interests of the citizen; many stakeholders – different interests, foster transparency in decision making;
- Redistributing public space: space competition, and paradigms still focusing on individual mobility, silo thinking; limited space, foreseeing future needs, population growth;
- New business models: new ownership and operating models for new businesses: experimental spaces and pioneer fields to test new forms of living and working together; common forms of living and working together; common forms of home ownership and use;
- Integrated land use and transport planning: urban planning has to solve numerous issues and cover wide range of topics – energy transition, climate adaptation, health, social inclusion, etc.; slow down mobility – stop sprawl;
- Exploration of trends in mobility regarding electrification, automatisisation, and digitalisation;

2.3.2 PITCHES BY THE PARTICIPANTS: THE 15-MINUTE CITY CONCEPT IN THE CONTEXT OF BRUSSELS' REGIONAL SUSTAINABLE DEVELOPMENT PLAN

The 15-minute city concept is one of the vectors of development in Brussels' Regional Sustainable Development Plan (RSDP), which was approved in 2018. The RSDP represents the vision of the development of the region on the medium to long term and therefore works as an integrative framework of the Brussels Region Project. The RSDP unites a number of concrete actions, initiatives, objectives or projects to form the common trajectory at the end of which Brussels should become a city of proximity, sustainable, modern and inclusive.

The mission *projecting.brussels* was created with a perspective to implement a dynamic strategic planning and focusses for 2020 on the 15-minute city concept as a key part of the thematic year dedicated to qualitative density. Essential questions to this effect are productively bringing together urban density and quality of life as well as balancing densification and de-densification. There is a need to grow compactly, to limit urban sprawl and reduce the demand for mobility and at the same time preserve permeable open spaces. Yet, in the face of the evidence of sustained population growth, the question of density is subject of heated debate, in Brussels as well as elsewhere. To move the debate forward and break the deadlock, the question of density needs to be reformulated profoundly and renegotiated between the core city and the second urban ring.

Practical and prospective thinking is reflected in 2019-2020 by organising a thematic year on the issue of urban density. The objective of this is to define more concretely the conditions that will make it possible to combine urban density and quality of life in neighbourhoods.

Ongoing actions of the RSDP concerning the 15-minute city are the following:

Communicate and articulate

The plan is an object of wide communication for all urban actors, articulating the vectors of the city's development and the sectoral and local plans.

Prospecting the territories

Collecting information, assembling and analysing data (e.g. elaboration of an atlas of the periphery). Among this data, questions are raised about the distribution of infrastructure and access to resources, including recreational spaces. It helps assess the impacts of socio-economic developments to better target the needs of a 15-minute city. Another action is research by design: testing possible transformations (e.g. the study of transformation of the islets in Laeken, with a focus on open space).

Organize dynamic

Supporting local engagement and community building (e.g. a guide for temporary occupations has been published, covering practical and legal aspects). Bringing together public and private players (e.g. goods delivery plan in times of COVID-19 together with private companies).

Develop the tools

Computer and cartographic tools. Carry out concrete steps : create more bicycle infrastructure, public spaces. Carry out sufficiently detailed studies before setting up a project, including citizen involvement to target the needs of the concrete territory more efficiently.

Nevertheless, it is important to note that the concept is definitely applicable to small cities. For big cities, the 15-minute city approach has to be adapted as their (economic and social) success precisely comes from concentration, long distance connections, where one wishes to develop business tourism, international function and industry in the city.

2.3.3 KEY MESSAGES FROM THE DISCUSSION IN THE SESSION

Participation and communication – How can we engage people, raise awareness (maybe in different age / socio-economic groups)?

A communication strategy to achieve participation (real involvement of key decision makers in a real dialogue with citizens, NGOs and associations) has to consider target group particularities and their needs – special research is needed that focuses on often excluded groups (elderly, students, migrants; why not children?). Which models can empower citizens and ensure long-term engagement best to integrate their suggestions into projects and activities? R&I to help develop such communication models to reach-out, mobilise, empower these groups, bring this into practice.

Participation as a tool to achieve behavioural changes: research should help integrating data and information from different sectors, e.g. good practice, health, pollution (+ create evidence that is easily understandable for the people concerned).

Governance - How can a city implement and steer a local transformation process?

The bureaucracy of city administration is not made for change, but for continuity and order, there is no culture of transformation. It is essential to make them more open to new ideas, innovation, inputs and experimentation – how can this be incentivised? One way could be to create (think tank) institutions outside of the day-to-day agenda to collaborate between departments and other sectors as well as connect processes (or some employees who cross administrative department boundaries). For more participation in international research consortia, an own department for writing and implementing projects could be established. There is much need for research in these issues, especially concerning best practice, practical models and transferability.

Another exciting topic could be experimental legal areas to test new services – safe-to-fail rather than failsafe approaches in urban development that are

used currently. In addition, a perceived lack of culture or understanding to be in service of citizens was perceived as well as a need to tackle this.

Multimodality - How can public transport offers be more convenient and more attractive to use than the private car?

A need for better transportation models was identified: They should reflect the different modes of transport and their impact better and thereby demonstrate the value of 15-minute cities. It was discussed if multimodality has the potential to be a catalyst to end the current car-dominance in our cities and shift the mobility system towards a more sustainable trajectory. Testing business models for multimodality was a major concern, as well as planning (instruments) for multimodality and accessibility of such a mobility system.

Furthermore, the question was raised if multimodality combines with density and more open space at the same time or if conflicts occur between these categories. Finally, new forms of logistics have to be investigated and screened for potential applications in our cities.

Urban design - Which role does public space play in the 15-minute city concept and how can a redistribution of the streetscape come into action?

Street space and its distribution in (especially historic, but also generally in all built) neighbourhoods is often problematic, e.g. trams in narrow streets with car parking and little to no space for bikes – there is a research need for good practice and implementation measures for the redistribution of space towards shared and active mobility: Learning from experiences of other cities on how to reverse the massive amount of urban space taken over by private cars?

Specifically in historic cities there is a perceived lack of capacity to transform streets and the built environment – how to apply the 15-minute city transformation concept and its principles there?

Data - What kind of data sources and applications can be of use for cities?

City administrations feel a big need for up-to-date data to help in decision-making and communication, but this is connected to huge costs and efforts – how to interconnect and collect data, while always considering GDPR and privacy issues?

Additionally, the offer of open data was discussed as in the standardization of open data exchange and platforms to make them more accessible for citizens.

Generally, the topic of research on a better understanding of mobility behaviour, patterns and changes was encouraged. For all of these activities cities will need to build up data capacity and competences to put them into an appropriate use.

3 FOCUS GROUP DOWNSIZING DISTRICT DOUGHNUTS

In the course of preparation of the Driving Urban Transitions (DUT) partnership, JPI Urban Europe invited city representatives to join a Focus Group to co-design the DUT pillar with the working title “Downsizing District Doughnuts”. Participants were invited to join three workshops to develop the characteristics of a neighbourhood organised along the principles of the Doughnut Economy, to identify areas of actions to enable the transformation, and to identify key elements and research and innovation needs to realise district doughnuts: secure wellbeing while respecting planetary boundaries. The results of the Focus Group meetings have been used by the JPI Urban Europe Management Board to shape the DUT transition area (pillar), to identify connected urban dilemmas, challenges and issues which need to be addressed for developing urban transition pathways towards regenerative cities.

The Focus Group met three times from September to December 2020. Additionally, selected Focus Group members were invited to share their perspectives and experiences in JPI Urban Europe’s policy conference in a session titled “Downsizing District Doughnuts – An Integrated Approach for Urban Greening and Circularity Transitions“. This session was used to engage a larger audience in the discussions and the exchanges of the Focus Group. In total, 42 representatives of urban administration and other urban actors dealing with circular economy, nature-based solutions, sustainable economic models, green and blue infrastructures and/or nature in cities joined the Focus Group meetings while

about 90 participants joined the dedicated session at the JPI Urban Europe Policy Conference.

3.1 WORKSHOP 1 – VISIONING 100 DOUGHNUT DISTRICTS IN 2030

The ambition of the first workshop was to identify characteristics of a district / urban area which operates according to the principles of the circular / doughnut economy, with the use of nature-based solutions and urban greening. After the workshops, the JPI Urban Europe team processed the results into a “look and feel” description which highlights the identified characteristics. Additionally, the participants identified what needs to happen / change

WORK PLAN AND STRUCTURE OF THE WORKSHOPS

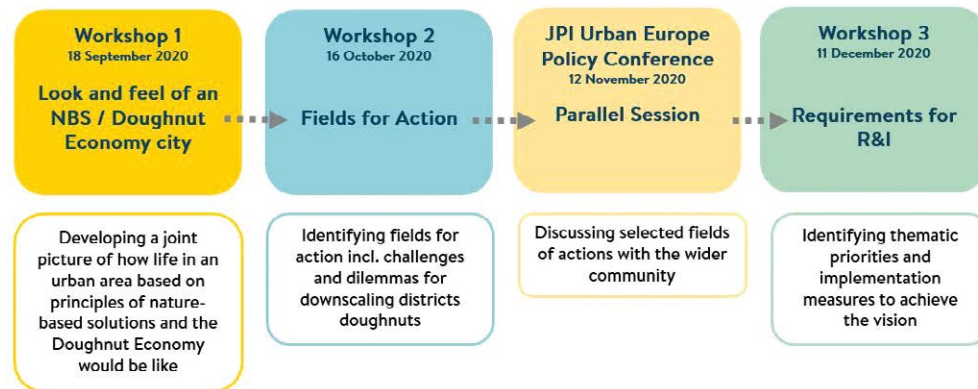


Figure 6: Focus group workshops organised on Downsizing District Doughnuts

to (a) make district doughnuts a reality, and (b) to PREVENT district doughnuts.

3.1.1 OUTCOME: LOOK & FEEL

The participants were asked how life would feel like in a city which has adopted the principles of doughnut economy and nature-based solutions and what the difference to today's urban areas would be. Based upon the discussions in the workshop, a description of how life would be was developed.

An urban area where the principles of the doughnut economy and nature-based solutions are rigorously operationalised

The establishment of businesses operating along circular principles (e.g., recycling and up-cycling) has created many jobs for people living in the vicinity. Circular economy is the norm where information is shared among businesses to facilitate the exchange of resources. The benefits are clear to businesses and people living and working in the city. Due to the

economic opportunities, young people do not see themselves forced to move to other cities to live a good life. The local economy strengthens community building.

The governance of the city follows a shared vision. The vision of the city combines smart measures, nature-based solution approaches with other societal issues. Strong leadership empowers people to act and experiment along the principles of the vision which creates ownership and stimulates an innovative spirit. Transparency of the politics/administration is high. There is no clear border between sectors within the urban public administration. The administration's decisions are based on evidence and ultimately lead to a comfortable and good life for all.

The quality of life is high, while the health hazards are low. The welfare system and easy access to facilities and services including high class hospitals is easy. The processes leading to the high quality of life are easy to understand due to the transparency of the governance systems. People are familiar with "how the city works", for newcomers it is not difficult to learn and get to know about the principles along which the city works: nature-based solutions and the doughnut economy. Children are an active part of transition processes. In the transition to the current city, several dilemmas connected to giving up of privileges of practices which did not fall into the city's principles where identified and addressed. The city is a sustainable – yet – pleasant place to be.

The spirit of the city reflects an openness to change and experimentation. Learning from experiments is the norm. Small scale / community actions which operate within the planetary boundaries contribute to a global sustainability. The urban area is a place of constant transformation to maintain a robustness against environmental and social risks. Within development strategies, there is significant place for small scale actions and experimentations. Not everything is planned out yet. Learning from experiments and capacity building from these approaches are integral part of the constant transformation which is needed

to achieve high levels of robustness. Social innovations led the way to the transformation.

The neighbourhood is the scale where all the principles play out in practice. Financing and investments follow the principles of the doughnut economy model. Sharing of goods and resources as well as the levels of cooperation between people and organisations is high which is based on a high level of trust. The city operating along principles of nature-based solutions and the doughnut economy model shows close links to the other DUT transition areas (pillars). For instance, the links to the 15-minute city concept are many: easy access to green spaces, rethinking street space with low / no private car use, increased walkability with the opportunity to fulfil all daily needs in the neighbourhood, etc. Additionally, local energy generation, as part of the Positive Energy Districts pillar, has a role to play for a city based on circularity, the doughnut economy model and nature based solutions.

Key elements for Downsizing District Doughnuts

- Urban planning taking up NBS (Nature-Based Solutions), reducing urban sprawl and car-based mobility;
- Ensuring that the governance follows a clear vision;
- Agile urban administration, overcome sectoral boundaries and silos;
- Take people on board of the transition processes, openness to experimentation;
- Achieve high levels of welfare and public health with NBS;
- Integrative strategies and plans towards doughnut vision;
- Use potential of digitalisation, data;
- Apply doughnut model to existing urban neighborhoods;
- Facilitate small scale / community action incl. social innovations;
- Find sustainable investment schemes
- Test beds to innovate existing large-scale infrastructure;
- New services, new kinds of support to mobilise actors;



Figure 7: Outcome of discussion on the touch-and-feel of a doughnut district (Conceptboard)

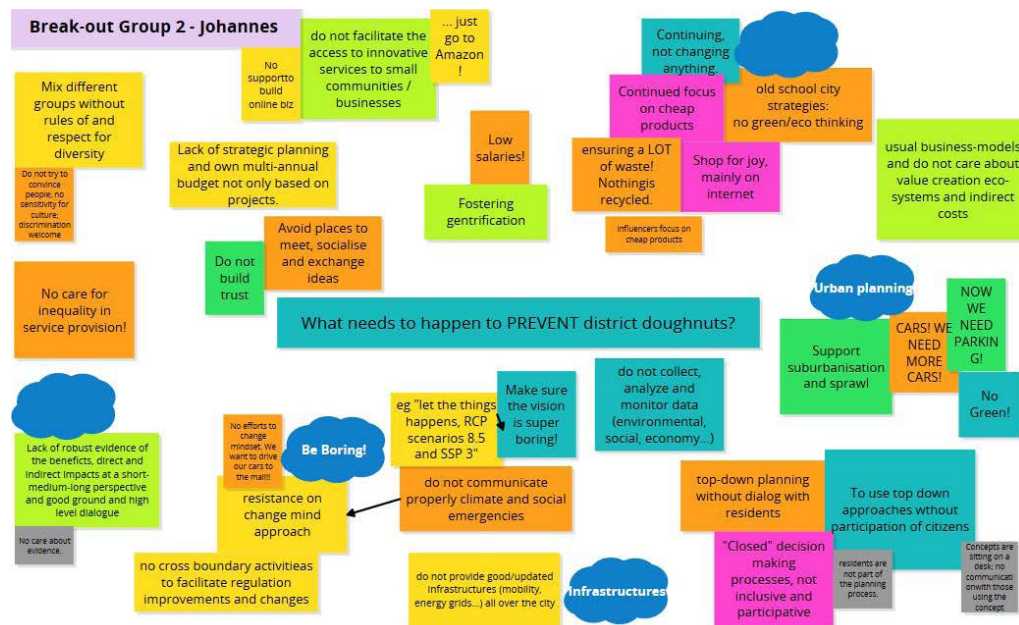


Figure 8: Outcome of discussion on how to prevent a doughnut district (Conceptboard)

3.1.2 HOW TO ACHIEVE / PREVENT THE DOWNSIZING OF DISTRICT DOUGHNUTS?

In the first workshop, one session was dedicated to discuss contrary points: Two groups addressed the question of how to achieve a city which operationalised the principles of the doughnut economy and nature based solutions while the task of two other groups was to identify ways to sabotage the ambition and prevent the vision to ever become a reality. The key messages from the discussions were:

How to achieve a doughnut district?

- Capacity-building and education among all stakeholders as basis;
- Political will and support leading to coherent, shared and well communicated vision by municipal authorities; strong leadership;
- Shape narratives for a joint vision: successful stories of alternative solutions, apply doughnut model to existing urban neighbourhoods – use tangible results as showcases;
- Laws, regulations and incentives have to be aligned with the ambition – give room for experiments,

learning by doing to innovate existing large-scale infrastructures;

- Close collaboration between R&I, administration, residents and economy; partnership of different stakeholders; mainstreaming of co-creation processes;
- Municipality as forerunner:
 - inter and cross-departmental cooperation, especially with investment department
 - initiate co-creation processes, applicate innovative business models
 - efficient collection and use of data
 - concrete examples (e.g., municipal buildings)
- Understand local circumstances and adjust the plan accordingly;

How to prevent district doughnuts?

- Save so much energy / drastically reduce energy use so that there is no sufficient means for humans to live and have any kind of economy;
- Don't include stakeholders in downsizing. Keep them all in their silos and make sure they don't develop ideas in common;

- Focus either on top-down or bottom-up only;
- Don't link any subsidies to circularity goals;
- Support shopping malls and prevent small shops in the neighbourhood;
- Promote mass-consumption by subsidizing cheap goods from distant producers (countries). Tax-reduction for imported goods without sustainability checks;
- Do not seek understanding and acceptance for the changes needed by the inhabitants and people in general. Keep people stupid. Tell them that these kinds of strategies are very expensive and require a lot of effort on their behalf to change their lives. Don't talk about the multiple benefits.
- Let people close in on themselves / isolate themselves by promoting individualist behaviours, fear of sharing spaces and goods;
- Collectively vote for climate change sceptics;
- Seal the soil across the whole city and get rid of all the trees;
- Redo non-motorised transport infrastructure into roads for good old cars. In fact, dismantle the public transport system and let everything rely on cars.
- Promote sprawling urban development instead of strategies such as the 15-minute city;

3.2 WORKSHOP 2 – AN INTEGRATED APPROACH FOR URBAN GREENING AND CIRCULARITY TRANSITIONS

In the first Focus Group workshop, over 20 participants (mainly urban planners working in the transportation sector and a few researchers) discussed and exchanged on how life in a city which adopted principles of the doughnut and circular economy and nature based solutions would be like; the participants identified the field for action to make the vision a reality, but also ways to sabotage the plan and prevent the vision from materializing. The second Focus Group workshop built upon these results. Concretely, the goals for the second workshop were:
Session 1: Identifying fields of action: Building upon the results of the first Focus Group workshop, this session aims at discussing the fields of action to downsize district doughnuts

Session 2: Breaking down the complexity: In this session, participants are asked to identify the dilemmas behind the fields of actions. Participants were asked to vote for the dilemmas which they find most important to downsize district doughnuts which were discussed in more detail.

3.2.1 IDENTIFYING AREAS OF ACTIONS

Doughnut regeneration:

- How to make it robust? This is a dilemma between local, street level, everyday needs and regeneration on the scale of (integrated) doughnut; the challenge lies in how to operationalise them with concrete actions.
- How to transfer knowledge [disseminate, translate, learn]? There is a dilemma between doughnut tools / package readiness and societal acceptance; but there is also an opportunity in public sensitiveness.
- How to boost the change with evidence? There is a dilemma between policy transition for doughnut regeneration and the traditional [conventional] business oriented mind-set; with this comes an opportunity in developing / supporting research approaches that are close to local needs.

“Doughnut regeneration” model

That elaborates procedural steps required to anchor the work on downsizing urban doughnuts. Its drivers are climate change, demographic change, and digital transitions. Pertinent is to start with understanding / visioning new services, new kinds of support to mobilise humans towards sustainable behaviour, and to provide required capacity building to support doughnut regeneration. Hence, for the local context, the importance of new services and learning processes is the main goal, although how to do it is difficult and political and fostering integration/integrative approaches is crucial. This is probably best achieved by a critical mass of acupuncture actions, not one big project to solve everything.

Exploit digitalisation

Digitalisation comes with a dilemma in relation to doughnut economics, in how can circular economy thrive in a cooperation with/between public

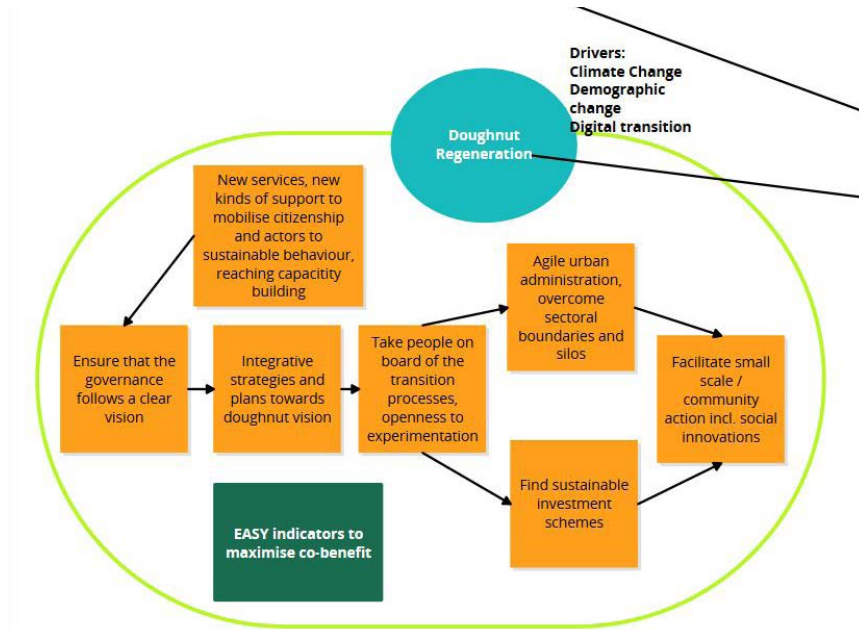


Figure 9: Outcome of discussion of one break out group on the fields for actions (Conceptboard)

and private sectors? How can this cooperation be developed? Elements of this is about data security versus data accessibility in how to exploit ICT? How to involve all stakeholders in circular economy solutions through useful collection of data and not just SMEs, on city platforms where citizens can share their needs and find the right way to downsize the doughnut?

Also identified issues, very overlapping:

- Education in the integrated approaches and circular aspects.
- Engage inhabitants and open up to experimentation;
- Empower inhabitants and publics, e.g. as energy communities;
- Political will and leadership are prerequisites for ensuring that governance follows a clear vision and works along the principles of the doughnut economy model.
- Within the public urban administrations, overcoming sectoral boundaries and silos is essential: A prerequisite to take up NBS, reduce sprawl and car-based mobility is holistic urban planning

which takes into account energy efficiency, inclusiveness and much more. Digitalisation and data can support an integrated and holistic urban planning approach.

- Downsizing the principles of the doughnut economy to neighbourhood level requires new forms of cooperation in quadruple helix constellations. Co-creating plans and engaging the public is key.
- The kind of actions required for Implementing the principles is different from case to case: newly built areas have completely different challenges / potentials than historically grown ones.
- Incentives to transform people's mind-sets about consumptions: the sustainable alternatives should be easy to understand and use; legal and financial (tax) incentives could be part of the way forward. One big concern is the inclusivity of these actions: business models should provide benefits to everyone.
- Learning from experiments should follow a structured approach: working with the experiences, knowledge and approaches tested in pilots and urban living labs needs to be facilitated better: developing business models, etc.

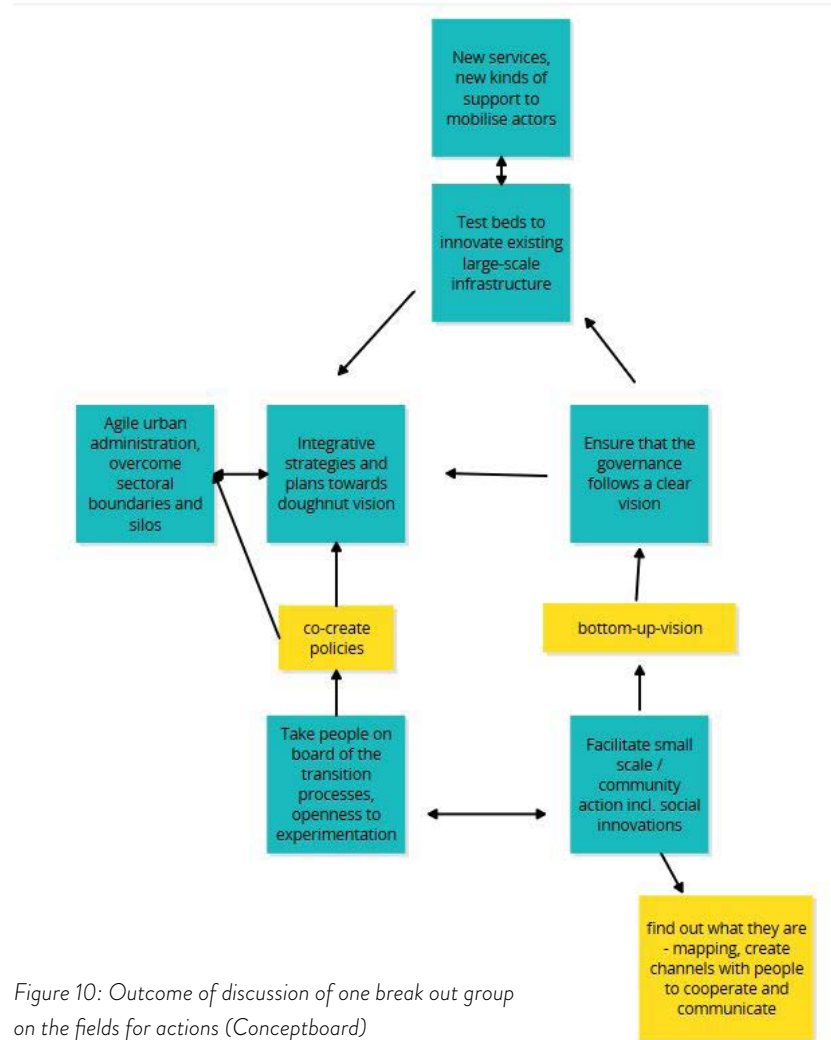


Figure 10: Outcome of discussion of one break out group on the fields for actions (Conceptboard)

- NBS should be seen as instruments to achieve high levels of welfare, public health, biodiversity while managing storm water (for example).
- Experimentation to innovate existing large-scale infrastructure that allow development and validation of new services, new kinds of support to mobilise actors
- Find sustainable investment schemes and use the potential of digitalisation and data
- Integrative strategies and plans towards doughnut vision that are implemented by agile urban administration that overcomes sectoral boundaries and silos
- Co-create strategies which allows to take people on board of the transition processes, openness to experimentation
- Facilitate small scale / community action incl. social innovations and create bottom-up visions. In order to find out what they are mapping is needed and the creation of channels to cooperate and communicate with people
- Capacity building in admin and society, real estate, developers as important stakeholders (new types of cooperation needed)
- Ensure that governance follows a clear vision which is co-created with and supported by people

- to implement integrative strategies;
- Implement good examples throughout the city – more systemic approach;
- Apply doughnut model to existing urban neighbourhoods;
- “good planning” practice: Urban planning taking up NBS, reducing urban sprawl and car-based mobility;
- Invent a doughnut scoring instead of social scoring: Use potential of digitalisation, data;
- Apply doughnut model to existing urban neighbourhoods: The application can be based on transversal thematic task forces that are transversal in order to avoid a disruption in the whole administration that can be frightening for the people.
- Achieve high levels of welfare and public health with NBS, illustrate the connections by making it measurable;
- Integrative strategies and plans towards doughnut vision: The doughnut seems to be a good way to combine various goals. We would need to make sure to adapt our plans and programmes to this thinking. – Currently, good life is being rich and healthy.
- New services, new kinds of support to mobilise actors: Identification of these services to be made with the people themselves;
- Ensure that the governance follows a clear vision: Not only governance, but regulations, budgets, etc. have to follow the vision;
- Agile urban administration, overcome sectoral boundaries and silos;
 - Overall assessment scheme through all measures and departments
 - Integrate monitoring and evaluation in the planning in order that navigation at sight is possible and it is used as a motivation factor.
 - Legal frameworks and funding measures on different administrative levels
- Make your own responsibility clear and visible. In many domains the local level sees the responsibility to act at another level, e.g., EU or national. So, we stay passive, carry on as always and wait for the “big guns” to take care of it.
- Common consensus on the need to bring along

the inhabitants on the change, transition needed.

- Experiences from large, comprehensive H2020 projects: frontrunner and followers, ‘we can’t copy-paste, but we need inspiration’;

Most pressing issues discussed in detail

- Capacity building in administration, communities and society
- Integrated strategies towards doughnut model
- Leadership and vision
- Financing opportunities
- Incentive mechanisms, evaluation and monitoring, flexibility, stepped approach
- Creating a joint political vision and bring it down to governance, budgets and political decisions
- Getting and keeping civic society on board: awareness, capacity building and stepped approaches
- Engaging and motivating people for changing practices, behaviours, consumption patterns
- Governance by a common vision (transparency, involvement, creating more connections)
- Agile, practical governance models which uses the experiences from experimentation / prototyping and does not get lost in grid-lock decision making situations

3.2.2 UNFOLDING THE COMPLEXITY: IDENTIFICATION OF DILEMMAS

After identifying the areas for action in the first session of the second workshop, the participants were asked to decide on two (or more) of the highest priority. The selected areas were then discussed in more detail by using the dilemma approach: identifying opposing, contradicting strategies and goals. The aim of this exercise has been to ‘unfold’ the fields for action in order to illustrate the complexity behind them.

Capacity building in administration, communities, society etc. (incl. politicians)

There are conflicting priorities of decision makers, how can sustainability be kept as a top priority compared to other goals, e.g., managing the coronavirus crisis? How can the benefits be made tangible. For politicians, a shift of focus is needed to make down-

sizing a priority. Therefore, new, simple narratives and indicators are required to bring sustainability into public debate, to measure it in a comparable way.

Interests of private real-estate companies may not support sustainability goals in the first place. The pressure on land brings developers to not consider sustainability aspects. The international demand of real estate results in increased prizes which contradicts the ambition to make people understand that doughnut developments create (additional) benefits. The short-term economic dimension is perceived as being more important than long-term societal benefits / sustainability.

There is a dilemma of understanding the need and will to engage the public, but not knowing how to get a balanced engagement – beyond the participation of 50+ year old males. However, people seem to be more ready to engage when the benefits are clear. Taking Warsaw as an example: climate funnel – inviting citizens to engage, representative groups, educate them, ambition is to pick up the Climate for Future movement.

For bringing knowledge of action to all levels, it is essential to communicate visions and create a common understanding. This also relates to language: the right wording is needed to reach out to different societal groups – how to make people understand the vision.

Integrated strategies towards doughnut model

- One dilemma is that strategies are well designed within themselves, but they do not influence follow-up processes and mechanisms enough. For example, laws have to change when a strategy is adopted. Questions raised include: Is regulation for integrated strategies an option – make it mandatory? Is this an overkill? On what level?
- Compromise – a principle in urban planning, but you need to get the doughnut thinking in this process and make it more important than other factors.
- Increase the value of sustainable developments to give real estate, developers and other actors incen-

tives and motifs to include sustainability aspects in their planning.

- Value of cities – how to make a city with strong sustainability strategies/actions more attractive for investors?
- What are the ‘right’ indicators and measures for downsizing models in this regard?
- What are the principles for sustainable development when selling land, framework for competitions?
- Building alliances with real estate and other actors through dialogue – how can the attractiveness be increased?
- (Financial) incentives for private actors to comply with doughnut model requirements and create monetary (and societal) benefits;
- Dilemma of priority setting in city administration: need to change thinking in city admin, not let the corona crisis replace sustainability;
 - Public authorities should be role model to get private actors to take it up;
- Visioning process as a starting point to build commitments, address conflicts, etc. The result of such a visioning process must be communicated as a basis to create integrated strategies:
 - Let different actors be part of the visioning process;

Applying an overall assessment scheme, incentive mechanisms, evaluation and monitoring, flexibility

- Assessment as crucial tool to rightly develop versus the perception of assessment as control and punishment scheme;
- Incentives are good motivators versus fairness of assessment and clear rules;
- Flexibility in evaluation and monitoring versus the accuracy of the measurements instruments (quantitative and qualitative);
- We need other/additional measurements, other than money;
 - Externalities or indirect impacts. We tested a model and JRC published a report recently <https://ec.europa.eu/jrc/en/publication>;
- Evaluation and monitoring need reliable data and assessment schemes;

- Interests of groups who benefit from the status quo;
- Who benefits from the new situation?
- People in reality have other goals like convenience, freedom of choice, income;
 - There is a need to educate people who are not familiar with a concept;

Bringing and keeping civic society on board: awareness, capacity building and stepped approaches

- Communication of urgency – while people feel powerless;
- Short time thinking vs. long term thinking;
- Corporate governance as a model: doing the right thing (being moral) has to benefit you;
- Capacity Building must be people driven and place driven;
- Keeping motivation needs to overcome the fluctuation of people and tiring/frustration effect;
- How to show immediate effects/benefits of applying a new economic model?
- Stepped phase must avoid to see the tree and lose the forest view;
- Allow citizens to take part in discussions and/or planning;
- Demonstrating benefits by letting bottom-up initiatives showcase, give them room;
- Demonstrations are important: “seeing is believing”;
- Invent solutions that perform as well as the old solution, and “sell it”;

Governance by a common vision (transparency, involvement, creating more connections)

- Dilemma: Unwillingness to change “the company culture”;
- Sense of ownership of the vision is essential for making it reality beyond political cycles;
- Different interests at any level might prevent the development of a shared vision;
- Lack of willingness of change within the administrations limits the realisation of bold visions. A common narrative and sense of urgency is required to create a bold vision with shared ownership. A shared vision provides the basis for experimental

tion and figuring things out on the go.

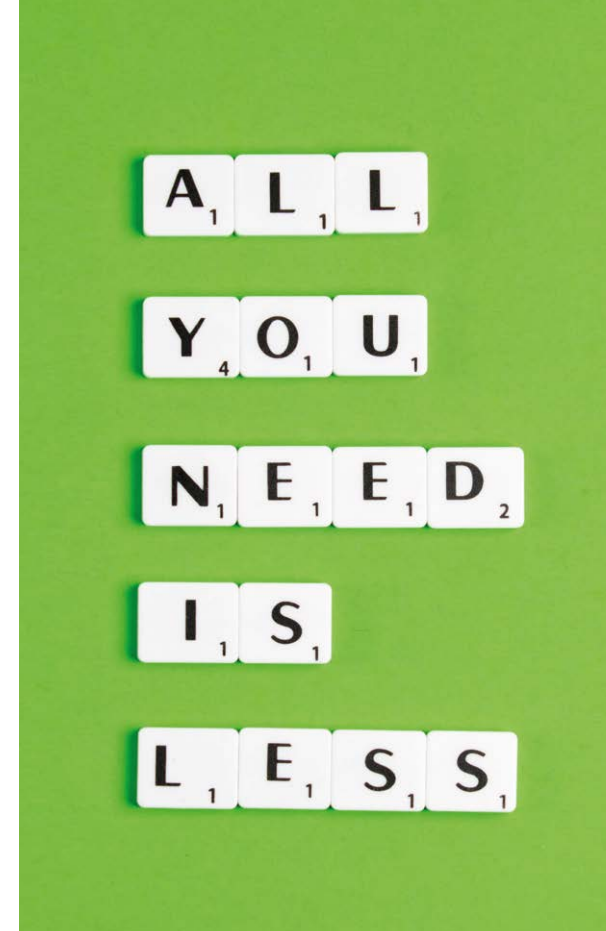
- Creating a common vision takes time: you may want to start before the vision is ready to encourage bottom up initiatives and learn from them to create the vision, as well as, build capacities and facilitate knowledge exchange.
- Lack of leadership to enable an environment to make the vision a reality;
- Administrations might have competing goals which result in competing for budgets, assignments and interest;
- Different needs and perspectives of stakeholders: Long term goals vs. short term interests.

Agile, practical governance models which use the experiences from experimentation / prototyping and does not get lost in grid-lock decision making situations

- Lack of will / capacity to innovate and experiment; Legislation often restricts freedom to experiment;
- Actions are often part of an action chain or cycle which reflects urban complexities: you have to change A to get to B.
- Avoiding risks vs. innovative approaches:
 - Experimentation / development on the go might help to create learning journeys and address the fear of change.

3.3 WORKSHOP 3 – ROADMAPING: IDENTIFYING THEMATIC PRIORITIES AND IMPLEMENTATION MEASURES TO ACHIEVE THE VISION

For the third workshop, the participants were asked to reflect upon their key takeaways from the previous workshops. Additionally, the participants had the chance to present challenges / problems / issues / cases from their daily work connected to the topic of Downsizing District. Following the presentations, participants could choose which challenge they would like to discuss. The aim of this exercise was to receive deep insights into the challenges / problems / issues of representatives of public urban administration, facilitate an exchange on the issue with colleagues and to derive the requirements and needs for the DUT pillar on Downsizing District Doughnuts.



3.3.1 KEY TAKEAWAYS FROM PREVIOUS WORKSHOPS

- Currently, there is no framework for monitoring circularity. Such a framework must also include social aspects, behaviours, etc. Monitoring/measuring is difficult so for circular procurement we started with an ambition map that makes it possible to learn from doing. Later on indicators and numbers can be linked to these ambitions: <https://aankopen.vlaanderen-circulair.be/en/getting-started/the-ambition-map>
- Data for good decisions, not everybody has a smart phone – what about inclusivity – careful not to force everyone. Always check every solution if it's fair, inclusive and green – how to make it so and how to assess solutions?
- Currently, there is no In the urban agenda a group of stakeholders made a selection of possible indicators for a city to measure the progress on the circular strategy. Starting from existing indicators

in European policy: https://ec.europa.eu/futurium/en/system/files/ged/urban_agenda_partnership_on_circular_economy_-_indicators_for_ce_transition_-_issupaper_0.pdf

- **Combine short term plans of politicians with long-term vision of the city:** Usability of tools are not clear; research can help to test them, concrete instruments are needed, bringing research into practice (TRL 3-5 to 7-9), real life impact, simulations might help, as guidelines for policy makers on financial, organisational, etc. level;
- **Translate** the dimensions of the doughnut economy model into the urban context, using existing approaches.
- **Legislation and regulations:** diminishing legal obstacles for the sharing economy – to anchor eco-friendly behaviour, not always fair e.g., taxing drivers burdens the poorest ones. so how to shape legislation that is good for the environment yet just/equity.
- **City budgets** – politicians are having the leadership on where to put budgets, therefore, where the priorities are put. For public officials, their budgets are a political wish list. A model can prove the benefit to work in a circular way compared to working in biz as usual would be very helpful: How much would it cost in a normal way – how much in a doughnut economy model. Benefits on multilevel economy; create job opportunities, decrease need for social support. Horizontal budgeting.
- **Capacity building** – we need to be specific on how plans are made. For the implementation of the plan we need to consider capacity building for politicians and responsible people in departments. Formulate which is the change that we want to achieve. How do we reach that? This is at the basis of the new strategic planning – how new tech opportunities can impact the new city life. To build capacities to be able to deal with it and its implications.
- **Circular economy** is a socio-technical approach which is in conflict with the general interests of a capitalist paradigm. Cities can play a role in providing an alternative model, but will probably not be able to break the paradigm on their own.

Mainstream circular shopping

- Companies for sharing, repairing and reuse have small financial means
- A group of such entrepreneurs sought a location for a circular shopping mall and knowledge center
- The location needs to be comparable to traditional shops to attract the public in general
- The municipality must act neutral and cannot subsidise rents
- Real estate owners may offer temporary contracts until "better" tenants appear...
- **How can we promote circular shopping on same terms as others?**

orebro.se



Pitch 1: Andreas Sävenstrand, City of Örebro, Sweden

Discussion

- Taxes have to be paid for empty shops in Flinders. There are initiatives where tenants on these biz only have to pay the taxes. Temporary use, e.g., the library of tools.
- Micro-realities: competitors to the linear economy. We have to brand the circular shopping in a different way. Circular items are often considered as "reused waste". It is rather a second life for the items – fostering green jobs. Cases in Hamburg: Pop-up shops in commercial centres. Marketing / branding. Working together with the waste management companies.
- Private-private exchange platforms could be used for exchanging of items;
- In Brussels, a number of shops are using circular concepts. The branding is important. Shop owners can receive help from the agency HUB which launches calls and offers training.
- Poznan, Poland: Circular initiatives are, in many cases, community initiatives: The city supports businesses with space to foster co-creation. No financial support is given, but guidance is provided. Mostly community initiatives and the city are developing strategies for the actions.
- In the Urban Agenda on Circular Economy a specific website was created to help cities and regions funding circular initiatives: <https://www.circularcityfundingguide.eu/>
- One central question: what are the effects of increased online shopping and delivery services? How can these spaces be used and how will our "high streets" look like in the future? What is the future we foresee for urban life including commerce?

Development challenges

How green infrastructure can become part of the quality landscape (in urban, periurban and countryside areas)?
 How green infrastructure can assure diverse public functions?
 How green infrastructure can contribute to development of new services/products/working spaces?
 How to assure quality regional/local planning to assure long term sustainability of green infrastructure?
 How to put into the centre of green infrastructure issue the brownfields and formal industrial and other build up areas?
 How to better exploit options of green areas within cities/find innovative solutions?
 How to assure that overcrowding of certain areas would not affect the biodiversity and quality free time of visitors in green areas?
 How to plan green infrastructure to be nature and inhabitants/visitors friendly?
 How to include healthy way of life into development of green infrastructure better?
 How to better embrace the spirit of the doughnut economy into the overall concept of sustainable development, green infrastructure development and climate change?

3

Pitch 2: Helena Cvenkel, Kranj, Slovenia

Discussion

- The regional to very local level is key for biodiversity, CC, microclimate, measuring ecosystem area, transparent ways of green infrastructure, services an area provides, for public spaces, tool for planners, less for public; doughnut model makes it easy to discuss complex issues;
- City of Braga developed a balanced development plan, considering all spaces and villages around the city, heritage, rivers, etc. green city factor – high quality of life: www.cm-braga.pt
- For inspiration: A Swedish project working on green area development and especially ecosystem services: <https://www.cocity.se/>
- Quality of infrastructure depends on usage. Economical aspects, how to design for easy economic maintenance?
- How to measure the effects of services and measures to understand the contributions – how to measure heat island effects – decision support for new measures and investments?
- Crowding, challenge if planning considers already new public functions, where to have which public functions; Mix of public and private ownership;
- Multi-functionality, balancing – depend on governance. In Braga it is very participatory, companies are included in decision making, real consultations in urban development increase companies responsibility;
- How to model to divide costs for development and maintenance, between different private actors, private – public, etc.
- Going beyond single solutions, little green areas here and there – economic aspects;
- Local government is still silo based, but investment have impacts across;
- In Stockholm: Social sustainability in focus, economic methods to deliver, ecological sustainability as boundaries;
- Green infrastructure as circular is still a long way to go, circularity as thought model.

+ What we want:

- Greenspace proximity and multipurpose buildings
- Wellness areas and community living
- Respect our resources boundaries
- soft mobility
- shared responsibility and governance



+ Where we are:

- artificialized urban areas with zoning
- housing costs
- regional or national supply
- strong car dependence (working rigidity) and suburbanization
- shared responsibility and governance



Pitch 3: João Dinis, Cascais, Portugal

Discussion

- In Cascais, COVID-19 showed many inhabitants what we already knew: you don't need to commute as much as you think. So how to work with and change mind-sets as well as practices and behaviours of various groups. Cascais has the first free public transport. How to make sure people understand the value of good public transportation? Social housing, it's very interesting and important (as PT constitution states the right to housing).
- Innsbruck: social housing and mobility: the city lacks a middle class group to apply for the social housing in order to break segregation/marginalisation of these areas; huge opportunity for bicycling in the city, small and dense, but it's been very difficult to improve green mobility in diverse community groups with migration backgrounds. Any tips and recommendations welcome! Trying to develop attractive green mobility.
- The dorms, sleeping cities, the effects of past zoning practices lives on and presents a challenge for many cities in Europe.
- In Pisek, the problems and challenges are different than those of large cities. Industry is there, small city means economics difficult, looking for a business model where the municipality doesn't have to finance private commercial actors, strong commuting position between Prague - south. Parking support apps. Parking in the city centre is being reduced, digital sign-posting on where to park coming up.
- In Stockholm, Segregation and social housing in Sweden. Mobility about behaviour, public transport well developed, going by car considered low status. Children are challenging the grown-ups on non-sustainable behaviour. But you need to start really, really early.

3.3.3 INPUTS FROM THE COMMUNITY AT THE 2020 JPI URBAN EUROPE POLICY CONFERENCE

Summary of the Session "Downsizing District Doughnuts – An Integrated Approach for Urban Greening and Circularity Transitions" at JPI Urban Europe's Policy Conference on 12 November 2021

Panellists

- Stefania Manca, City of Genova
- Maria Rauch, URBACT expert
- Ruba Saleh, postdoctoral researcher, ICHEC Brussels Management School
- Adrian Hill, Latitude – Cities of Making

OPENING STATEMENTS BY THE PANELLISTS

Ruba Saleh, postdoctoral researcher, ICHEC Brussels Management School:

"Our built environment is not designed to manage urban crises. The pandemic wreaked havoc and posed serious challenges related to public spaces and buildings design; Social bonds, networks and services; States vs market forces interventions; and infrastructure. The impact of the pandemic was magnified where structural issues like social inequalities, extreme climate events and wars are in place and as a matter of fact, the pandemic impacted heavily vulnerable urban dwellers especially in the Global South.

The pandemic increased teleworking exponentially. Automation, machines based on artificial intelligence and the Internet of Things are expanding. We all witnessed lately how China is deploying robots and drones. It is clear that manual work and low skilled workers will be profoundly affected. Capacity building, reskilling and upskilling are crucial for becoming more resilient to shocks in the future. However, it is decisive to keep in mind that increased automation will contribute to increasing social uncertainty.

Downsizing doughnuts means also rethinking/reshaping the workforce at the local level while taking into account that the circular economy and

the closed loop dimension is a regenerative culture where human relationships, cooperation and solidarity are the cornerstones.

Downsizing doughnuts puts emphasis on what Jane Jacob depicted in the 1960s in her ground-breaking book the "Death and Life of Great American Cities" which is the need to refocus on the quality of life at a smaller scale. Enhancing people's wellbeing is also in line with the vision of the EC stated in its recent publication, the human-centred city. The pandemic teaches us that effective city governance is a key issue during crisis situations since many urgent decisions and measures were and are to be taken and enforced at the local level. Cities'/ neighbourhoods preparedness, response and recovery from future pandemics and crises will depend on robust governance systems. A paradigm shift requires innovative approaches to social and physical infrastructure development and service delivery. A redefinition of mandates, roles and responsibilities of actors at the local level is mandatory to enable the transition. Moreover, trust between communities and local leadership must be strengthened through transparency and accountability. Advocacy, participation and evidence-based practice and policy are key tools to make the leap."

Adrian Hill, Latitude:

"Currently cities are having a huge impact on the environment, much of this impact we do not see. Likewise, cities by nature are unjust places and in post-industrialised cities, these injustices are often felt far away. The doughnut economy strives to reign in both of these challenges.

Downsizing doughnuts appears to be a great opportunity for cities, but it will not come easily. It will involve localising many production processes that we depend on. It will mean that urban space will need to work harder in order to manage waste and resources, treat water, improve air quality, provide food, generate energy and so forth. In doing so we should also be looking for ways to improve quality of life through social equity, justice, ensuring access to meaningful

jobs, improving gender balance and so forth. In practice, this is resulting in tensions. Efforts to solve one issue are resulting in problems with other issues. For example, in many cities the deficits in affordable housing is resulting in the rezoning of industrial space into housing. This can result in having less space to process goods and a reduction in accessible jobs. Likewise by increasing the amount of green space to improve air quality and ecosystems (nature-based solutions), we are also increasing land values and reducing affordable housing.

[On capacity building in urban public administration, in urban communities, civil society, etc. Getting and keeping civic society on board, Governance by a common vision (transparency, involvement, creating more connections): The tension between urban public spaces understood as attractive and comfortable spaces for recreation, nature-based solutions ecosystem service provider, and societal function as meeting places between diverse groups and role as generating necessary democratic friction and empathy? Applying the principles of the doughnut economy is going to require shifting away from the strong market forces that dominate cities today. It will require all citizens to be actively involved in the process. Without balancing the market and participation of all residents, we are likely to only increase environmental impact and social injustice.”

Stefania Manca, City of Genova

“The local context, especially the urban areas, are facing a critical momentum due to the necessity to re-think the future and to re-shape their development, balancing the uncertainty on knowledge of new scenarios and the need to work in back casting, now casting and forecasting show their limits on the programmatic field. The main drivers of change at global level, Climate, Demographic and Digital transitions affect local levels with different and exacerbated phenomena of shocks and long stressors. The risk of failure in taking appropriate, time-effective decisions is, i.e., one of the main topic analysed and framed in the global risk assessment report of WEF.

Moreover, thinking to possible futures, urban areas need some investments now, especially on soft skilling to better interpret the signals and then to track feasible routes to foster sustainable resilient development in practice, also to rebuild identity and to better connect the functional or surrounding smaller realities, leaving then no one behind. In this domain the district level runs perfectly to avoid new marginalisation, new poverty and inequalities, reinforcing the systemic network inside the city.

Doughnuts economy is an incredibly powerful and inspiring path to better frame the local thresholds and the main visioning, but it needs to reach more ground appeal on pragmatic revenues and multiplier effect with distributed “on field demonstrations”, to be accepted by all parties: political, decision makers, private investors and communities.

On the other hand, even the local level could have freedom to reshape its context, the multilevel participated governance would help to solve issues on systemic risks associated and the complexity of the different possible cascading applications, especially for less advanced cities. The District level to downsize doughnut economy could lie to implement standard and common vision at national and regional level to maximise the effect of the green and circular transition abandoning the linear economies whenever possible.

The issue is how to let the cultural shift paradigm on behavioural transition be put in place and how to solve conflicting priorities of short-term visions to a long-term strategy of investment. A great commitment is necessary to act as a whole system of collaborative governance innovation with all the actors of the quadruple helix with governance: public authorities and agencies, academia: universities and research centres, civil society: citizens, NGOs and Local Stakeholder, business: private companies and SMEs.

[On Applying an overall assessment scheme, incentive mechanisms, evaluation and monitoring, flexibility]: In the process possible methodology useful to apply the downscaled doughnut economy it is indeed necessary to frame the picture of a stepwise approach. Milestone could look like, for example, visioning with a clear and common message, setting the scene of the possible futures with an easy and friendly participatory process. Then it will be necessary to map the needs under the new perspective and to propose solving combined measures to dial with non-linear and more circular development within the two thresholds to reach the commitment of all parties, and then definitely translate the outcome to the political, the practitioners and civil society different languages. To solve the issue to ensure continuity and progression of the actions it is necessary to flow them in the day-by-day management of the city, prior trying to use existing instruments, rather than immediately fostering new ones. Last but indeed not least, it is suitable to dedicate effort to develop a common framework of easy to implement indicators, guidelines for assessment and evaluations, and a roadmap for implementation.

What about the boosting effect of branding the doughnut approach at local level? Fostering eco-loyalty labelling for private sectors, facilitations and tax reductions for people, incentives for vulnerable and less advantaged groups should be accompanied by concrete and measurable impacts of the power of the co-benefit brought by the new approach to the “greening the life”. Again, the issue is to balance negative and positive effects of the new scenarios at local level (i.e. uncontrolled digitalisation brings less meaningful improvements, more marginalization and increase on carbon footprint).”

Maria Rauch, URBACT Expert

“The globalisation brought financial/profit driven delocalisation in industry but a wider exchange of talent and development of innovation, on the other side. The pandemic worked as an accelerator of digitalisation. Sustainable development points out to more place driven policies and less interdependency.

How to achieve the right balance? To sustain the whole range of initiatives around the doughnut economy projects would not be advisable to have “green procurement” meaning different criteria to evaluate these projects out of the box?”

3.3.4 KEY MESSAGES FROM THE “DOWNSIZING DISTRICT DOUGHNUTS” SESSION

- Principles of the doughnut economy underline the relevance of the small / local scale for the quality of life. It stresses the importance of the human scale for sustainability, and thus links to the work of Jane Jacobs in the 1960ies.
- COVID-19 showed effective governance is key to tackle crises. The decisions taken on the local level are essential for the actions limiting and adapting to situations of crises. The robustness and ability to deal with crises is depending on the local governance systems. Local urban administrations have the ability to change pathways to the future, in many cases this ability is not tapped upon. The main issue to promote change are governance models to make change a reality holistically, transversally, reflecting the complexity. Capacity building is fundamental to create a welcoming environment to change. We need to reshape and rethink the governance model to go through with the changes in practice; make new ideas and objectives possible.
- Two dilemmas in the 21st century: use of resources and inequality.
- Let’s discuss how a city that functions along the doughnut economy principles look like: there would be much more localization; food is sourced locally, etc. while ensuring equality. The issue here is that space is not limited and there are competing functions. E.g.: former industrial sites in many cases make place for social housing units as the demand is therefore high. However, by taking out manufacturing jobs which are potentially required by those living in social housing, are lost. Eg.2: enhance NBS, might lead to rising rents, etc.
- Digital transitions lead to uncertainty on skills required in the future. This transition poses the question on who can/should decide on what skills

and education measures are required in the future, and how. There is a tension between personal and organizational / structural capacities in different communities of practice.

- To gain something (sustainability), we have to lose something: sustainability requires a change of behaviour and a shift in the understanding of quality of life.
- COVID-19 measures required a massive public investment: the same is kind of urge is required to make the doughnut city a reality: it requires a restructuring of our economic model.
- The “new normal” facilitating experimentation and tactical urbanism.
- Step by step approaches: experimenting, testing approaches and convincing people. It illustrated the positive advantages of the measures.
- Local admin cannot do everything themselves but need support on how to work with the systemic risk and what are the cascading applications of the doughnut economy model.
- Circular economy debates are often very technical but local collaboration and humanize the approaches are running too short often.

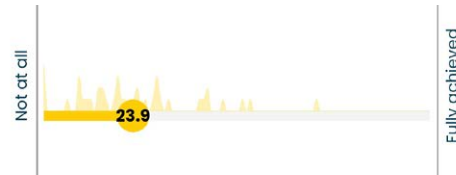


Figure 11: Mentimeter results: To what degree are the principles of the doughnut economy/nature-based solution implemented in your city?

Throughout the session, participants were asked to add comments, reflections and experiences to a Mentimeter poll. The questions of the polls linked to the opening statements made by the participants.

Mentimeter question: What is needed to go beyond (simple) monetary indicators when assessing impacts?

Answers obtained from the participants:

- To ask what matters (goals / aspirations) and to define indicators in line with that.
- Well-being as a critical node to connect social and



Figure 12: Mentimeter results: What keywords come to your mind when thinking about the Doughnut Economy / Nature-Based Solutions?

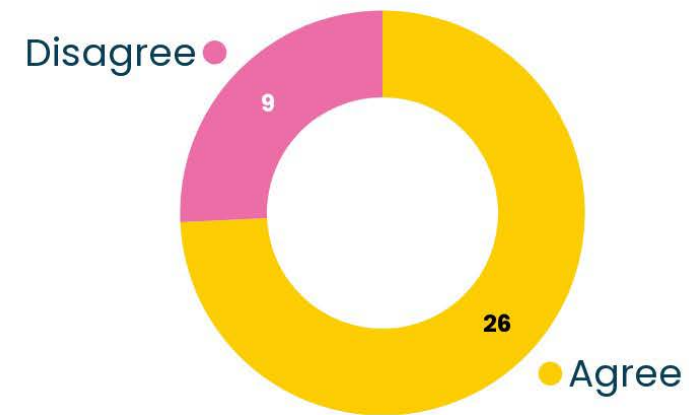


Figure 13: Mentimeter results: For the Doughnut Economy to be effective, it is necessary to apply dramatic interventions into the market economy (agree/disagree).

ecological dimensions, economy is a means to achieve it, not an end in itself.

- A new language;
- Quality of life indicators;
- Community defined indicators and priorities. Linked to not just participatory budgeting but city budgets and commitments from the private sector;
- Measure results to human beings health and prosperity;
- SDGs is a good reference to make it wider;
- Indicators on people's sense of purpose;
- Seizing qualitative aspects;
- Define good qualitative criteria and indicators;
- Number of new collaboration between companies/ public authorities/citizens;
- Number of involved, number of actions, expressed engagement in media...;
- Monitor and evaluate based on Gini coefficient;
- Human wellbeing, equity and ecosystem services enhanced;
- A multidimensional metric;
- Improved Communication between citizen and local municipalities;
- Public and publish indicators on all important criteria (including human, bio, pollution, ...);
- Number of citizen engagement, actual behavioural change;

- Complex monetary indicators :);
- To measure what really matters at human level – happiness, health, etc.;
- Not only count/see value added, but also “hazard” added by non-sustainable approaches and solutions;
- Environmental data;
- Resource efficiency and well-being indicators;
- Monetary indicators have been used to reflect well-being at the time of economic growth. We have to switch perspective and find well-being indicators (e.g. related to quality of public goods like air or water);
- Percentage of green space;
- Reduction of flooding;
- Awareness on the subsurface ;
- Well used underground space;
- Fresher air;
- Cleaner rivers /waters;
- Better health;
- Liveable cities – increase well being ;
- Less unemployment ;
- Less traffic ;
- More green energy zero E;
- Human satisfaction of life, city, society, etc...





4 FOCUS GROUP POSITIVE ENERGY DISTRICTS

In the preparation of the Driving Urban Transitions (DUT) partnership, JPI Urban Europe invited city representatives to join a Focus Group to co-design the DUT pillar on Positive Energy Districts and Neighbourhoods transforming the urban energy system. Building on the discussions and achievements in the PED Programme since its kick-off in October 2018, participants were invited to join two workshops to further develop features of PEDs, to identify areas of actions to enable the transformation and to identify key elements research and innovation needs to realise PEDs. The results of the Focus Group meetings have been used by the JPI Urban Europe Management Board to shape the DUT pillar, to identify connected urban dilemmas, challenges and issues which need to be addressed for developing urban transition pathways towards regenerative cities.

The Focus Group – an extended PED City Panel, which had accompanied the PED Programme as an advisory board since 2019 – met two times: in October and in December 2020. Additionally, selected Focus Group members were invited to share their perspectives and experiences in JPI Urban Europe’s policy conference in a session titled “100 Positive Energy Districts Transforming the Urban Energy System”. This session was used to engage a larger audience in the discussions and the exchanges of the Focus Group, focusing on specific challenges. In total, around 30 representatives of urban administration and other urban actors dealing with energy topics and urban planning joined the Focus Group meetings while about 60 participants joined the

dedicated session at the JPI Urban Europe Policy Conference.

4.1 BACKGROUND AND PREVIOUS ACHIEVEMENTS

Contributing to the ambitious targets of the European Strategic Energy Technology (SET) Plan, SET Plan Action 3.2 – the Programme Positive Energy Districts and Neighbourhoods for Sustainable Urban Development (PED Programme) aims to support the planning, large-scale implementation and replication of 100 Positive Energy Neighbourhoods by 2025. The PED Programme is joined by 20 EU member states and has been kicked off in October 2018. It will become one of three innovation pillars

WORK PLAN AND STRUCTURE OF THE WORKSHOPS

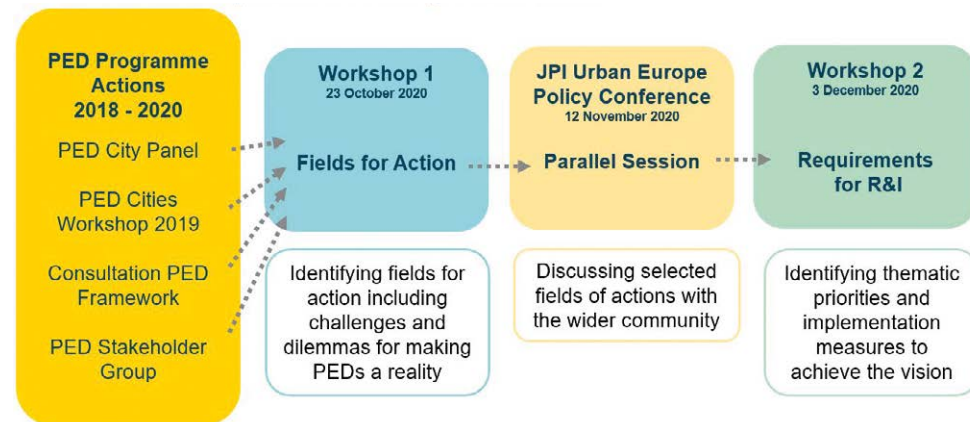


Figure 14: Focus group workshops organised on Positive Energy Districts

in the Horizon Europe Driving Urban Transitions to a Sustainable Future Partnership (DUT).

The Programme Management, conducted by JPI Urban Europe, involves stakeholders from R&I funding networks, cities, industry, research organisations and citizen organisations. In particular, a PED City Panel has been established as an Advisory Board to the programme, besides other activities. This group is a key platform for discussing key fields of action for making PEDs a reality on a large scale.

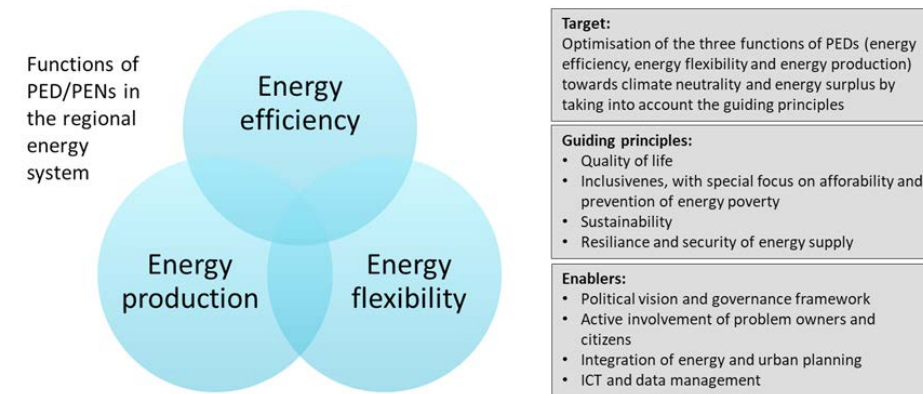


Figure 15: PED Framework. Positive Energy Districts are energy-efficient and energy-flexible urban areas or groups of connected buildings which produce net zero greenhouse gas emissions and actively manage an annual local or regional surplus production of renewable energy. They require integration of different systems and infrastructures and interaction between buildings, the users and the regional energy, mobility and ICT systems, while securing the energy supply and a good life for all in line with social, economic and environmental sustainability.

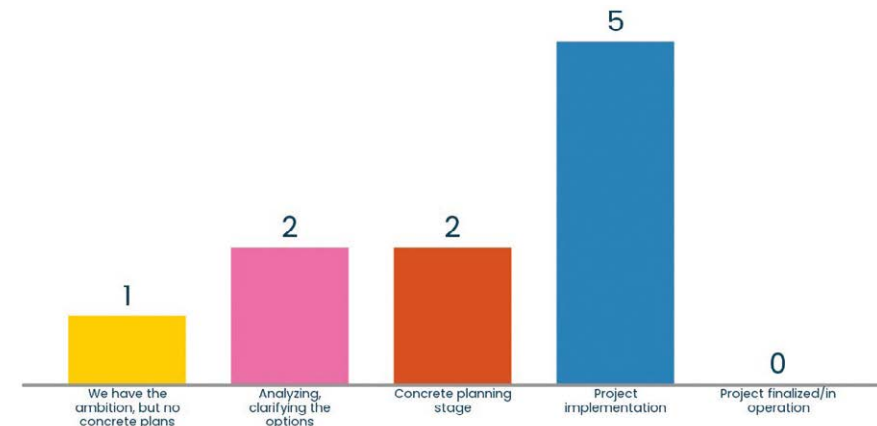


Figure 16: Mentimeter result: Stage of PED development in participants' cities

4.2 WORKSHOP 1 – PEDS: TRANSFORMING THE URBAN ENERGY SYSTEM

The first Focus Group workshop on 23 October 2020 built on previous learnings of the PED Programme. Concretely, the goals for the workshop were:

Session 1: Further developing fields of action

Building upon the results of previous PED Programme activities, this session aims at further discussing the fields of action for PEDs.

Session 2: Breaking down the complexity

In this session, participants were asked to identify the dilemmas behind the fields of actions. Participants were asked to vote for the dilemmas which they find most important for PED implementation which were discussed in more detail.

The workshop started with a Mentimeter poll:

In your stage of PED development, what is currently the most pressing issue?

- Finnish climate makes proper PEDs difficult. Costly investment required makes investors uncertain;
- Aligning different city strategies (climate protection/ economic development/urban planning etc.) and securing budget;
- Getting stakeholders on board / convincing stakeholders to support the PED approach / find the

- right stakeholders (inside the administration but also project developers) / Stakeholder alignment;
- Quite large area needed for a PED, i.e. PED would be regional in practice;
- Mobility and energy embodied on materials are challenging, if they are included;
- Investment vs. life time costs;
- Regulation barriers;
- Scaling-up appropriate way of working that had positive impacts locally, in experimentation/ innovation projects... but could also be relevant to reach PED;
- Governance;
- Ensuring political commitment and stability; financing;
- Dense city versus plus energy;

4.2.1 IDENTIFYING AREAS OF ACTIONS

- Strategies for the three functions of PEDs (energy efficiency, energy flexibility and energy production): Strategies need to focus not only on new developments, but also existing districts, which is much more of a challenge and need to include energy (and other) services for PEDs and develop fitting business models. Security of energy supply must be secured through long-term strategies and strategies for the transformation phase.
 - Important to save the old CHP or other plants as a reserve. They may not be needed that much,

asked to decide on two (or more) of the highest priority. The selected areas were then discussed in more detail by using the dilemma approach: identifying opposing, contradicting strategies and goals. The aim of this exercise has been to ‘unfold’ the fields for action in order to illustrate the complexity behind them.

Energy flexibility

- Limited possibilities / permits to connect PV to the electricity grid – What are the conditions for grid integration? Legal barriers are barriers that need to be identified and adapted.
- Conflicts due to different interests between old systems, with large-scale producers and “new systems” with more small-scale, local production. Who benefits from the flexibility and who is providing it?
- Lack of business models and pricing of flexibility. Financial value for flexibility (consumption at the “right” time) and for feed-in (surplus from local production) at the “right” time is missing.
- Difficulties to switch from gas: lack of a master plan and timetable to move from gas and bio-gas to renewables in the Municipalities.
- Dependencies between national, regional and municipal processes: fragmentation in instruments and plans, and different timings across municipal activities.
- Lack of energy storage banks;
- Energy communities could serve as facilitators, but national frameworks are not established yet: it takes a long-term process for adoption, there are legal aspects regarding contracts, it is a challenge to mobilize people not informed yet about energy systems. Therefore, education is key; importance of intermediaries / facilitators.

Investment and financing models, role of social/affordable housing

- Lack of business models and pricing of flexibility – do PEDs fit into existing business models?
- PED may not fit in with “old/large” companies current business models;
- Example Vienna: Social housing m² prices are limited by rent, but not in total (rent + energy costs);

- Dilemma between investors and users;
- Different layers for investments and business models – energy system / flexibility; housing / developers; energy communities ...;
- Certification as an incentive, as an implicit value that may help trigger interest of insurances, pension funds and generally draw focus of investors to PEDs;
- Different approaches for existing neighbourhoods, with shared ownerships compared to newly built areas;
- Lack of tax incentive systems for energy storage;
- A long-term perspective to amortize the investments is needed;

Citizen engagement / engaging people is at the heart

- Citizens are reluctant to spend too much effort in changing habits – “if everything is well – why do we need to change?” Therefore, we need to make people understand that we need to act. Approaches are not sufficient at the moment.
- For creating awareness, people need to see best practices and real functioning examples.
- It is difficult to get actors to communicate unpopular actions;
- “Solution” might not actually solve issues: e.g., electric car will not protect the environment but the current way of living;
- Jumping from gas to electric is very expensive. We are not doing the environment any good, necessarily. Less cars is better than just switching to e-vehicles. Prefer public transport, cycling, walking.
- Incentives are sometimes conflicting.

Tariffs are conflicting: Pricing components - pricing signals to use energy efficiently.

- Different, maybe controversial, sources of information – different interests lead to conflicting information; hard to see information stemming from data.
- Some projects do not require the involvement of many stakeholders.

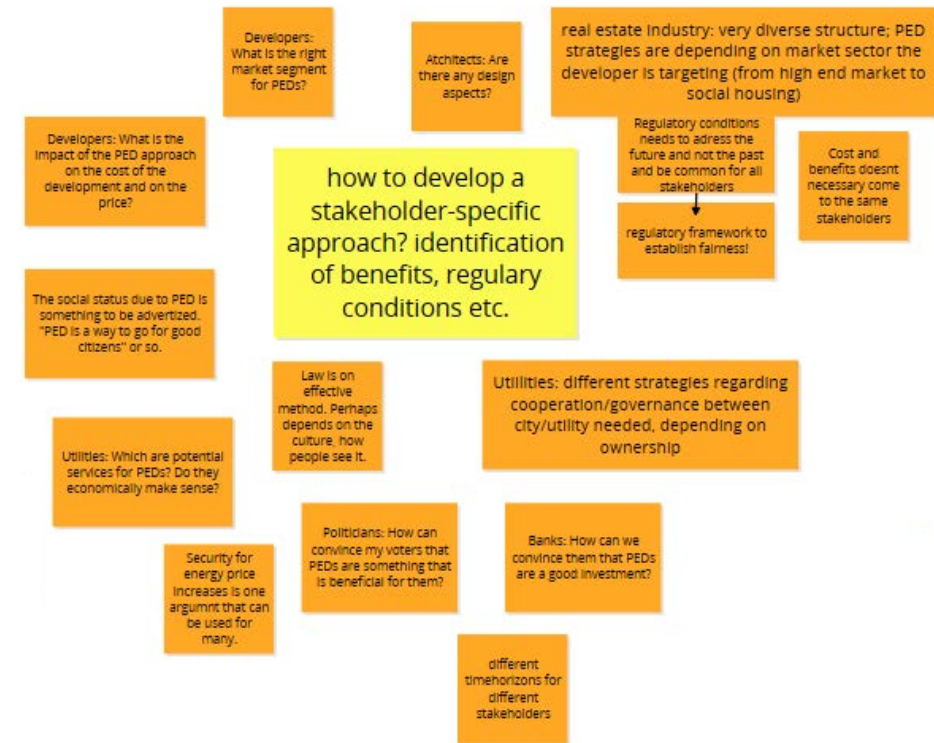


Figure 19: Outcome of discussion of one break out group on dilemmas regarding selected most pressing issues (Conceptboard)

Appropriate governance to cope with the need of fast pace/fast implementation to get tangible results in few years

- Transition is hampered because of fear of job loss – but there is a lack of considering the new jobs, which are going to be created by the transition.
- Contradicting interests which makes governance difficult. Contradictions in the aims of the different players are hampering fast pace.
- Democratic processes are essential, but take time. However, we cannot wait too long due to urgency, which is a significant dilemma.
- Technology risk: How do we pick the winning solutions if we move fast?
- Radical interventions are not easy in large cities, smaller towns are more agile. Depending on the part of the city for the project, neighbourhoods in large cities might be a good place to get action started.

How to develop a stakeholder-specific approach? Identification of benefits, regular conditions etc.

- Different interests are a major barrier:
- Developers: What is the right market segment for PEDs? What is the impact of the PED approach on the cost of the development and on the price?
- Architects: Are there any design aspects?
- Real-estate industry: very diverse structure; PED strategies are depending on market sector the developer is targeting (from high-end market to social housing)
- Utilities: Which are potential services for PEDs? Do they economically make sense? Different strategies regarding cooperation/governance between city/utility needed, depending on ownership
- Politicians: How can I convince my voters that PEDs are something that is beneficial for them?
- Banks: How can we convince them that PEDs are a good investment?

- Cost and benefits do not necessarily come to the same stakeholders.
- Different time horizons for different stakeholders;
- The social status due to PED is something to be advertised. “PED is a way to go for good citizens” or similar.
- Law is an effective method. Perhaps it depends on the culture, how people see it.
- Regulatory conditions need to address the future and not the past and be common for all stakeholders – regulatory framework to establish fairness!
- Security for energy price increases is one argument that can be used for many.

Long-term costs and investments / LCA externalities

- The law concerning the economy of municipalities should be changed for longer-term thinking, from annual balance to longer running periods.
- External costs are not known or accepted by all stakeholders.
- LCA-approach is conflicting with (most) business models in the real estate industry.
- Adaption of the tax system is necessary to encourage long-term perspective and LCA. Emission trade as a part of the solution is important. And, decreasing the amount of emission allowances as soon and as much as possible.
- How can we add new values to stakeholders’ value system?
- Very long-term contracts are one alternative, e.g. building companies are also responsible for maintenance and take care of energy to some extent.

4.3 WORKSHOP 2 – ROADMAPMING: IDENTIFYING THEMATIC PRIORITIES AND IMPLEMENTATION MEASURES TO ACHIEVE THE VISION

For the second workshop, the participants were asked to reflect upon their key takeaways from the previous workshop. Additionally, the participants had the chance to present challenges / problems / issues / cases from their daily work connected to the topic of PED development. Following the presentations, participants could choose which challenge they

would like to discuss. The aim of this exercise was to receive deep insights into the challenges / problems / issues of representatives of public urban administration, facilitate an exchange on the issue with colleagues and to derive the requirements and needs for the DUT pillar on Positive Energy Districts.

4.3.1 KEY TAKEAWAYS FROM PREVIOUS EVENTS

Comments submitted by participants via

Mentimeter included:

- Actually, the granularity of topics is already quite high
- Combination of PED development with circularity
- “Positive” also in terms of social aspects

Comments by participants at the PED breakout session at the JPI Urban Europe Policy Conference on 12 November 2020:

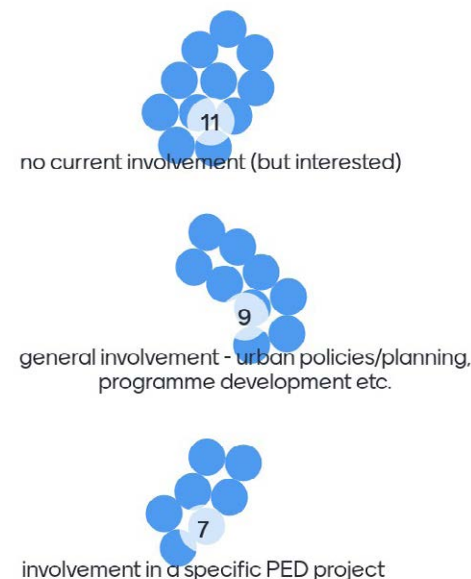


Figure 20: Mentimeter results:
Your current involvement in PED development?

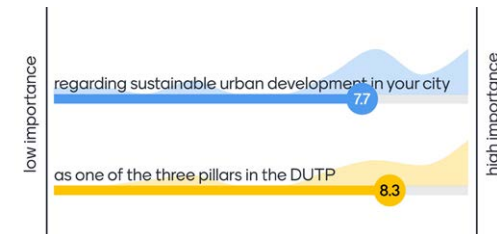


Figure 21: Mentimeter results: How would you rate the importance of PED development for urban transitions?

Mentimeter question: Stakeholder-oriented approach: How to deal with different interests and needs regarding PED development?

Answers obtained from the participants:

- Good governance model
- Targeted outreach and awareness raising
- Keep the profits local
- Transparency and long-term benefits explanation to the population
- Define a joint goal and create a space for open and frank exchange, moderated by people without direct interest
- Involvement since the first phase of the process
- Co-design
- Perhaps a new regulatory body to control fair competition?
- Citizen involvement always first
- “Translate” and negotiate between different groups
- Communication and information
- Open consultation World Café
- Room for bottom up initiatives, clear planning process (what will happen and when)
- We need new tools that help to involve and make decisions.
- Be clear about what decisions can be taken at what level. Some are not possible at local level.
- Financial pressure
- Funding instruments that are dedicated supporting innovative business models

Mentimeter question: How to define the system boundaries of a PED including the regional energy system?

Answers obtained from the participants:

- New competition regulatory body;
- Community concept. Virtual neighbourhood connected with blockchain for energy trading;
- Community-driven initiative;
- Building types and age;
- Not enough knowledge on the local level;
- Try to find a balance between existing administrative boundaries and functional areas;
- Try to create a boundary which is similar with the administrative boundary. People want to identify themselves with the PED.

Mentimeter question: Challenges of the transformation process towards large-scale PED implementation while ensuring energy security?

Answers obtained from the participants:

- Intercity learning for translocal diffusion of PED Innovations;
- Financial pressure because of “conventional” modes;
- Public-private partnership – this will require re-definition and re-evaluation of commons.
- Costs, diversity of interests at stake.
- Offer diversification and public poll on final selection;

Mentimeter question: What are immediate priorities for PED development?

Answers obtained from the participants:

- Demonstration and learning from them collecting data and reduce costs.
- Creative funding schemes;
- Learning about improving business case, public support and participation. Then sharing the lessons learned among cities/PEDs;
- Focus on real estate as key player in managing and financing the transition.
- Focus on existing neighbourhoods and tackle these complex areas.



5 NEXT STEPS IN THE DUT PROCESS

The results of the Focus Group meetings organised from September to December 2020 provide an essential input to set the priorities of the transition pathways of the Driving Urban Transition partnership, particularly for developing a DUT Strategic Roadmap. The results co-designed with the Focus Groups on the three pillars build the basis for discussions with the involved national funding agencies. The draft Strategic Roadmap will be put forward for national consultations in the first half of 2021.

These national consultations aim at alimenting the document with national urban and related sustainable transformation programming and policy priorities, a process crucial for underlining the strategic importance of the partnership. Additionally, dedicated stakeholder events are organised for further planning

and designing the activities of the first year(s) of the DUT programme. The final Strategic Roadmap of the Driving Urban Transitions Partnership is expected to be finalized by October 2021. The DUT partnership is expected to become operational in early 2022 with first activities being launched.

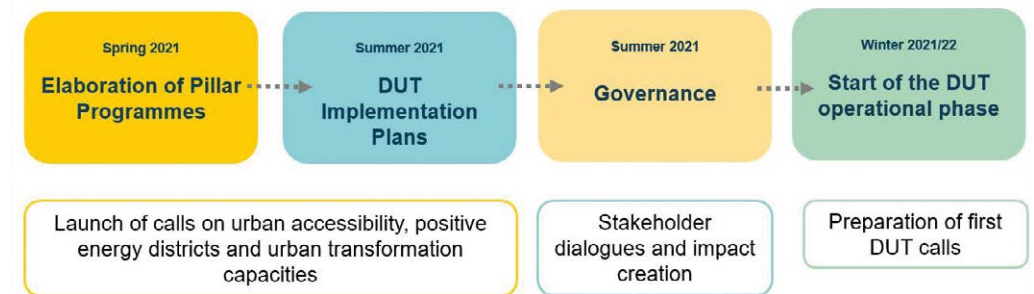



Figure 22: DUT process next steps.





www.jpi-urbaneurope.eu
info@jpi-urbaneurope.eu

 JPI Urban Europe

 @JPIUrbanEurope

 @JPIUrbanEurope