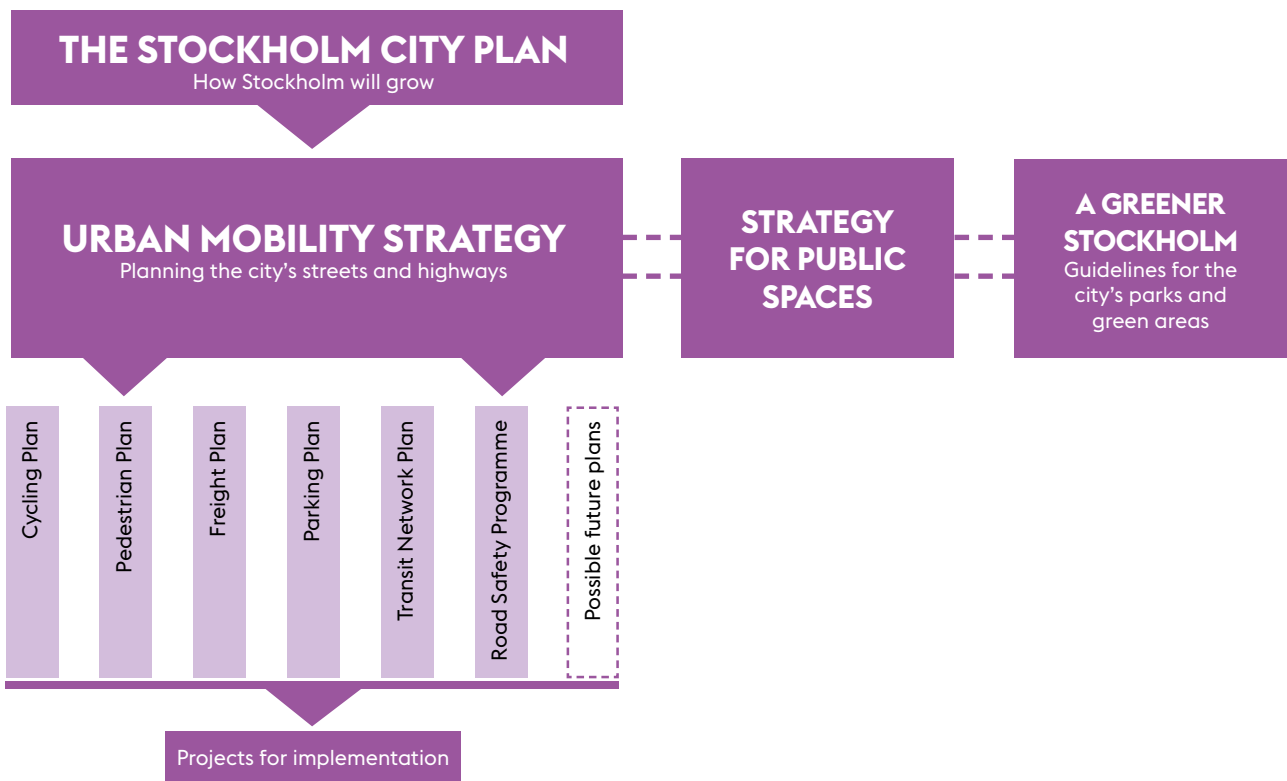


Part of the Urban Mobility Strategy

# Strategy for Public Spaces



Overview of how the Strategy for Public Spaces relates to the Urban Mobility Strategy, A Greener Stockholm, the Stockholm City Plan and the underlying directional plans. The Strategy for Public Spaces, which focuses on attractiveness and public spaces, is a supplement to the Urban Mobility Strategy. Green public spaces – parks, green corridors and nature areas – are instead dealt with in the guidelines for a Greener Stockholm.



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## Purpose of the Strategy for Public Spaces

The purpose of this strategy is to develop the Urban Mobility Strategy through principles and knowledge of attractiveness and public space.

The Strategy for Public Spaces complements the guiding principles of the Urban Mobility Strategy as regards what to prioritise in decisions regarding the city's streets and highways. It contains planning principles on how to develop urban streets, squares and other public spaces into places where people want to meet and spend time in a growing, attractive and sustainable city.

The city's green public spaces such as parks, green thoroughfares and nature areas are dealt with in the guidelines for A Greener Stockholm.

# Introduction

The city's public spaces – streets, squares and other public places – are one of Stockholm's largest and most important assets. They provide an arena for the city's core purpose: meetings between people for the exchange of ideas, culture, goods and services. As the city grows, more people are sharing these public spaces, which increases the possibility of interaction. A careful balance is needed to ensure that as many people as possible benefit from these spaces.

Public space accommodates a large number of complex systems and networks, both local and strategic, in built and natural environments, and with different functions. It is the people and how we use the public space that weaves it into a whole. Whether we are moving – with or without a vehicle – or spending time in public space, we are to some extent part of urban life.

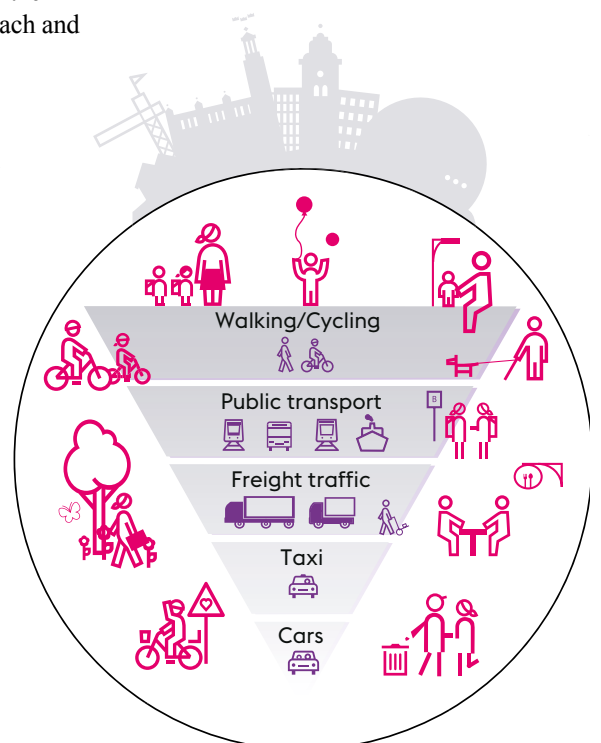
Attractive public spaces are the product of numerous factors: the city's design, scale and blend of functions, architecture, art, greenery, flows of people and goods, and much more. Responsibility for public space is shared between public and private stakeholders. The Traffic Administration is responsible for the design, maintenance and management of the city's existing streets, squares, and some quaysides and parks – which represents a very large proportion of public space. These need to enable public opportunities for both urban life and movement. The core mission of the administration can therefore be summarised as enabling people to reach and want to spend time anywhere in the city.

The City's traffic strategy – the Urban Mobility Strategy focuses on movement as well as the required balance between various transport modes. During the work of the Urban Mobility Strategy, it has become very clear that aspects of urban life need to be included in this balance for it to succeed as a whole.

The functions and people of the city must be the point of departure when an urban space such as a street, square or quayside is designed. The illustration shows how the Urban Mobility Strategy's principles of capacity-efficient transport modes and the necessary mobility functions of streets are elements in a wider context of urban life and many other necessary functions of public space.

## REACHING AND WANTING TO SPEND TIME ANYWHERE IN THE CITY

Streets, squares and other public spaces should not only enable access to the city's rich variety, they must also be places where people want to spend time. A large proportion of the city's public spaces already fulfil this – they provide a high level of accessibility to different destinations and they are attractive environments for people. But other parts of the city need developing.



# Planning directions of the Urban Mobility Strategy



The Strategy for Public Spaces is a supplement to the Urban Mobility Strategy. Public spaces can be regarded as a piece in the puzzle of public life and attractiveness that attaches to the Urban Mobility Strategy.

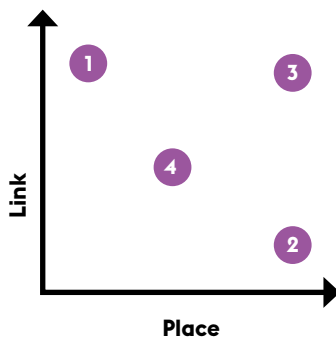
## The best traffic plan is a good urban plan

Stockholm is growing and the city needs to be built in such a way as to minimise the need for travel, enable more cycling and walking, and support capacity-efficient and frequent public transportation. The Urban Mobility Strategy describes how the space in the city's streets, squares and other public places needs to be redistributed to meet the increasing demand for urban mobility and commercial freight deliveries as well as the greater need for attractive public environments.

The Urban Mobility Strategy has four directions:

- A** The ability to move more people and more freight must be enabled by increasing the use of capacity-efficient vehicles, i.e. public transport, cycling and walking, and high-capacity freight vehicles.
- B** Mobility in the street and highway network must be improved by increasing the journey speed of capacity-efficient transport modes and improving journey time reliability for all road users.
- C** The role of streets and highways as attractive places must be strengthened by improving the pedestrian friendliness of the city.
- D** The negative impacts of street and highway traffic must be minimised by steering car usage to the journeys that provide the most benefits to society.

Directions A, B and D of the Urban Mobility Strategy focus on mobility while direction C focuses on attractiveness. It is direction C that has been developed in this Strategy for Public Spaces.



The graph shows the relationship between Link and Place in four different locations, based on current usage and design.

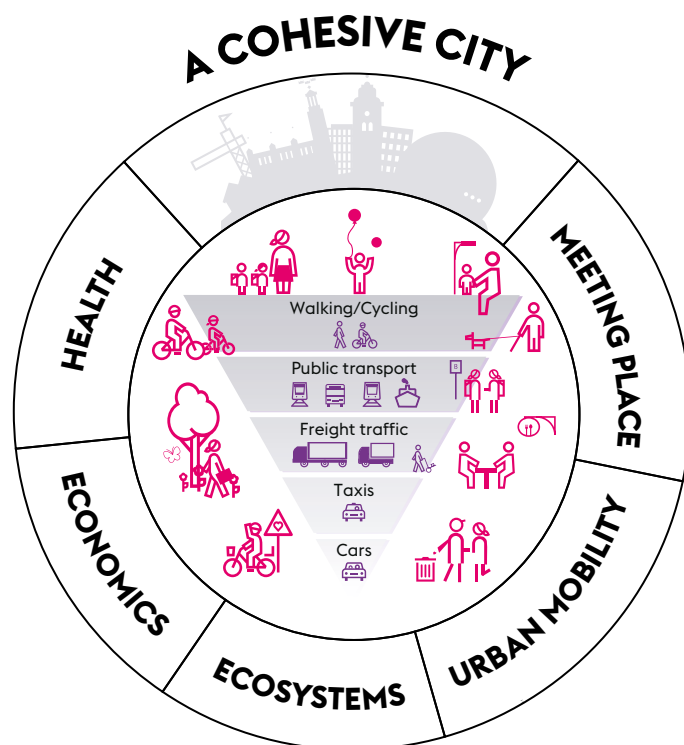
- 1** Essingeleden – is very important as a regional Link but lacks value as a Place.
- 2** Skärholmstorget – is very important as a Place but almost all movement is related to urban life (pedestrians).
- 3** Hamngatan – is very important both as a Place and as a Link, with pedestrians, cyclists, public transport and other vehicles.
- 4** Bällstavägen – is important as a Link in the Western Districts and has local value as a Place on certain stretches.

## Link and Place

Streets have two main functions – as links for movement and as destinations in their own right, where people are encouraged to spend time. People who spend time in a place also want to use all the opportunities available in the street space – shops and restaurants, seating, and meeting with other people. Movement is traffic in all its forms. In practice, the two functions cannot be separated because people who move are doing it to reach a place. Pedestrians contribute to urban life while they move, for example when someone gets off a bus, they switch from a primary interest in quick movement to being more interested in their destination. The appeal of a place is also dependent on the existence of movement.

The relationship between Link and Place in a specific location can be illustrated in a simple graph, see figure on the left. Different streets, squares and other sites can be positioned along the two axes to show their significance in terms of movement and attractiveness. The positions on the axes vary both over time (e.g. times of the day or the year) and space (e.g. along a particular stretch). It is an established concept developed by the University College, London.

# The many functions of public space



Stockholm must be a cohesive city. For this reason, the city's functions and people must be the point of departure when urban spaces such as streets, squares and quaysides are designed. Capacity is at the core of the Urban Mobility Strategy. The figure on the left illustrates how the mobility function of streets is an element in a wider context of urban life and the numerous other functions that are needed in public space. A careful balance is required in order for the whole to facilitate attractive public spaces – with all the important functions listed in the figure.

## Meeting place

Cities grew up as places for people to meet. Streets, squares and other public places represent some of the city's main meeting places. They link the different parts of the city together so that different people can meet in daily life, which also counteracts segregation.

## Urban mobility

Urban mobility is best served when necessities are located close to home. However, proximity needs to be supplemented with a range of options for transporting people or freight. This is a prerequisite for a common housing and labour market in the region.

## Ecosystems

Streets, squares and other public places provide an important part of the city's ecosystem services, including surface water management and air purification as well as shade from street trees. Greenery enhances public space and contributes to recreational value.

## Economics

Participating in urban life is free. Well-designed and attractive public spaces also generate more commercial revenue, increase real estate values and create more jobs.

## Health

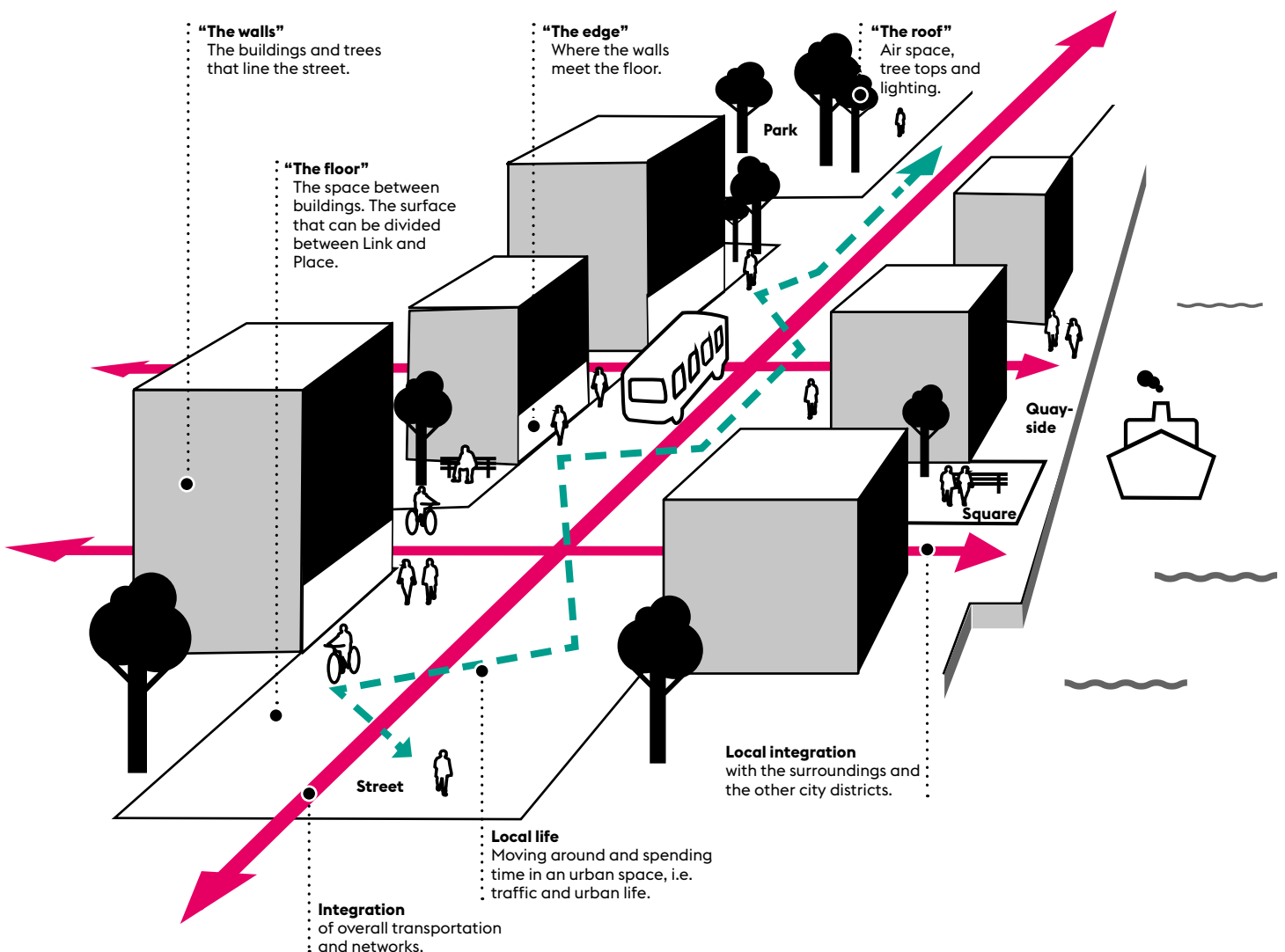
Daily physical activity such as walking and cycling is clearly linked to well-being and public health. Opportunities for spending time outdoors and for spontaneous games and sports also contribute to public health. A good acoustic and air environment is also important.

# Public space is the space between buildings

Individual streets, squares or quaysides are not only places, they are integral parts of a neighbourhood, a city district, a city and a region. The systems that exist in public space such as bus routes, cycle lanes, railways, cables and underground conduits also form part of a local, regional, national and international network.

Public spaces have different functions and catchment areas. The public spaces of central Stockholm have an important regional and occasional national function. The public spaces further outside the city centre are often primarily important for residents and workers in the local neighbourhood.

In the central parts of the city, the most common public spaces are streets, squares, quaysides and parks. Outside the city centre, there are more green areas and thoroughfares with footbridges and tunnels, business parks, etc. The public spaces tend to be less cohesive in the outer districts as well.





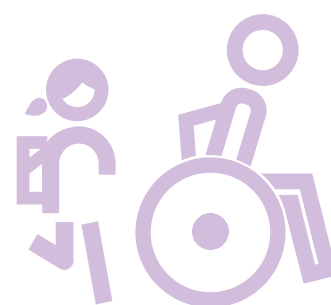
# Public space is for everyone

Public spaces that are safe, inviting places for everyone are fundamental to any democratic and equal society. No one should be limited by age, gender or functional impairment. The prerequisites for urban life and quality in public spaces differ in different parts of the city. For this reason, it is important to take advantage of neighbourhood initiatives and local knowledge about places in the planning stage.

Perceived security also differs between different neighbourhoods and categories of people. Perceived insecurity can mean that people's lives are limited due to choosing alternative routes, not wanting to be outdoors at certain times of the day, and avoiding or not using certain places. This is why there is a need for living urban environments throughout the city where everyone feels welcome to spend time and move around freely.

## THE STOCKHOLM OF DIFFERENCES

Unequal living conditions disadvantage Stockholmers from achieving the life that they aspire to. The differences also weaken social cohesion and create fertile ground for conflict. The Commission for a Socially Sustainable Stockholm has mapped the various living conditions in Stockholm in its report "The Stockholm of Differences", which, inter alia, raises the issue of unequal access to attractive urban qualities in Stockholm.



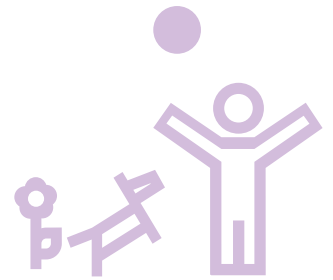


# Attractive public spaces

The factors that contribute to attractive public spaces are numerous and their relationships are complex. Hence this is only a brief description of a few of the basic factors:

- Topography and landscape, views, proximity to water and nature areas. How districts are linked together and connections to key attraction points that create flows of people.
- Cultural historical values, cityscapes and proportions of space – width and height, light conditions, contact with surrounding buildings, mixed urban environments and living ground floors.
- Form and design of the space – architecture, art and other aesthetic values, street furniture, greenery, visibility, ease of orientation, lighting, perceived safety, a good acoustic environment, fresh air, favourable microclimates and low speeds.

However, the presence of people is the most important consideration in any attractive urban environment, which is why good prerequisites for walking, standing, cycling, sitting, watching, listening and talking are necessary. Spaces are needed both for people who wish to participate in an event and for those who prefer seclusion. Spaces also need to be designed to facilitate efficient operation in order to ensure good maintenance and safety. Cultural activities, sports facilities, public art, events, commerce and services are some of the points of attraction and activities that can be used to activate a public space. Public spaces are characterised by the people who use them, but at the same time they belong to all of us.





Liljeholmen

fastfood med kvalitet



# Public space changes over time

Streets, squares and other public spaces are adaptable and flexible in both the short and long term. Many of the city's public spaces have existed for decades, some for hundreds of years. Streets that were built for people and horses were reinvented to accommodate trams and bikes, and subsequently cars, buses and trucks. Country roads became highways or main roads in modern suburbs. In recent years, streets have been repeatedly redesigned to feature pedestrian zones, tree plantings, public transport lanes and cycle lanes. Squares have been transformed from trading and meeting places to car parks and traffic zones and then back again.

Regardless of design, streets, squares and other public places have always accommodated urban life, although space for urban activities has been prioritised to varying degrees. Some adjustments to urban space have been made by expansion and demolition. The vast majority of changes have been made by continuously reallocating the space between buildings. These changes are still in progress today. Construction projects are underway all over the city that are developing urban space.

Flexibility of public space is also possible over shorter periods of time, for example space usage can be modified on a daily basis (temporary events that require a street closure), weekly (car-free streets on public holidays) or annually (summer pedestrian streets, summer squares and pavement cafés that are only available during the summer months).

The form and function of streets and places can be quickly redesigned using simple movable elements and temporary signage and painting. This allows changes to be tested and evaluated before being made permanent.



Rörstrandsgatan with summer furniture.



Götgatan has been redesigned with the help of removable bollards. This has enabled changes to be carried out quickly and designs to be tested before being made permanent.

Rinkebystråket before and after the reconstruction.





# Planning principles for public life

The Strategy for Public Spaces consolidates the Urban Mobility Strategy's direction regarding attractiveness with five principles for developing public spaces. Like the Urban Mobility Strategy, these principles apply to both new and existing public space.

## 1. The planning needs to enhance the street's role as a meeting place

The planning needs to take into account the balance between the two street functions, Link and Place. How much space has been allocated to public life and how is the existing space being used? Clearer prioritisation between different functions is required. Some will be downgraded while others will be prioritised, e.g. opportunities for different categories of people to spend time in a place.

## 2. A network of public spaces will link the various parts of the city together

Public space will be used to strengthen links and interaction between different city districts and to help overcome physical and mental barriers. Some parts of the city will face major transformations. This will enable the potential improvement of links between public spaces using careful design and architectural quality. Corridors for pedestrians and cyclists can also be used to increase connectivity and opportunities for urban life in local centres.

## 3. The quality of public spaces must be raised throughout the city

There are a large number of successful public environments but they are unevenly distributed across the city. In the city centre, minor additions are needed to improve links and enhance attractiveness. Outside the city centre, housing construction will enable the development and enhancement of public space quality. Where housing is not being built, initiatives are also required in terms of investment as well as better operation and maintenance.

## 4. The city's public spaces must be alive all year round

It is easy to create street life when the sun is shining, but public spaces need to enable meetings, public life and recreation all year round and round the clock – even when it is dark, cloudy or snowy. Lighting, colour and microclimates such as sun and shelter are important.

## 5. The design of public spaces must facilitate flexible usage

The city's public spaces should be designed to enable a change in usage on a daily, weekly or annual basis. For example, adjacent to cultural institutions and retailers there could be places for culture, events and market trading at certain times. Methods of involving citizens, property owners, associations and the business community in the design of local environments should be developed and tested.

### THE COMMISSION FOR A SOCIALLY SUSTAINABLE STOCKHOLM

has been commissioned to provide suggestions as to how the City of Stockholm can reduce disparities in living conditions and health in order to increase the well-being of all Stockholmers.

Two of the Commission's reports have a bearing on the design of public spaces: "From divided to united city" and "The city where we meet". The former contains five suggestions for the direction of urban planning: heavier centres of gravity, prioritising streets as meeting places, prioritising meeting other people in daily life, enabling the movement and mixing of people in city districts, and identifying city districts that are spatially segregated.

### LOCAL DEVELOPMENT PROGRAMMES

In order to achieve the vision of A Stockholm For Everyone, the City of Stockholm is investing in local initiatives in every city district based on the needs of residents. Local development programmes are being drawn up for each district, including a number of public spaces that need redeveloping. Resources must be directed to the areas where they are needed most.

### A GREENER STOCKHOLM

Green issues in the city's public spaces are described in more detail in A Greener Stockholm, which contains guidelines for planning and investigation, implementation and management. Relevant issues in the city's built environment include biodiversity and ecosystem services such as surface water management, noise barriers and heat regulation.

# Appendix – activities and Action Plan





# Ongoing activities

Work is currently in progress to enhance the attractiveness of public space throughout the city. For the Traffic Administration, this primarily involves the Pedestrian Plan, the Living Stockholm concept, local development programmes, A Greener Stockholm and ongoing work with trees, flower programmes, events, lighting, furniture and commercial freight traffic.

Other parts of the Administration's operations contribute to attractive public spaces, for example road reconstruction based on the Cycling Plan, the Road Safety Programme, the Plan for Safe and Secure School Routes or increasing accessibility for people with functional impairments, as well as work with leasing, operation and maintenance, etc.

## The Pedestrian Plan

The Pedestrian Plan benefits the attractiveness of public space because all public life starts on foot. The actions of the Pedestrian Plan are:

- Enhancing the pedestrian-friendliness of a number of pedestrian corridors with great potential
- Improving recreational thoroughfares
- Conducting a campaign that resolves local pedestrian issues
- Developing a pedestrian wayfinding system
- Creating a "toolbox" for pedestrian analysis
- Implementing temporary measures
- Improving street management and maintenance from a pedestrian perspective
- Developing a method for assessing footway congestion
- Measuring pedestrian traffic
- Implementing Living Stockholm

## Living Stockholm

Living Stockholm is a concept in the Pedestrian Plan that will contribute to a more vibrant city. It includes annual recurring summer pedestrian streets in the inner city, and temporary initiatives for popup parks, outdoor restaurant seating in parking lanes, summer squares and summer pedestrian streets throughout the city. The Traffic Administration is working continuously to expand the concept in time and space, for example with greater focus on the outer districts and more winter activities. Living Stockholm has also resulted in longer serving hours and a new tariff category for leasing that enables temporary parks and outdoor restaurant seating in parking lanes. Collaboration with the Culture Administration will help to increase the presence of culture in the projects.

## Local development programmes

The district councils have produced local development programmes with priority measures. Some of these measures concern the Traffic Administration, which has been commissioned by the City Council to assist in implementing the local development programmes. Seven districts have been prioritised: Rinkeby-Kista, Spånga-Tensta, Hässelby-Vällingby, Skärholmen, Enskede-Årsta-Vantör, Farsta and Skarpnäck. The Traffic Administration participates in, inter alia, civil dialogue and it conducts actions at designated locations.

The Cultural Administration has developed an inspiring motto **TEMPORARY ARCHITECTURE MAKES ROOM FOR CULTURE** with the aim of increasing the use of artistic portrayal of temporary urban spaces.

**HANDBOOK FOR CITIZEN-DRIVEN URBAN DEVELOPMENT**, developed by Fastighetsägarna in collaboration with the City. Contains concrete advice and instructions for people wishing to initiate any kind of temporary arena for meetings and activities in urban space.



**THE ONE PERCENT RULE FOR ART** means that one percent of the costs of reconstruction, new construction and expansion projects commissioned by the City must be allocated to artistic design work. The work takes place in collaboration with Stockholm konst and applies to projects of over approximately 0.5 million SEK.



The city's approximately

**40,000**

street trees are managed with great care to ensure that the green element in public spaces is maintained

#### LEASING OF PUBLIC SPACE

All public spaces are leased with the permission of the police and it is the police authority that issues permits. The City charges fees in accordance with the City Council's established tariffs, which are governed by the Municipal Charges Act.

Tariffs are based on a zonal system in which the city is divided into Zones A-D depending on the attractiveness of the various venues. From 2018 there is also a Zone W for unattractive venues where the lease charge for events and sales has been set at 0 SEK for a limited period.

#### SUBSIDISED EVENTS

are free of charge and include: non-commercial events for children and young people, charity events, public information, expressions of opinion, demonstrations, park theatres and events organised by City administrations.

The Traffic Administration is responsible for operating and maintaining a total of

**150,000**

light points

## A Greener Stockholm

As part of the implementation of A Greener Stockholm, the Traffic Administration is launching an initiative to construct new parks and green corridors in the outer districts, and introducing measures that will enhance safety and attractiveness in squares, spaces and thoroughfares. The goal is to create new, attractive and safe meeting places and to eliminate physical and mental barriers. The focus is on the city districts with the greatest need in line with the work of local development programmes.

### Street trees and flower programme

The city's approximately 40,000 street trees, an important green element in public spaces, are managed with great care. New planting to replace dead or removed trees takes place continuously.

The flower programme enriches more than 250 sites in the city. All in all, about 250,000 bulbs and plants are planted in planters and beds in Stockholm's most visited sites. Planting takes place in three rounds – spring, summer and autumn – and plant selection is adapted to the season.

### Events

Events contribute to Stockholm's appeal and enhance the city's brand. The City is committed to organising major, unique events as regularly as possible. It is also a priority to organise smaller events across the city. The Traffic Administration is working to meet the need for suitable venues.

### Lighting

Lighting benefits people spending time in public environments. The Traffic Administration is responsible for operating and maintaining a total of 150,000 light points. Light contributes to the city's road safety, accessibility and ease of orientation, and is perceived as safe. It also impacts the city's identity and architectural qualities. The administration is actively committed to security-enhancing lighting measures, for example it spotlights public art and ensures that vegetation does not obscure lighting.

### Furniture

The Traffic Administration works continuously to supplement and replace seats, benches and litter bins, etc. in order to make public spaces more attractive and accessible. Furniture is selected from the City's furniture programme to ensure that design and colour choices contribute to an attractive whole.

### Commercial freight traffic

Commercial deliveries are a prerequisite for a vibrant, attractive city. The coffee we drink on a café terrace and the flowers that we buy in a square need to be delivered. There is a great deal to be gained from efficient, safe and green deliveries, above all an urban environment in which streets not only guide traffic but are also perceived as attractive places to be and spend time in.



sbyrån

BY GÅRD

CAFÉ & KONDITORI

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# Action Plan 2018–2023

## “Reaching and wanting to spend time anywhere in the city”

### THE STOCKHOLM CITY PLAN

The Stockholm City Plan highlights a number of focus areas and links in order to generate implementation capacity in urban development and link Stockholm together.

### THE FOUR FOCUS AREAS:

- Kista-Järva
- Skärholmen
- Farsta
- Hagsätra-Rågsved

### TEN IDENTIFIED STRATEGIC LINKS:

- Hagsätra-Älvsjö
- Bandhagen-Högdalen-Rågsved
- Tensta-Rinkeby-Spånga
- Kista-Husby-Akalla
- Fagersjö-Farsta
- Bredäng-Mälardalshöjden
- Skärholmen-Vårberg
- Östberga-Årsta
- Hässelby Gård-Vinsta-Vällingby
- Älvsjö-Solberga-Telefonplan

The Traffic Administration’s overarching mission is to enable people to reach and want to spend time anywhere in the city. The action plan for the Urban Mobility Strategy includes a number of activities whose primary focus is to improve reachability. An action plan has been developed for the Strategy for Public Spaces that comprises 17 actions to enhance the attractiveness of the city’s public spaces.

## Identifying public thoroughfares and spaces with development potential

There are thoroughfares and spaces that need development throughout the city, identified in both the local development programmes and the underlying plans of the Urban Mobility Strategy. In addition, the City Plan highlights focus areas and links that hold Stockholm together. The synergies between all of these need to be identified and coherent networks of attractive places to walk and spend time in established.

- 1. Identify networks of connected thoroughfares for spending time and walking, and highlight their various functions**
- 2. Draw up a map of public spaces and thoroughfares that should be developed for increased security and more urban life based on the local development programmes, and identify synergies with the Pedestrian Plan, Cycling Plan, etc. to prioritise urgent projects in the short and medium term**
- 3. Review the possibility of introducing more permanent pedestrian streets**
- 4. Develop a support system for identifying and disseminating information about event venues in the city**
- 5. Identify and prioritise squares and created spaces of varying sizes that need development in order to become more attractive public spaces**
- 6. Increase the collaboration with Ports of Stockholm to develop some quaysides for enhanced attractiveness**

## Developing work processes and conducting educational initiatives

There is a need for a developed approach to how public space can strengthen cohesion in the city and a review of municipal processes to ensure the attractiveness of public spaces in all projects.

- 7. Improve collaboration within the Traffic Administration and with other relevant administrations and organisations in order to jointly develop public space in the city**
- 8. Conduct educational initiatives at the Traffic Administration to raise awareness of the importance of attractive public spaces, including event venues**

## **Developing the work with temporary measures for enhanced year-round public life throughout the city**

Since 2016, work with the Living Stockholm concept has shown good results, with summer pedestrian streets and temporary parks in the inner city. The concept is under expansions so that it can be applied in the outer districts to a greater extent and during more seasons. Temporary measures enable more flexible solutions to be tested. The approach includes improving communication and developing civil dialogue, as well as supporting initiatives from citizens and the business community.

- 9. Identify 30 kph streets where restaurant seating can be placed in the parking lane instead of on the pavement, and investigate whether there are streets where both types of outdoor seating can be combined**
- 10. Conduct at least two pilot projects to create new temporary plazas or meeting areas in the street space using paint and temporary furniture as a test before doing any permanent reconstruction**
- 11. Conduct at least one pilot project to set aside space for citizen initiatives such as cultivation, culture, art or other activities**
- 12. Take stock of deserted, inactive and/or insecure spaces and implement temporary additions to enhance public life in at least one pilot city district in the inner city and one in the outer districts**
- 13. Conduct a pilot project in a business park where the public environment is developed with the help of temporary measures**

## **Developing methods for follow-up and measuring attractiveness and public life**

Every completed action is an opportunity to evaluate what has been successful or less successful. As attractiveness and public life are difficult to assess quantitatively, qualitative methods need to be tested. These need to take into account the impact of how public space is used by different categories of people, e.g. women, men, children, the elderly and the functionally impaired.

- 14. Draw up a checklist for attractiveness and security in projects to support the different departments of the Transport Administration during planning and review**
- 15. Establish procedures for monitoring quality in the public environment both during the Traffic Administration's own projects and in new urban development projects**
- 16. Trial the implementation of people counts in public spaces in at least five projects**
- 17. Develop guidelines for how leases for outdoor restaurant seating and temporary sales can be co-ordinated to support attractiveness in public spaces (design-wise and holistically)**

### **IDEAS FROM THE REFERRAL OF THE STRATEGY FOR PUBLIC SPACES**

Examples of ideas from referral comments on how temporary actions can enhance urban life:

- Art in the form of mini water parks
- Hammocks
- Areas for spontaneous sport
- Painting staircases as piano keyboards or xylophones
- Roller disco rink
- Puzzles to solve, e.g. a large Rubik's cube
- Chess and other games
- Musical benches or benches designed by residents that serve as a combination of seating and artwork

### **METHODS THAT THE CITY USES OR IS DEVELOPING:**

- Pedestrian flow charts
- Pavement congestion measurement
- Social value creation analysis
- Pilot with evaluation of qualitative goals in urban development projects



FACE



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