Exhibition
Beautiful, green, smart and inclusive: Colourful cities

COLOURFUL CITIES
European Cities and Towns
Total number of people living in European settlements, in persons

Definition of "settlement" is based on GISCO coverage STEU (Settlements of the European Union), established in the framework of the CORINE programme. Settlement type may be a national morphological definition or cities as defined on a legal basis. Data for total number of people is coming from national sources (register or census).

Data source: GISCO
As part of the Committee of the Regions’ 5th European Summit of Regions and Cities, which was held on 22 and 23 March 2012 in Copenhagen, the Committee invited its members as well as a variety of European associations and cities from across Europe to showcase their recent urban projects in the following four areas:

- architecture and town planning ('Beautiful Cities');
- energy efficiency, sustainable transport and development ('Green Cities');
- innovation and smart specialisation strategies ('Smart Cities');
- inclusion, social innovation and employment ('Inclusive Cities').

This exhibition shows that successful cities or regions all have one thing in common: if we want our cities to be beautiful, green, smart and inclusive, locally elected representatives need to get involved in their local areas! Government always involves choices, even at local and regional level. I think that the exhibition demonstrates that some mayors or presidents of cities and regions have managed to develop a vision for the city of tomorrow which changes the everyday lives of the people who live there and which makes more sustainable development a reality. I hope it can truly be a source of inspiration for us all.

I would like to thank all the cities and regions involved for their participation in this project.

**Mercedes Bresso | President of the Committee of the Regions**

Approximately one half of the world's total population, or 3.5 billion people, live in urban areas. In Europe, however, the figure is closer to 75%, which means that around **375 million Europeans live in urban regions**. Current trends suggest that these numbers are set to rise even further: by 2030, the world's urban population is expected to account for almost 5 billion of the predicted total population of 8.1 billion. In Europe, meanwhile, the urban population is expected to reach 400 million or 80% of the total EU population by the same year. However, as only London and Paris feature on the list of the world’s 26 “mega cities” – with a population of over 10 million inhabitants – the EU has a more polycentric structure than the USA or China for example, and is primarily made up of small and medium-sized cities. Around 56% of Europe’s urban population – or 38% of Europe’s population as a whole – live in cities and towns of between 5,000 and 100,000 inhabitants; 12.3% of Europeans live in cities with a population of over one million inhabitants, while 7% live in cities of over 5 million. The last figure is almost four times higher in the case of the USA.

There are over **90,000 local and regional authorities** in the EU, of which about 89,000 represent the local government level i.e. municipalities, towns or cities with the remainder representing the regional level. Depending on the Member State in question, their responsibilities can cover areas such as the provision of educational, social protection, health and general services to the public. Local and regional public...
expenditure represents about EUR 2,100 billion a year and accounts for roughly one third of all public expenditure in the EU. In the area of public investment, however, the figure is twice as high and accounts for 70% of all public investment in the EU. Subnational levels of government have acquired a certain degree of influence over EU policy-making since the 1990s especially through the implementation of cohesion policy as well as in the field of public procurement, state aid and the application of environmental standards.

The proposed set of rules and the EUR 336 billion budget for **EU cohesion policy during 2014-2020**, includes a number of new initiatives for cities. First up are the 'Integrated Territorial Investments', an instrument which helps identify solutions that cut across different policies and EU funds, such as in the area of enterprise support, innovation, employment and environment. Secondly, some EUR 400 million has been earmarked to support 'urban innovative actions' as well as an EU-wide platform of 300 cities supporting capacity-building and exchange. Finally, community-led local development will be supported by cohesion policy, rural development and fisheries funds in order to facilitate the implementation of cross-sector intervention and integrated local development strategies.

The intangible beauty of Europe’s cities is evidenced through their **unique architecture, cultural diversity and way of life**. Greatly influenced by economic, social and political developments, these factors have evolved over time and will continue to do so. Whereas city populations increased significantly over a short period during the industrial era, which ultimately led to urban sprawl, certain regions today are witnessing unprecedented and continued city shrinkage, with huge consequences for urban planning.

Whether or not a city is beautiful and habitable for its citizens depends on how it is perceived, something which can be directly linked to good **urban governance**. In 2009, the quality of life and urban living conditions was the subject of a survey among city residents across 75 different European cities. The findings revealed that satisfaction with services in areas such as health care, transport, jobs and housing varies significantly across Europe – on average, the cities of northern Europe recorded
higher levels of satisfaction. Noise and air pollution are considered to be important issues in most cities, along with security and poverty. The majority of city residents believe that poverty is a problem in their city and only feel safe in their neighbourhood rather than in the city as a whole. In about one third of the cities polled, a majority of local people expressed doubts as to whether their city spent its resources in a responsible manner.

Sustainable urban planning seeks to elaborate on ‘place building’ and to develop ‘liveable communities’ through citizen participation. It explores the potential of architectural heritage and culture for forging a sense of identity and feeling of belonging to a city and encourages mixed-use, energy-saving development, which makes urban centres attractive to both commuters and residents alike. Such approaches harbour the potential to develop an integrated political vision of good governance at various levels.

In Europe, cities generate around 75% of all CO2 emissions, which is why they need to be at the forefront of the fight against climate change. Reducing congestion, promoting sustainable urban transport and improving the energy performance of buildings can all help to achieve greener and healthier cities. EU initiatives and programmes have a key role to play through initiating, promoting and connecting relevant approaches across Europe.

The Europe 2020 objective of achieving sustainable growth aims to enhance resource efficiency and to help the EU prosper through low-carbon economic and urban development while preventing environmental degradation and biodiversity loss. It promotes greater water efficiency and the use of waste as a resource as well as the promotion of renewable energies and more efficient energy supply systems.

Sustainable growth has an important local and regional dimension. The development of better and more intelligent energy networks is the key to ensuring the faster transportation of renewable energy across territories. Cities can reduce their greenhouse gas emissions by promoting cleaner modes of public transport and shifting to more sustainable means of transport. Such initiatives clearly need to be tailored to local conditions, while EU funding must focus on the infrastructure in less developed cities and regions.

The Covenant of Mayors commits cities to reducing their greenhouse gas emissions by more than 20% by 2020 and has been signed by over 3,000 mayors from across Europe. The Smart Cities and Communities Initiative, which builds among others on this covenant, will develop a more comprehensive approach to urban challenges in energy,
transport and information technologies. Since 2010, the *Green Capital Award* has sought to provide an incentive for cities to inspire each other and to share best practices in the area of sustainable urban development. Stockholm (2010) and Hamburg (2011) will be followed by Vitoria-Gasteiz in 2012 and Nantes in 2013 as role models showcasing high environmental standards and inspiring other cities in the EU.

Throughout the EU, *research and innovation* activities continue to be concentrated in only a handful of urban agglomerations. At the same time, the level of technological innovation and the speed of its dissemination and absorption vary greatly from one country to the next. Research and innovation investments that exceed the Europe 2020 target of 3% of GDP can be found in Finland, Germany, Sweden and the United Kingdom, as well as in the capital regions of Denmark and France. Equally, in the less developed EU member states, the capital regions outperform their respective national levels of research investment.

Another key factor for enhancing competitiveness is the availability of *digital infrastructure* as promoted by the Digital Agenda for Europe. It would seem that, once again, the urban agglomerations of northern Europe have a competitive advantage over rural and less developed regions elsewhere. In 2010, broadband access was still a challenge for rural areas in countries such as Bulgaria, Slovakia, Poland and Romania, where less than 60% of the rural population are connected to broadband facilities.

Finally, the overall *productivity* of the economy is significantly concentrated in cities. Seventy-five percent of the EU’s metropolitan areas have a higher level of productivity than the other regions in their country. Metropolitan areas in Central and Eastern Europe often even have a level of productivity which is over 50% higher than in the rest of the country. Given these levels of concentration, making full use of the cities’ innovative potential represents one of the main means of strengthening innovation in Europe.
Increasing the employment rate and reducing poverty and social exclusion are considered to be among the main objectives of the Europe 2020 strategy. Employment and poverty levels vary significantly across different countries, regions and cities and the labour market and welfare policies in certain Member States are coming under increasing pressures as a result of the current crisis. The urban dimension of inclusive growth is inversely related to the level of economic development: more developed Member States tend to have less inclusive cities, a phenomenon which is sometimes referred to as the ‘urban paradox’. In addition, their urban areas frequently grapple with substantially higher unemployment rates and lower rates of employment. In countries such as Austria, Belgium, France, Portugal and the United Kingdom, for example, urban unemployment rates are between three and five percentage points higher than in the rest of the country.

The Europe 2020 strategy aims to reduce the number of people at risk of poverty or exclusion by 20 million by the year 2020, which means reducing the percentage of people in poverty from 23% to 19%. The percentage of the population at risk of poverty or exclusion is over 50% in three Bulgarian regions while the figure for Sicily is 49%. The lowest rates are to be found in Åland, Trento, Navarra and Prague, which record a figure of 10% or below. Living in an urban area in a less developed Member State, however, carries more advantages than life in a rural area or small town. Urban areas in these Member States tend to have higher employment rates and a lower percentage of jobless households, severe materially deprived families or people at risk of poverty. In Latvia, Bulgaria, Poland and Romania, for example, average incomes in urban areas are between 40% and 70% higher than in the rest of the country.
The Field of Mars or Pedion of Ares (Πεδίον του Άρεως), the second largest park in Athens, is an exceptionally attractive area and a characteristic example of sustainable urban development. Its bioclimatic regeneration, which was supervised by the Region of Attica, cost nine million euro and was begun in 2005.

The park includes water paths, fountains, a rose garden and numerous plants and flowers, which together form an essential green oasis in the centre of the Greek capital. At the same time, existing sculptures have been conserved. At night, high luminance lighting ensures the safety of the park.

**Sustainable regeneration**

The park regeneration plan focuses on increasing thermal comfort during the hot summer days, which has been completely achieved. Moreover, through natural and artificial evaporative cooling and the use of only natural cooling materials for pavements a 2-4ºC reduction has been achieved. This helps to offset the urban heat island phenomenon of the wider area. A state of the art irrigation system ensures the water supply from boreholes while pruning residues are being composted.

Helsinki is undergoing the greatest renewal process of its urban structure in a century. The completion of the Vuosaari Harbour construction project in 2008 created vacant areas in the city centre's shoreline, which is now being developed as an extension to the city. This is a significant opportunity to implement a tightening of the city's structure right next to the city centre, while maintaining the principles of sustainable development and ecology.

The new districts, Länsisatama, Kalasatama and Kruunuvuorenranta, are all former harbours. Their combined surface area is nearly 500 hectares. During the next three decades, the area will see the development of housing for 50,000 residents and jobs for 20,000 people. The development will also include opening up 20 kilometres of shoreline for public use and recreation.

Helsinki is looking to improve the quality of life of its citizens by providing an opportunity to live by the sea in the heart of the city. New housing types include the small urban houses in Länsisatama, the floating apartments in Kalasatama and the high-rise buildings in Kalasatama Centre. The first residents will move in in 2012, and the development of the areas will be completed in the 2030s.
Gdynia city centre is an exceptional complex of 1920s and 1930s buildings created on deserted seaside fields next to a port built from scratch at the same time. 1930s residential-commercial buildings were erected in accordance with the principles of functionalism in architecture. This style makes the city look both historic and modern at the same time.

In 2007, at the initiative of the city authorities and residents, a considerable part of the downtown (90 ha) was listed in the state register of monuments. New master plans were adopted for the protection and restoration of this district.

With the support of the EU Civitas Initiative the city financed the modernisation of the main streets and squares. Public funds provided support for the restoration of privately-owned buildings and backyards. The downtown is enriched with flower decorations and street furniture. The city also promotes its architectural heritage by publishing brochures, organising scientific conferences and guided tours for citizens and tourists.
On 11th May 2011, an earthquake shook the town of Lorca, causing the destruction of many of its buildings. Today, the city is trying to return to its former way of life and, to this end, many interventions and proposals are being developed. One of these is in the uptown, where the tower of the medieval church of San Pedro was severely damaged. An emergency intervention has saved the tower, preventing its ruin, but now the town is waiting for an action to add value, not only to the tower and the old church but also to the surroundings, trying to connect this area with the historic centre through a maze of small streets.

Lorca encourages the recovery of lost urban space. Lightweight materials, suspended on the ruins, are redrawing the lines of the antique stone space. The next stage is a false reconstruction that will allow us to distinguish the real from the imaginary. The abstract building gives character to an unfriendly environment. From the platform where it stands, it provides a magnificent viewpoint from which we can have some of the best views of the resurgence of Lorca.

The renewal of working-class neighbourhoods in the northern Ruhr district and the redevelopment of the river Emscher, which still is an open sewage system, is the aim of cooperation between the Emschergenossenschaft and the Ministry for Housing and Construction of North Rhine-Westphalia. Since 2006, this cooperation has lead to a stronger linkage between urban renewal, ecology and water management.

Funded by the Socially Integrative City and ERDF Objective 2 programmes disadvantaged neighbourhoods are regenerated to improve living conditions and image, thus contributing to social stabilization. Simultaneously, the Emscher is being redeveloped including the construction of underground sewers and the regeneration of 350 km of waterways. Streams and rivers regain their ecological function thereby enriching the neighbouring communities.

The success of the cooperation is shown by a wide range of projects including restoration of public space, activation of the community, educational and ecological schemes.
The Aspern project is the most important urban development venture ever begun in Vienna and one of the largest of its kind in Europe. It will offer space for 20,000 residents as well as 20,000 workplaces. The planning area covers 240 hectares and appeals to both city and country dwellers, offering lots of public areas and high-quality open spaces. The centre of Aspern is the Lakeside Park, which links up all the other sections of the project.

Aspern, Vienna’s Urban Lakeside, will offer and consist of many things: an economic hub, a business and high-tech centre, a science, research and education quarter as well as a recreational area; the city and nature, alternative energy resources and modern architecture, Aspern will bring together many generations and lifestyles in one spot.
EcoEuskadi2020 positions the Basque Country among the cutting-edge regions of Europe by means of a route map that fosters economic prosperity, social cohesion and equity and protects the environment.

The conceptual framework underpinning the strategy preparation process is integration, both in terms of adapting it to the relevant local, regional, national and international legislative frameworks, and in its endeavour to achieve the maximum participation possible.

On the one hand, taking integration as a focal point in EcoEuskadi2020 leads to strategic government planning revolving around a common framework of major targets instead of being the sum of a set of isolated sector perspectives. Therefore, the result enables all public policies on sustainability to be targeted and assessed.

On the other hand, the emphasis on the participation process - developed through face-to-face work sessions involving over 4,000 people - has generated a consensual strategy, both regarding the challenges faced and the tools and targets for 2020, which is considered to be the only way towards a shared future.

The Copenhagen metropolitan region is planned according to an urban "Finger Plan", an example of sustainable development and controlled growth with green urban design. The plan develops the region along different "fingers" with an urban rapid transit and suburban rail network (S-train and Metro), connecting the city centre with the suburbs and affecting around two million inhabitants and 34 municipalities.

The project focuses on urban renewal and creates green wedges for agriculture and recreation. The housing and business relocation requirements concentrating in the suburbs lead to a growing need to think across the "fingers". A partnership between the region, the state and the municipalities will permit the construction of a new light rail line in the Ring-3 corridor. The new light rail will connect all five "fingers" and improve accessibility for many commuters.

Recently an extra "finger" was developed to include the Amager-island. The opening of the bridge to Malmö in Sweden lead to joint efforts to establish the Øresund region as a Scandinavian hub connected to an international airport and a European high speed train network.
Global Challenges
Copenhagen solutions

In the years ahead, Copenhagen will experience extraordinary population growth. At the same time, we have the ambition of becoming the world’s first carbon-neutral capital by 2025. This provides an excellent opportunity for creating a sustainable city in terms of both environmental and economic growth.

Our plan towards carbon neutrality is:
To reduce energy consumption through smart grids, retrofitting and sustainable construction methods; to de-carbonise energy production by increasing the share of wind power, biomass, waste, geothermal power and solar energy; and to increase the use of bikes, e-mobility and intelligent traffic systems. Furthermore, our plan for adapting to climate change includes pilot projects and models for financing.

Partnering into carbon neutrality:
To further the development of the smartest and most climate-friendly solutions, Copenhagen is inviting cities, knowledge institutions and enterprises to collaborate on an international scale. Our solutions should not only be applicable in Copenhagen but relevant to cities all over the world. We have already presented the potential of eight of our sustainable city solutions in a catalogue – and are eager to present more.

Malmö
Making sustainability reality

In the 1990’s, a quarter of all jobs in Malmö disappeared and the city suffered from urban stagnation. This gave rise to a desire for change and courage to take on new methods for development.

Today, Malmö is very different. Malmö is a young multi-cultural city where every third trip is made by bike, where all city buses run on natural and biogas and soon many of the cars are electric. Malmö is a city, where not only the roofs are green, but also the environmental standards of the buildings are rising and half of the food served in public schools is organic.

By 2020, the City of Malmö will be climate neutral and by 2030 the whole municipality will run on 100% renewable energy. Already today the wind farm Lillgrund outside Malmö powers 60,000 households with electricity. Since 2001, 1,000 apartments in the Western Harbour are supplied with renewable energy by the sun, wind and water. In Augustenborg and Rosengård existing housing stocks are being sustainably renovated with local residents actively involved in the processes.
The Mmove-project aims at improving the effectiveness of sustainable mobility policies in European medium-sized cities and at increasing awareness among policymakers of the importance of supporting these policies within regional development frameworks. The Municipality of Kavala is one of the partners responsible for developing a policy toolbox and a feasibility and transferability study on flexible public transportation models.

With 11 partners and a budget of EUR 1.9 million, the project started in 2008 and ended in January 2012. The 11 partners, from eight EU Member States, are local authorities. In this project, sustainable mobility is based on three themes: communication and awareness-raising, traffic management and control, and public and collective transport.

Objective: New urban mobility system based on the demand for public transport

Aims achieved include improved mobility in areas with limited public transport, improved financial performance of transport and upgraded environmental parameters. The results also include a transferability study and a Mmove policy on-line toolbox.

The Municipality of Kavala
www.mmove.eu

Local Lisbon
Towards a green and resilient city

www.cm-lisboa.pt

This EUR 10.5 million project, to be concluded in 2013, consists of a transition to a more “local” and efficient city, based on the production of local food in new urban farms, energy generation from the roofs of schools and municipal buildings, making the bicycle a new tool for clean travel and the installation of an electric car charging network.

12 new urban farming parks of 43 hectares are being built to serve more than 650 families, integrated within a large ecological greenway framework. 40km of cycle paths and five bridges exclusively for pedestrians and bicycles allow biking to become the new way of getting around in the city, and travelling between home, work and school.

Local solar energy production from schools and municipal buildings represents EUR 1.23 million euros of investment and has, since October 2008, produced more than 207,597.00 kWh. With 500 electric vehicle charging points in December 2012, Lisbon is one of the most avant-garde cities for electric mobility.
Sète
An eco-system town which conserves and recycles its natural resources

Sète is a port and a cultural and tourist destination with 43,000 inhabitants in the South of France. It has a rich ecology, thanks to its exceptional location between Lake Thau and the Mediterranean Sea, which makes it aware of the effects of climate change.

Sète is committed to sustainable management of its resources: water, energy, biodiversity and buildings. Its mayor, François Commeinhes, signed the Covenant of Mayors’ Agreement in 2009 promising to reduce CO2 emissions by 2020 by at least 20%. A carbon audit has been performed and a climate plan set up in association with the French Environment and Energy Management Agency and the Languedoc-Roussillon Region.

The first objective is to control energy consumption in municipal buildings and housing by reclassification of the town centre and the construction of new, low consumption buildings.

The second objective is to encourage soft mobility by providing favourable conditions for cyclists and pedestrians and experimenting with non-polluting shuttle boats on the canals (European project in partnership with Michelin).

The third objective is to develop renewable energies and energy recovery.

Sofia’s integrated urban transport project

The project addresses the challenges of growing urbanisation and environmental concerns by modernising public transport, making it more attractive, accessible and a preferred option because of its improved speed and convenience. The project offers intelligent technological solutions, which contribute to the city’s sustainability, well-being, social cohesion and economic development opportunities.

Intelligent Traffic System at 20 major intersections in Sofia will give priority to 800 public transport vehicles at signalised intersections without imposing delays on other traffic. 600 electronic information boards with remote control will give real time information to passengers. Almost 100% of the trolleybus fleet will be renewed. A new tram line (4.6 km) will provide a convenient connection to the metro. Reconstruction of the tram lines will allow increased speed along the tram route.
In 2006, a new mission for Ghent was sketched out on the basis of an environmental analysis and a SWOT exercise. The mission was translated into the strategic multi-annual plan "Ghent 2020". The mission reflects what type of city Ghent should become by 2020. It specifies how Ghent is to evolve in terms of policy in the years ahead. Its ambition is to involve "all creative powers" in the city's urban planning and encourage all the inhabitants and the city's employees to contribute.

All policy options in each of the policy areas are aimed at achieving this objective. Even internal organisation strategy has been adjusted to fit in with the image of Ghent in 2020. Ghent has opted for a crossdepartmental project approach to implement the strategic plan. This calls for a strong focus on the alignment of various planning systems and mechanisms.

London, through the City of Westminster, is lead partner in the URBACT funded EVUE (Electric Vehicles in Urban Europe) project. The aim EVUE is to help cities overcome the challenges associated with the shift to electro-mobility.

Key benefits of the project to London have been the development of new networks between stakeholders improving the engagement and outcomes associated with electro-mobility. This will enhance the effective and efficient delivery of the Mayoral electric vehicle targets of 100,000 vehicles and 1300 charging points. With the adoption of these new technologies, London's air will become cleaner, the street's will be quieter and the transition to a more sustainable and livable city will be progressed.
Groningen, City of Talent!

Groningen offers those with talent many opportunities to excel. Those who come to work or study often decide to settle here. Groningen offers an ideal climate for investment, with an emphasis on entrepreneurship, the ongoing development of the Zernike Campus, internationalisation, the job market and accommodation. Groningen’s long-term ambition is to capitalise on its strengths, focusing on issues relating to the energy sector and to healthy ageing.

Growing energy needs and staying healthy as we grow older. These are two key issues facing the twenty-first century. Groningen already possesses both advanced expertise in these areas and a network of organisations, companies and educational institutions that are quite capable of contributing to solutions. By maximising knowledge development, we intend to stimulate new entrepreneurship. This in turn will attract more high-quality, knowledge-based industry to Groningen.

Environmental virtues of the Compact City

Around 75% of Europeans live in cities and towns covering about 4% of the continent’s land area. Cities are big consumers of natural resources in absolute terms, using for instance 69% of Europe’s primary energy, and are also growing faster than the continent’s total population. The “Compact City” model – which features high density urban settlements – is one possible path towards more sustainable urban development.

From an environmental perspective, economics of scale and reduced distances give the Compact City model many advantages compared to an urban sprawl, such as reduced car dependency, lower emissions, decreased energy consumption, better public transport services and a new lease of life for infrastructure. Furthermore, it reduces landscape fragmentation and the loss of agricultural land.

For policymakers, the Compact City can be a way of improving the quality of life for citizens, reducing distances to services and utilities, and preventing social segregation and urban decline.

But in order to be successful, the Compact City must also be a good habitat for a community-based society and a convivial, pleasant and healthy place to live. City planners need to include landscaped public spaces with vegetation that offers shade and cools streets in the summer. Such vegetation also needs to be considered for vertical surfaces and roofs.

www.cityoftalent.nl

www.eea.europa.eu
Łódzkie is an academic and research & development center, a place where entrepreneurship and culture intertwine. Resources, tradition and experience cumulated in highly specialised sectors of the economy, constitute the basis for the development of smart regional specialisations and energy efficient projects.

An example of the implementation of environmentally-friendly and innovative technologies is the Conference and Exhibition Center of the International Łódź Fairs, opened in February 2012. It is heated and chilled by geothermal resources, uses systems of economizing water consumption as well as a modern electronic communication infrastructure, the first "Virtual Fair" in Poland.

The Łódź doctoral students also developed the concept for the construction of a hybrid heat and power plant, based on biomass, waste, wind and sun energy, where thanks to the creation of a link between production, supply and biomass processing it will be possible to achieve ecological and social effects and energy independence.

The Rakvere Smart House and Intelligent Building Skills Centre is a regional organisation established with support from Enterprise Estonia. The focus of the Rakvere skills centre is to develop intelligent and smart technologies for the use of home and office equipment, automated building systems and for building management.

The objective of the project is to consolidate skills and resources related to research and development institutions in specific fields outside the counties of Harju and Tartu and, by setting up skills centres, to use them to develop knowledge-based industries.

Skills centres are associations that are founded on innovation-based cooperation between the representatives of local authorities, research and development institutions and businesses. Their main objective is to offer support for regional business development through qualified specialists, different research and training, as well as the physical environment.
Since 2007, Europe has invested over EUR 40 million in problematic urban areas within the Rhône-Alpes region. This aid has brought about significant investments in the Integrated Urban Projects presented by seven metropolitan areas or towns within the Rhône-Alpes region. Thanks to the European funds, innovative projects have been implemented in the fields of economic development, new technologies, and sustainable development. They provide people with new services, economic opportunities, and efficient, sustainable urban planning and mobility.

An original and unique initiative was launched to oversee a network between the seven metropolitan areas. The aim of the network was to facilitate exchanges of best practices and experiences between the cities. It soon produced a regional partnership for reflection on city policy management, gathering politicians, projects leaders, experts and other stakeholders. Thanks to Europe’s impetus, city policy in Rhône-Alpes is set to become more integrated, more inclusive, and more sustainable.
Colwyn Bay, the largest town on the North Wales coast, boasts a wonderful waterfront, quality retailers, tourist attractions and leisure facilities.

Now the Bay Life + regeneration project is underway breathing new life into the heart of the town. Town centre buildings are being refurbished and plans are underway for an improved retail area centred around a new town square to create a new sense of pride.

Local residents, landlords and housing organisations are working together to transform homes and the local environment.

Coastal protection work and new facilities on the promenade will provide Colwyn Bay with another major new attraction to add to the recently opened Parc Eirias multi-purpose indoor centre and the town’s newly refurbished theatre. Developments which are working to make the town a place that residents are proud to call their own and visitors want to visit.

Civic participation of new communities through local authorities

One key to a united but diverse society is civic participation. All residents of Dublin can vote in local authority elections regardless of their citizenship status and the city has actively encouraged new communities to use this right. But the right to vote is not enough.

To deepen civic participation among new communities, Dublin Employment Pact, the New Communities Partnership and the local authorities have implemented a programme to strengthen structures for civic participation.

This has established Integration Forums in each Dublin local authority for active participation by new communities in decision making and consultative processes. It is supported by training towards a greater understanding of the history, norms and values of Irish society, developing a sense of belonging and shared citizenship. It has also delivered work placement opportunities through an internship programme, and workshops for local government leaders in diversity inclusion.
The City of Reggio Emilia, in cooperation with the Forum of the Third Sector, has developed a pilot project entitled “Citizens of Reggio Emilia, for example”, with the aim of strengthening municipal social capital and promoting a more inclusive city.

Launched in 2008 with a census on citizens best practices, it became a unique tool through which citizens started to realise how social capital ties were very well developed even in their own neighbourhoods. This experience stimulated hundreds of associations to become directly involved: in the last two years 700 projects have been proposed to promote solidarity, cultural activities, city mobility and territorial valorisation. In order to continue the promotion of a “community welfare”, Reggio Emilia launched in 2011 a municipal volunteering service that gathers all the volunteering opportunities offered at the local level, reaching more than 400 volunteers.

Today, the project represents the backbone of the “Europeans for example” -project, aiming to bring together and promote good practices using a bottom-up approach based on the fact that social capital is a characteristic of the community. The project “Citizens of Reggio Emilia, for example” also has a European aspiration, developed together with the Association of Local Democracy Agencies, to bring this successful experience to a European audience.

Rotterdam has invented a way to attract enthusiastic citizens to degraded areas by selling houses with the obligation to repair them. Buyers are attracted by lots of space for little money and the freedom to design their own dream house. The buyers prove to be enterprising young people who want a nice house in a nice neighbourhood and are willing to do something themselves about both.

There is a risk that new rack-renters might be attracted. Of crucial importance is the purchase contract, which obliges buyers to submit a plan before buying, to renovate at a high level within one year and to live in the house for three years. Those who break the rules face a substantial fine. Moreover, buyers have to prove in advance that they have enough money for the operation. The buyers are assisted by an architect, coach and a municipal inspector.

www.europeansforexample.eu

www.klushuizen.nl
Ensuring optimum participation in social, cultural, and economic life for people with disabilities is one of the major challenges in communal policy. Over and above the important constructional measures that are needed for accessibility, the mental barriers of bias and prejudice must be overcome. The City of Salzburg has adopted equality of opportunity as an integral part of all mission statements, political programmes and parameters, and administrative measures in all areas of activity, thereby achieving an exceptional level of awareness. This realization is constantly put to the test. Every building activity, every service provided by the city administration, every activity always takes people with disabilities into consideration and includes them in the decision-making process.

The disabilities advisory board and the council accessibility manager provide the organizational framework for collaborative action with the special interest groups.

The intelligent and sustainable cities of the future must be "young cities". Job opportunities, independent living, mobility and quality training are priority issues for most of the young people living in Tuscany. The Project GiovaniSI, promoted by the Regional Government of Tuscany since 2011, is an investment in the future independence and leadership of young people. The main goal of GiovaniSI is to provide opportunities and implement effective measures to support young people in their transition to adulthood. Concrete provisions amounting to over EUR 300 million have already been undertaken in the following areas: internships, community service, employment, education and training, entrepreneurship, housing and social services. Furthermore, the Eco-Efficient Tuscany award identifies and rewards environmentally virtuous enterprises. The Peri-Urban Agricultural Park in the Florence and Prato metropolitan areas promotes the participation of citizens and local authorities. The People Mover is a project to connect Pisa airport with the railway station.
Uszka is a small Hungarian village populated by Roma. Many houses had no bathroom, doors or windows, deficient roof structures, the walls were tumbling, and water was collected from public wells.

**Housing:**
Renovations to preserve the conditions of the houses were completed for 67 families, including the construction of a bathroom. Mains water was piped in and a cesspit was built for forty houses. Six families moved to newly-built homes owned by the municipality. A new street construction has been started to provide plots for families to build houses using social policy aid.

**Employment:**
16 persons were employed for 10 months in a public works programme.

**Education:**
An education centre was developed as part of the programme, where children are supported by out-of-school programmes. The centre also serves as the location for adult education, and many people have completed primary school.