



**LOCATION OF SLOVENSKA STREET
IN THE CITY OF LJUBLJANA**

POLOHA ULICE SLOVENSKA
V MESTE LUBLJANA

Source Zdroj: Peter Šenk, Kaja Pogačar

**LOCATION OF KOROŠKA STREET IN
THE CITY OF MARIBOR**

POLOHA ULICE KOROŠKA V MESTE
MARIBOR

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Tracking Contemporary Streetscape Transformation Processes

– Two Case Studies from Slovenia

Sledovanie aktuálneho procesu

transformácie ulíc

– dve prípadové štúdie zo Slovinska

Peter Šenk, Kaja Pogačar

V posledných rokoch rastie záujem o transformáciu mestského uličného obrazu. Opiera sa o princípy udržateľnej mobility, najmä o mechanizmus Plánov udržateľnej mestskej mobility, spolu so stratégiami a programami na podporu kvalitnejšieho a prívětivejšieho mestského priestoru. Tento proces nemusíme nutne chápať ako volanie po tvorbe peších zón. Snaží sa však uplatňovať podmienky a rámec pre inkluzívnejší verejný priestor – ulicu, kde sa mení pomer medzi motorizovanou dopravou a inými, udržateľnejšími spôsobmi prepravy. Okrem toho sa mení využitie týchto priestorov popri prepravnej funkcii, t. j. umožňuje koexistenciu mobilných a stacionárnych funkcií verejného priestoru. Literatúra popisuje mnoho príkladov aj pozitívnych dopadov vyplývajúcich z takejto transformácie ulice, zo spoločenského, ekonomického aj environmentálneho hľadiska. V praxi sa však transformačné procesy často považujú za relatívne náročné a dlhodobé.

Článok približuje procesy novej vlny urbánnych transformácií mestských ulíc, ilustrované na dvoch príkladoch zo Slovinska. Prvým príkladom je premena ulice Slovenska, ktorá sa nachádza v centre slovinského hlavného mesta Ljubľana (približne 280 000 obyvateľov). Druhým je ulica Koroška v meste Maribor, druhom najväčšom meste Slovinska (približne 110 000 obyvateľov). Hoci ulice nie sú porovnateľné z hľadiska veľkosti ani dĺžky, vybrali sme ich, pretože vždy boli a dodnes sú verejne najfrekventovanejšími miestami v týchto dvoch najväčších slovinských mestách. Dajú sa chápať ako reprezentatívne prípady na určenie prostriedkov použitých pri priestorovej premene ulice s hustou motorizovanou premávkou na priestory priateľské k cyklistom aj chodcom. Keďže prípadové štúdie sú viazané na špecifické kultúrne prostredie rozvoja Slovinska v jeho novodobej fáze, sú tu odhalené špecifické charakteristiky transformačného procesu a porovnanie s určitými procesmi v medzinárodnom kontexte.

Výsledky sú prezentované na viacvrstvovej časovej osi, ktorá znázorňuje využitie rôznych prostriedkov vo fázach procesu mestskej transformácie, v rámci ktorých bola urbánna zmena iniciovaná, aktivovaná alebo realizovaná. Viacvrstvové časové osi ulíc Slovenska (pozri Obrázok na strane 65) a Koroška (pozri Obrázok na strane 68) predstavujú procesy transformácie uličného prostredia pomocou charakteristických prostriedkov v konkrétnych rokoch realizácie. Obidve časové osi znázorňujú širokú škálu prostriedkov uplatnených v obidvoch príkladoch, nakoľko v obidvoch vybraných prípadových štúdiách boli

zaznamenané takmer všetky charakteristické prostriedky používané na transformáciu urbánneho uličného prostredia uvedené v Tabuľke. Obidve časové osi zobrazujú dlhodobé premeny ulice. V prípade ulice Slovenska trval projekt takmer celé desaťročie, pričom v prípade ulice Koroška trval ešte dlhšie a dodnes nie je dokončený. Časové osi sú zamerané na prezentáciu vzťahu medzi použitými transformačnými prostriedkami a ich efektívnosťou. Tú je možné hodnotiť podľa A) typu zásahu a jeho trvania, B) režimu účasti, C) intenzity mobility.

A) „Typ zásahu“ označuje fyzický zásah do priestoru pomocou vybraných prostriedkov; zásahy sa dajú charakterizovať ako dočasné alebo trvalé. Okrem toho je možné sledovať „trvanie priestorového zásahu“ v hodinách, dňoch, týždňoch a rokoch.

B) „Režim účasti“ popisuje povahu verejnej účasti vybraného prostriedku. V procese premeny ulice v obidvoch analyzovaných prípadoch boli pozorované tri režimy účasti. *Rozšírená odborná činnosť* označuje primárne profesionálnu činnosť v rámci multidisciplinárneho tímu a dobre fungujúcu komunikáciu s mestskou samosprávou/vládou, ako aj so širokou verejnosťou. *Interakcia medzi občanmi a odborníkmi* zahŕňa profesionálnu činnosť aj účasť občanov. Keďže občania zohrávajú rozhodujúcu rolu, ide o otvorenejší režim účasti. Podľa Arnsteinovho „Rebríčka participácie“ (1969), je verejná účasť v pravom zmysle slova, alebo „kontrola občanov“ označená ukazovateľom *aktivity občanov*.

C) Intenzita mobility označuje zmenu v intenzite dopravy pre štyri hlavné cieľové skupiny – autá, verejnú dopravu (autobusy), cyklistov a chodcov, ako je znázornené na časových osiach. V prípade procesu transformácie oboch ulíc sa intenzita mobility zvažovala v troch stupňoch krátkodobej alebo dlhodobej intenzity mobility vo vzťahu k použitému prostriedku (t. j. uzavretie ulice pre osobné motorové vozidlá na určitú dobu). Keďže ani pri jednom z transformačných procesov sa počet účastníkov premávky nemeral nepretržite (meralo sa len sporadicky a so zameraním na autá), intenzitu premávky áut a autobusov na uliciach potvrdzujú jednotlivé udalosti, kým prítomnosť a intenzita cyklistov a chodcov je ilustračná a postavená na pozorovaní.

Z výskumu je očividné, že transformácie prostredia hlavných/významných mestských ulíc sa vnímajú ako dlhodobé transformačné procesy. V tomto zmysle je zjavné, že časové rozpätie projektu a využívanie prostriedkov by malo byť intenzívne

a rozmanité, vďaka čomu bude možné dosiahnuť maximálny efekt.

Prezentované prípadové štúdie z Lublany a Mariboru preukázali intenzívne a komplexné transformácie ulíc s použitím klasických aj alternatívnych prostriedkov. Vyžiadali si drobné fyzické zásahy a zapojili široký okruh aktérov, čo umožnilo upraviť budúce využitie a pomaly meniť myslenie obyvateľov a/alebo úradov. Ak môžeme očakávať, že v budúcnosti sa mestské ulice budú musieť stať integrálnym živým prostredím mesta, ktoré bude žiť politickými, environmentálnymi a sociálnymi otázkami udržateľnosti, musíme zlepšiť efektivnosť týchto procesov, najmä komunikáciu a spoluprácu medzi štátnou správou a občanmi. Prostriedky a praktiky s pôsobením zhora nadol by sa mali kombinovať, aby zaistili lepšiu účasť občanov a zapojenie ďalších zainteresovaných osôb do transformačných procesov. Niektoré novovznikajúce alebo alternatívne prostriedky už mestské

samosprávy prijali. Okrem toho, prostriedky, ktoré zahŕňajú priame fyzické zásahy alebo úkony na mieste, sú veľmi efektívne v porovnaní s tradičnými prístupmi postavenými na početných štúdiách, stratégiách a dokumentoch, bežne spísaných bez akéhokoľvek konkrétneho krátkodobého dopadu. Na druhej strane je tak isto očividný význam prístupov zdola nahor, ktoré však majú obmedzenú pôsobnosť, keďže odborná podpora a realizácia cieľov udržateľnosti spadá do zodpovednosti štátnej správy.

Analyzované prípady preukazujú, že kombinácia vybraných prístupov a prostriedkov sa líši podľa miestnych okolností. Aby bolo plánovanie transformačných procesov mestského prostredia úspešné, malo by byť postavené na participatívnych súčasných prístupoch s účasťou občianskych aj odborných iniciatív, hoci jasná vízia a odhodlanosť realizovať zmeny zo strany mestskej samosprávy ostávajú najrozhodujúcejšími faktormi implementácie.

Introduction

Interest in transforming urban streetscapes has grown in recent years,¹ supported by sustainable mobility policies, especially by the mechanism of Sustainable Urban Mobility Plans, along with strategies and agendas supporting more quality and liveable urban spaces.² This process is not necessarily understood as a call for pedestrianisation. Nevertheless, it means establishing conditions and framework for more inclusive public spaces – streets where the ratio between the motorised traffic and other, more sustainable transport means is changing, but also changes in the uses of those spaces, apart from their exclusive transport function, i.e. allowing coexistence of mobile and stationary functions of public spaces.³ In the literature, one can notice many examples as well as positive impacts resulting from such street transformations, from the social, economic and environmental points of view, although in practice the transformation processes are often considered rather difficult and long-term.⁴

In general, one could speak about a new wave of streetscape transformation processes. Namely, streets have even in the past functioned as inclusive and multifunctional spaces. In the second half of the 20th century, along with the growth of motorisation, the majority of European cities established pedestrian zones in the old city cores, driven mainly by concerns for the protection of cultural heritage, but also the need for economic, social and urban regeneration of those historical spaces. Since then, many authors have emphasised the social function of the streetscapes, including Jacobs⁵ (1961), Cullen⁶ (1961), Rudofsky⁷ (1969), Alexander⁸ (1977), Anderson⁹ (1978), Rowe and Koetter¹⁰ (1978), Appleyard¹¹ (1981), Moudon¹² (1987), Çelik, Favro and Ingersoll¹³ (1994), Jacobs¹⁴ (1995), Gehl¹⁵ (1987; 2010), Loukaitou-Sideris and Ehrenfeucht¹⁶ (2009), Gehl and Swarve¹⁷ (2013) and Mehta¹⁸ (2013), to mention some of the most prominent authors.

The importance and value of walkable streets mirrors the quality of life directed towards a green city, as it enables socialising opportunities, physical exercise, connections to place and nature, as well as a more vivid use of the urban environment.¹⁹ Furthermore, streets as particular spaces within the cities are expected to face even bigger challenges in the future, which will affect their functions as well as their appearance. Technical and organisational improvements in transportation, whether the implementation of driverless mobility, new models of public transport and possibilities of car-sharing, will result in a thorough reorganisation of space use and the shaping of more inclusive streets.²⁰ Not only the environmental and economic sustainability arguments are at stake, but also questions of broader social change. 'Streets must accommodate an ever-expanding set of needs. They must be safe, sustainable, resilient, multi-modal, and economically beneficial, all while accommodating traffic'.²¹ These transformations are a global phenomenon of a city's marketing and symbolic reconstructions, predominantly visible in bigger and more influential cities, including 'world cities'.²²

The focus of this paper lies in tracking the processes of the new wave of urban transformations of city streets, showcased upon two examples from Slovenia. The first presents the transformation of Slovenska Street, which is located in the centre of the Slovenian capital city of Ljubljana

	CHARACTERISTIC TOOL	SHORT DESCRIPTION
SD	Strategic document	Outlines the vision and goals of future development
UP	Urban planning	Defines future spatial development
MA	Masterplan	Defines future spatial development
CO	Urban–design competition, architectural competition	Public/private call for the best design solution
WO	Urban planning workshop, urban design workshop, charrette	Explores development possibilities in groups and reflects upon them
EX	Exhibition	Presentation to the wider public
SA	Street art	Artistic interventions in public space (murals, graffiti, street painting, etc.)
UH	Urban hacking	Illegal individual or group action in public space
CL	Creative licensing	Supports the use of the streetscape as public space in a more flexible way e.g. 'Park(ing) day' license
DP	Demonstration project	Tests and measures the effects of program changes in real-world situations (one day to one week)
PP	Pilot project	Preliminary small-scale experiment, conducted to evaluate feasibility, time, cost, etc., with an attempt to improve full-scale implementation prior to implementation (one month to one year)
IP	Interim design project	Improvement of public spaces in the short term, when funds are limited (one to five years)
TM	Traffic measures	Different infrastructural interventions regulating/reducing traffic flow and improving traffic safety
TE	Temporary event	Temporary change in the use of streetscape by festivals, marathons, fairs, etc.
CM	Critical mass gathering, protests, referendum	Gathering of larger groups of people in an action or decision-making format
DG	Discussion group/meeting	Groups of different stakeholders meeting (including conferences, lectures, presentations with round tables, etc.) to discuss ideas and critical issues
WP	Web-based community planning	Involving communities in planning by using information- and web-based technologies
UH	Urban hackathon	Compact format involving group work on IT, programming and data mining to find creative solutions for urban problems
SUPP	Supporting tools (research & development project, metrics, evaluation, opinion poll, etc.)	Structured in-depth data-based analysis related to a specific topic (e.g. traffic study, spatial study, program study, public opinion, etc.)

LIST OF CHARACTERISTIC TOOLS FOR URBAN STREETScape TRANSFORMATION

ZOZNAM CHARAKTERISTICKÝCH NÁSTROJOV TRANSFORMÁCIE MESTSKEJ ULICE

Source Zdroj: adapted from POGAČAR, Kaja and ŠENK, Peter, 2018. *Alternative Approaches and Tools for the Transformation of Streetscapes: Direct Physical Interventions and Different Modes of Participation*. *Prostor*. 26/1(55), p. 174

(with approximately 280,000 inhabitants), whereas the second focuses on Koroška Street in Maribor, the second largest city in Slovenia (with approximately 110,000 inhabitants). Although neither the size nor the length of the streets is comparable, they were selected because they were (and still are) the most publicly-exposed cases in recent decades in the two largest Slovenian cities. Moreover, they can be taken as representative cases to determine which tools have been used in the process of spatial transformation of a specific motorised streetscape into cyclist- and pedestrian-friendly spaces. Since the case studies are bound to the specific cultural environment of the post-transition phase of the development of Slovenia, immediate characteristics of the transformation process and the comparison of certain processes to international examples are highlighted.

The detection of characteristic tools was supported by the list thoroughly elaborated by Pogačar and Šenk²³ in the paper entitled 'Alternative approaches and tools for the transformation of streetscapes: direct physical interventions and different modes of participation'. According to the authors, characteristic tools are divided into *traditional* or *classic*, as compared to *contemporary* or *alternative* ones. Classic/traditional tools, such as strategic documents, urban plans, urban designs, masterplans, urban design and architectural competitions etc. are designated as 'predominantly top-down oriented, without an immediate physical intervention in space. They usually include

programmed democratic participatory elements within a process, ranging from the stage of ideas to the finalisation of a legally-binding document for spatial implementation.²⁴ On the other hand, the alternative/contemporary tools include programmed or totally open democratic participatory processes and are usually designated as an immediate physical intervention in space. These tools encompass urban planning and design workshops, charrettes, exhibitions, street art, urban hacking, creative licensing, demonstration projects, pilot projects, interim design projects, traffic measures, temporary events, critical mass gatherings, protests, referendums, discussion groups, meetings, web-based community planning and urban hackathons. They are backed by *supporting tools*, such as research and development, metrics, evaluation, opinion poll, etc.²⁵ (see Table).

The data for tracking both transformation processes was acquired from available documents and other secondary sources. The results are presented in a multi-layered timeline showing the use of different tools in phases of the urban transformation process by which urban change is initiated, activated or implemented. The tools are supported by additional information implying their impact on the physical space, their duration, participation mode and their impact on mobility intensity.

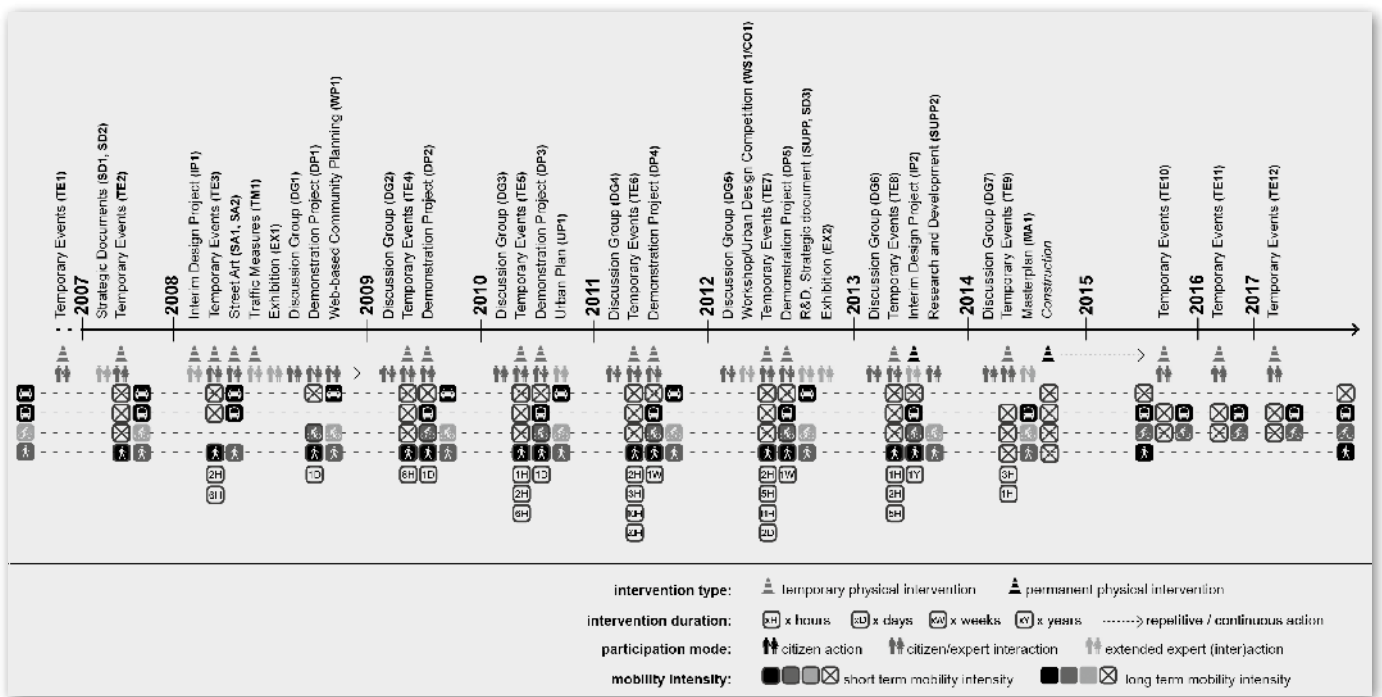
Tools Used in the Transformation Process of Slovenska Street

Slovenska Street²⁶ has been the main transport road in the city of Ljubljana in the North-South direction since Roman times.²⁷ With the transformation from a road for carriages to a road for motorised vehicles, then with the removal of the tram line and the street's widening, it has become a main city artery – a transit traffic corridor²⁸ with an average of 17,000 vehicles per day in 2012.²⁹ Its intensified motorisation was one of the reasons for the decline of many public programs along the road, due to decrease in users. The process of transformation of the central part of Slovenska Street, which is the subject of this analysis and presentation, became possible when the inner ring road around the Ljubljana centre was completed in 2012. The segment of observation is about 400 m long, with its central part about 22 m wide, while on both edges it is 8 to 10 m wider. As shown in the timeline, its transformation has been tracked from 2007 through its completion in 2015 and its use by 2017.³⁰

The beginning of the transformation process of Slovenska Street formally started in 2007, when *strategic documents* for the city development were set and presented to the public in the *Vision Ljubljana 2025*³¹ (SD1) and the *Municipality of Ljubljana Spatial Strategy*³² (SD2). Although Slovenska Street has been occasionally closed to traffic in cases of temporary events, like the annual Secondary School Graduation parade (TE1, TE2), even before 2007, the major shifts in its perception have been visible as early as 2008.

Following the City Municipality's initiative related to the Slovenian Presidency of the European Council in 2008, the *Slovenska Street 2008* project focused on the 'aesthetic' renovation of the street, due to its degraded facades, unbuilt and empty lots, halted construction projects, abandoned shops and decrepit street furniture.³³ Initially, these elements were registered with an ambition to show the potential of this space to the citizens. There were 28 interventions proposed by different initiatives and actors in the wider area of Slovenska Street. In its central part, there was an *interim design project* (IP1) with architectural and landscape renovations proposed and implemented. The interventions included facade renovations, lighting of the facades, paving, street furniture, such as placement of 'urban chairs' along the road to evoke the feeling of a living street, opening a contemporary art gallery in an underpass, and the use of *street art* in combination with *traffic measures* of print artwork on the road surface to create an urban-street carpet (SA1, TM1). In order to transform the street into an experience space, *street art* like artistic installations, audio and visual installations with digital screens has been employed, as well as holding art *exhibitions* along the street (SA2, EX1). Last but not least, a set of social *temporary events* (TE3) like the Secondary School Graduation parade competing for the Guinness world record, a music parade, a classic car parade, and the longest strawberry pie record, or the centenary of the Slovenian Philharmonic Orchestra and a charity event, attracted a vast number of citizens. They experienced the possibility of a new concept for the central part of Slovenska Street, which briefly changed its character from a transit traffic road into an event space.

In the period from 2008 to 2012, there were, in addition to the *temporary events*, also *demonstration projects* held on Slovenska Street, during which it was closed to motorised traffic for some hours, in the case of parades and sports events (TE3-TE7), or for a week during European Mobility Week (DP1-DP5). In this period, visualisations of the future transformation of Slovenska Street were part



TIMELINE OF TOOLS USED IN THE CASE OF SLOVENSKA STREET, LJUBLJANA

ČASOVÁ OS POUŽITÝCH PROSTŘEDKOV NA ULICI SLOVENSKA, LUBLJANA

Source Zdroj: Peter Šenk, Kaja Pogačar

of the communication campaigns within the Civitas ELAN European Project, which supported steps towards more sustainable mobility in urban areas in Ljubljana and its partner cities.³⁴ In addition to an open web platform for citizens initiatives (WP1), there have been several presentations, discussions and round tables concerning mobility issues, shared space possibilities and the importance of open public space organisation (DG1-DG5). *Urban planning document*, the *City of Ljubljana Municipal Spatial Plan*³⁵ of 2010 (UP1) and the *City of Ljubljana Municipal Traffic Policy* of 2012 (UP2), enabled the transformation of Slovenska Street. With them, the vision of the *Ljubljana 2000*³⁶ plan from 1986 to abolish motorised traffic aside from public transport and to create an urban space for pedestrians and cyclists has been actualised and made possible. Furthermore, the future character of its central part has been defined, as a *shared space* with a new line of trees and street furniture.

Following the ‘testing phase’, which may not have met the expectations of the general public in all its aspects, the planning phase, in the form of an extended *workshop/competition* with four selected architectural offices (Dekleva Gregorič arhitekti, Katušić Kocbek arhitekti, Sadar+Vuga and Scapelab) (WS1/CO1) was held in 2012. The four initial visions of each design team were presented to the public at an *exhibition* in November 2012 (EX2). These 26 months of project workshops, along with presentations and negotiations (DG6, DG7), resulted in a single comprehensive idea proposal for the new Slovenska Street by 2014. Executive planning for the *masterplan* (MA1) was led by Studio Krištof.

Meanwhile, the major visible physical change was initiated by the *interim design project* (IP2) rearrangement of the street in September 2013. The central part of Slovenska Street was closed for personal car access. Alongside the narrowing of the traffic corridors for buses and taxis, the intervention included setting of potted groups of trees and tables with chairs on wooden platforms, as well as an information point with an exhibition about the history and new arrangement of Slovenska Street, where citizens were invited to offer proposals for additional installations or improvements.

The planning phase was subject to participation with different experts, institutions and even private citizens using the web platform, implementing *web-based community planning* (WP2). With the comprehensive renovation of the 400m-long central part of Slovenska Street, the transit corridor was offered to pedestrians, cyclists and the users of public transport and transformed into one of the central features of the capital in 2015. The change of the traffic regime on the central part of Slovenska Street resulted in reducing the concentrations of black carbon by 58 %.³⁷ The symbolic



SELECTED PICTURES OF THE TRANSFORMATION PROCESS FOR SLOVENSKA STREET, LJUBLJANA: A) SLOVENSKA STREET BEFORE INTERVENTIONS; B) STREET ART / TRAFFIC MEASURES INTERVENTION IN 2008; C) INTERIM DESIGN PROJECT IN 2013 – OVERVIEW; D) AND E) INTERIM DESIGN PROJECT IN 2013 – SMALL INTERVENTIONS; F) INTERIM DESIGN PROJECT IN 2013 – INFO-BOX EXHIBITION; G) SLOVENSKA STREET TRANSFORMATION IN 2015; H) SLOVENSKA STREET OPEN PUBLIC SPACE IN 2016; I) SLOVENSKA STREET SHARED SPACE IN 2017

NIEKOLKO OBRÁZKOV Z TRANSFORMAČNÉHO PROCESU NA ULICI SLOVENSKA, L'UBLJANA:

A) ULICA SLOVENSKA PRED ZÁSAHMI; B) POULIČNÉ UMENIE / DOPRAVNÉ ZÁSAHY V ROKU 2008; C) PREDBEŽNÝ NÁVRH PROJEKTU Z ROKU 2013 – PREHLAD; D) A E) PREDBEŽNÝ NÁVRH PROJEKTU Z ROKU 2013 – DROBNÉ ZÁSAHY; F) PREDBEŽNÝ NÁVRH PROJEKTU Z ROKU 2013 – VÝSTAVA V INFORMAČNÝCH BOXOCH; G) TRANSFORMÁCIA ULICE SLOVENSKA V ROKU 2015; H) ULICA SLOVENSKA AKO OTVORENÝ VEREJNÝ PRIESTOR V ROKU 2016; I) ULICA SLOVENSKA AKO SPOLOČNÝ PRIESTOR V ROKU 2017

Photo Foto: a) – e), g), h) Miran Kambič; i) Virginia Vrecl

Source Zdroj: f) KD Prostorož

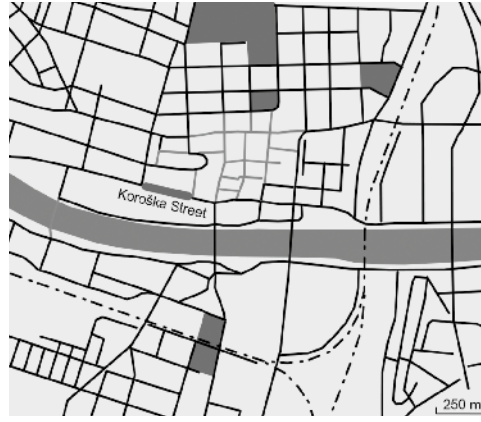
balance has been achieved by limiting the speed of the traffic to 30 km/h, while allowing the transit of public transport (buses), services and suppliers, therefore keeping the historical character of one of the main arteries for the city centre. The motorised traffic limitation, a new line of trees and the widening of the pedestrian area on both sides of the street, paved with a specially designed 'Ljubljana pattern' and specific street furniture, provided the renovation with its new and specific character, which also received professional confirmation, with several awards including a Mies van der Rohe 2017 Award nomination.

By designing a space which promotes sustainable urban mobility in the very city centre, the city has taken a key step in its transport policy and completed one of the key elements of the European Green Capital 2016 project.³⁸

Tools Used in the Transformation Process of Koroška Street

Koroška Street is situated in the historic town centre of Maribor and is considered to be the oldest street in town, originating from the 13th century.³⁹ The segment of observation is approx. 250m long and stretches from the former medieval gates at Strossmayerjeva Street in the West to the Main Square in the East. The street has the shape of a funnel, at the narrowest point measuring only 9m in width, while at the widest point, where it merges with the Main Square, its width is 25m. There is still visible physical degradation of the majority of the facades, moreover the number of passing vehicles, despite years of attempts to transform this medieval street into a more pedestrian-friendly space, is still high (approx. 18,000 vehicles per day were measured in 2015.⁴⁰

The idea to transform the street into a more pedestrian-friendly zone originates from the urban development plan '*General plan of the renewal of the old core of Maribor*'⁴¹ dating back to 1985. However, more proactive attempts at transformation followed in 2002, as shown in the timeline (see Figure on the page 68). In 2002, a *traffic study* '*Traffic analysis of the new traffic regime of the central area of Maribor*' (SUPP1) was conducted. The study proposed the reduction of motorised traffic on Koroška Street by making it a one-way street in the west-to-east direction. In 2002, a *pilot project* (PP1) for the renovation of facades at Koroška Street Nr. 2, 4, 6, 8 and 10 was proposed, involving consulting, preparation of the planning documentation, arrangements with the building owners and residents as well as proposals for the use of unoccupied stores on the ground floor. In the same year, an international *urban development workshop* '*Reminiscence*' (WO1) was carried out by 6 teams from Slovenia, Austria and the Netherlands on the development potential of the area along the street. In 2003, an *exhibition* of the workshop's proposals took place (EX1). Furthermore in 2003 the



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POLOHA ULICE KOROŠKA V MESTE MARIBOR

Source Zdroj: Peter Šenk, Kaja Pogačar



LOCATION OF SLOVENSKA STREET IN THE CITY OF LJUBLJANA

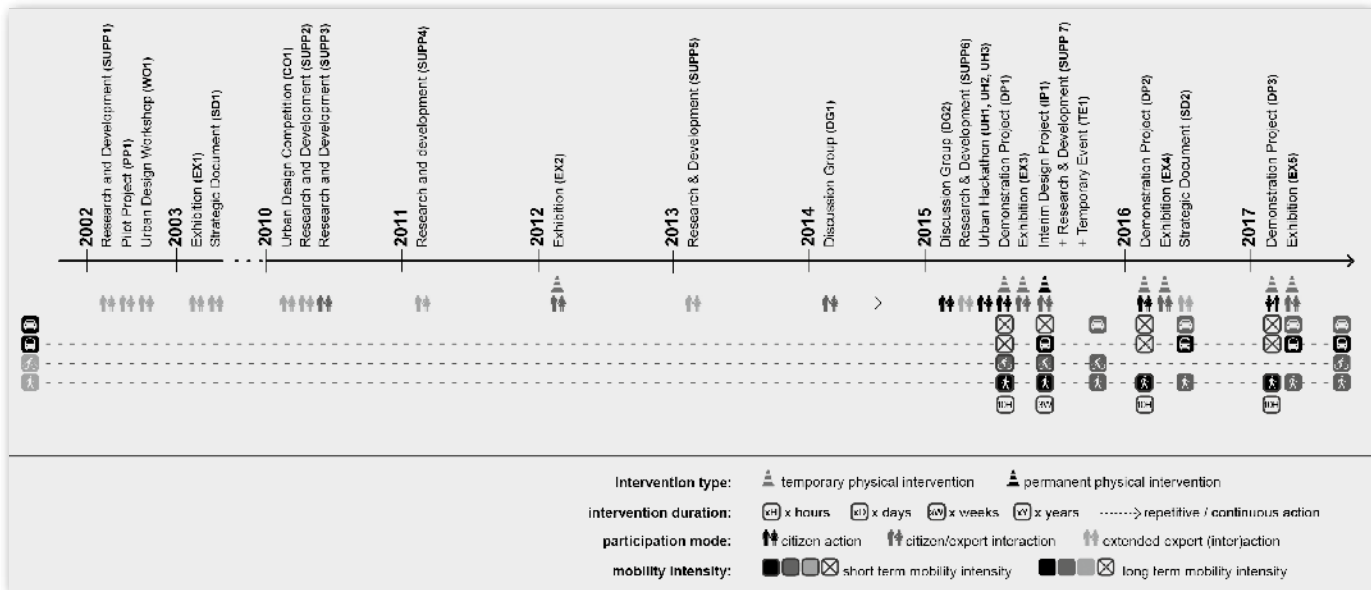
POLOHA ULICE SLOVENSKA V MESTE LJUBLJANA

Source Zdroj: Peter Šenk, Kaja Pogačar

strategic document 'Project of the renovation of the old town core'⁴² was issued (SD1), which emphasised the historic importance of the street and its deep connection with the old town centre's renewal.

In 2010, after 7 years of standstill and at the time of the upcoming nomination of Maribor for the European Capital of Culture (ECOC), an *architectural and urban planning competition* for the wider area of the Main Square, Koroška Street and Kneza Koclja Street was launched (CO1). The first prize was divided among three architectural offices, involving the proposal of a renewed streetscape for Koroška Street with one-way traffic for motorised vehicles, devoting more space to pedestrians. In 2010, within the framework of a cross-border project scheme called 'City Network Graz-Maribor', a 'Study of urban development and revitalisation of the old city, with an emphasis on renovation of facades on Koroška Street' was conducted (SUPP2). As a part of the study, a *questionnaire* related to the traffic development options for Koroška Street was circulated, in which 68 % of the 590 respondents answered that a pedestrian zone would be the most appropriate traffic solution for the street (SUPP3). In 2011, a new *traffic study* was conducted, with the title 'Maribor old town center: a traffic study of the effects of regime measures and planned traffic infrastructure on the traffic image of the old town core area' (SUPP4). The results of the traffic study did not support the full closing of the street to motorised traffic (although neither cyclist nor pedestrian mobility was involved in the projections), and consequently the planned renewal and the reorganisation of the street resulting out of the competition failed to occur. In the year of the ECOC 2012, there was only an *exhibition* of comics by Zdravko Duša and Damjan Stepančič mounted on the degraded and abandoned facades of Koroška Street (EX2).

From 2013 – 2105, several activities were focused on Koroška Street, initiated by the actors involved in the cross-sectoral project named 'Living City' (SUPP5), held within the framework of the 'Actors of urban change' programme.⁴³ These involved the local NGO Društvo Hiša!, which organised more than 40 *meetings* with residents of Koroška Street (DG1) since 2014, finally resulting in their self-organisation – more than 10 *meetings* were organised by the local community (DG2).⁴⁴ In 2015, three *urban hackathons* were organised in support of Koroška Street, implemented to find creative solutions for urban problems by involving group work in IT, programming and data mining. The three two-day events took place in January 2015 'City-toolbox: Revive the city together' (UH1), April 2015



TIMELINE OF TOOLS USED IN THE CASE OF KOROŠKA STREET, MARIBOR

ČASOVÁ OS POUŽITÝCH PROSTRIEDKOV NA ULICI KOROŠKA, MARIBOR

Source Zdroj: Peter Šenk, Kaja Pogačar

'Reviving Koroška Street' (UH2) and October 2015 'Reviving the city centre' (UH3), with 40 – 60 participants at each event. 'All three hackathons were characterised by a broad variety of participants, ranging from municipal officials, university researchers (architects and traffic engineers), experts from different fields of urban development, representatives of NGO's, civil initiatives (e.g. Initiative City Council), students and most importantly by local people who were interested in helping to solve the problems of their own living environment'.⁴⁵

In 2015, a *research project* of street user behaviour and mobility patterns called 'Contemporary Spatial Analysis' (SUPP6) was conducted on Koroška Street by a team of students and mentors from the departments of architecture and sociology at the University of Maribor. In July 2015, a *demonstration project* was organised on Koroška Street – the first day without motor traffic was held at the time of the yearly summer Lent festival (DP1), along with an *exhibition* of the street's history placed along the street (EX3). The *demonstration project* was repeated annually in subsequent years, in 2016 (DP2), in 2017 (DP3) and beyond, accompanied by exhibitions (EX4, EX5). In September 2015, after the good experience of the first demonstration project, the Municipality supported the decision to close the street for a period of three weeks (at the time of European Mobility Week 2015) to perform monitoring of traffic flows on 13 city streets, in order to have a live test of traffic flow reorganisation (SUPP7), but also to implement the *interim redesign* of the street (IP1) and to organise a multitude of *temporary events* to experience the street without traffic (TE1). The three weeks' closure to motorised traffic evoked sharp debate on a city-wide level.⁴⁶ In 2016, the project of the street transformation, according to the competition results, was integrated into the new *strategic document* 'Sustainable Urban Strategy for Maribor'⁴⁷ (SD2) in the framework of ISUDS. The implementation of the project is planned before the end of the funding period.

Timelines and Analysis of the Tools Used

The multi-layered timelines of Slovenska Street (see Figure on page 65) and Koroška Street (see Figure on page 68) present the processes of streetscape transformation through the use of characteristic tools in particular years of action. Both timelines present a wide variety of tools used in both urban transformations, as almost all characteristic tools for streetscape urban transformation listed in the Table have been tracked in the selected case studies. Moreover, both timelines show a long period for streetscape transformation.: almost a decade in the case of Slovenska Street, whereas in the case of Koroška Street, it has lasted even longer and has not yet been completed. The timelines focus on presenting the relationships among the transformation tools used and their effectiveness.



SELECTED PICTURES OF THE TRANSFORMATION PROCESS FOR KOROŠKA STREET:

- A) KOROŠKA STREET BEFORE INTERVENTIONS;**
B) ARCHITECTURAL COMPETITION RENDERING; **C) EXHIBITION ON THE STREET;** **D) URBAN HACKATHON;**
E) DEMONSTRATION PROJECT; **F) INTERIM DESIGN PROJECT**

NIEKOĽKO OBRÁZKOV Z TRANSFORMAČNÉHO PROCESU NA ULICI KOROŠKA:

- A) ULICA KOROŠKA PRED ZÁSAHMI;** **B) PODKLADY DO ARCHITEKTONICKEJ SÚŤAŽE;** **C) VÝSTAVA NA ULICI;** **D) URBÁNNY „HACKATHON“;** **E) UKÁŽKOVÝ PROJEKT;** **F) PREDBEŽNÝ NÁVRH PROJEKTU**

Photo Foto: a) Urška Pignar; c, d) Igor Unuk; e), f) Peter Šenk, Kaja Pogačar

Source Zdroj: b) MX:SI Architects

The latter quality can be observed according to the A) intervention type and its duration, B) participation mode and C) mobility intensity.

A) 'Intervention type' indicates physical intervention in space by using selected tools; the interventions can be characterised either as temporary or permanent. Additionally, the 'duration of the spatial intervention' can be traced in hours, days, weeks and years.

In the case of Slovenska Street, a multitude of tools was used to achieve temporary physical intervention (*exhibition, street art, demonstration project, interim design project, traffic measures* and various *temporary events*). During the period between 2007 and 2013, over 30 physical interventions in space were identified. Altogether there were 14 different tools used, ranging from traditional to alternative. The interventions lasted from a few hours to periods of days, weeks, months and even an entire year, and paved the way for two main permanent physical interventions. In the beginning of the process, in 2008, *temporary events* were executed along the street over a shorter time-span, i.e. events lasting only for few hours, with some later prolonged to a day or two by 2012. Likewise, the *demonstration projects* started with one-day duration and were prolonged to one week by 2012. It took 6 years of small interventions to perform the *interim design project* in 2013 that closed the street to car traffic. The *Masterplan* in 2014 and final construction works in 2015 finalised the change of traffic mode in support of pedestrians and cyclists. In its initial phase, the tactical urbanism approach to render the future use and appearance of the street⁴⁸ was approached with seriousness, continuity and intensification, above all by the variety of physical intervention tools used that gradually changed the street's perception from a motorised traffic route to an inclusive public-use streetscape. As indicated from the timeline, the classic tools such as *strategic document, urban plan or masterplan* were supported by the alternative tools, such as *discussion groups, temporary events, demonstration project, interim design project* and others. With small physical interventions in space and widespread participation, the latter proved highly efficient, especially during the initial phase.

In the case of Koroška Street, the first wave of initiating the transformation process in 2002, lasting until 2014, is characterised by the predominant use of classic tools such as the *workshop, traffic study, strategic document*, etc., with none of the used tools having any implicit physical impact on the streetscape, thus allowing its degradation to continue. The only noticeable physical intervention during that period was the *exhibition* on the degraded street facades in 2012. By contrast, the period after 2014 reveals the use of alternative tools, with elements of tactical urbanism that

involved direct physical intervention, as well as the cooperation of the local community. The use of tools applying direct physical intervention in space, such as the *demonstration project*, most notably the *interim design project* and *temporary events* have brought some ambient quality, as well as dignity, to the street space; above all the infrastructure for pedestrians and cyclists could be improved without large financial investments. Compared to Slovenska Street, significantly fewer temporary events were implemented on Koroška Street, while the total duration of individual temporary physical interventions was much shorter. On Koroška Street there has been, since 2015, an annual *demonstration project* without motorised traffic each of which has lasted around 10 hours. Additionally, there was a 3-week-long testing closure for motorised vehicles, along with the spatial rearrangement implemented by the *interim design project* in 2015, which is still present.

The effectiveness and importance of direct physical interventions in streetscapes is visible in many international examples, since these measures can serve as a bridge to community, helping to build support for a project and test its functionality before construction. Such an approach, by i.e. *demonstration project / interim design project* was executed in the transformations of the rather congested Mariahilferstrasse in Vienna. The emotional reactions of the residents to the proposed shared space were approached with 'the testing phase as the street was fitted with prototypes of the new street furniture, in order to give the residents of the city a feeling of the atmosphere'.⁴⁹ Similarly, numerous public space transformations supported by Gehl Architects (i.e. the PlaNYC project for the Times Square transformation from 2007 – 2009, the permanent plaza designed by Snøhetta), projects by Street Plans Collaborative (i.e. the Islington Street demonstration project in Portsmouth) and others have, in recent decades, been furthered by such an approach.

B) 'Participation mode' describes the public participatory nature of the selected tool. In the process of streetscape transformation of both analysed cases, three modes of participation have been observed. Extended expert action designates primarily a professional activity within the multidisciplinary team and well-established communication with the municipality/government, as well as with general public. Citizen/expert interaction involves both professionals and citizens. Whenever citizens play a decisive role in the events, it indicates a more open mode of participation. According to Arnstein's (1969) 'Ladder of Participation',⁵⁰ public participation in its true sense or 'citizen control' is indicated by the citizen action indicator.

In the case of Slovenska Street, the idea to close the capital city's main artery to private car traffic was not considered self-evident, nor was it at first generally accepted. To inform and prepare citizens and authorities for a future change, but also gradually to transform the space of the street itself, mobilisation of a vast variety of tools, with events targeting very diverse groups of citizens, proved to be a successful strategy.

The intensive process started in 2007 with a *strategic document* featuring *extended expert action* as well as *temporary events* along the street, incorporating *citizens/experts interaction*. The latter continued throughout the years up to the construction phase in 2015 and have since then been continually transforming the streetscape into an events space. Other tools like the *discussion group*, *demonstration project*, *web-based community planning*, with *citizen/expert interaction* were supported by an *extended expert (inter)action* participation mode. The tools *interim design project*, *street art* and *exhibition* have been predominantly used in a delegated way controlled by the city government. Nevertheless, the tools used attracted large numbers and very diverse groups of citizens. In the period between 2007 and 2013, the street was closed for over 20 participatory events. Likewise, it is possible to observe a tendency to combine classic and contemporary or alternative tools. The classic ones are increasingly becoming more open, as can be observed in the indicated different modes of participation, while the alternative tools are becoming more and more powerful and able to produce immediate yet also lasting changes in the streetscape. There are also cases of the hybridisation of tools, such as the hybrid of the *workshop* and *urban design competition* leading to a joint project, as evident in the Slovenska Street timeline in 2012.

In the case of Koroška Street, the tools that were used between 2002 and 2013 were predominantly classic, with characteristic *extended expert action*, and there was no participatory engagement noticed from the side of civil society. However, since 2013 with regular *discussion group meetings* by local residents moderated by the local NGO, a *citizen/expert interaction* can be traced. Later on, as local residents self-organised, a bottom-up initiated approach can be seen, resulting in individual

proposals of the local community addressed to the Municipality of Maribor. In 2015 and later, intensive *citizen action* can be seen at all three organised *urban hackathons*, as well as *demonstration projects*. *Citizen/experts interaction* has been tracked at *temporary events* on the street and at the *interim design project*. As the process of transformation is not yet finished, and the renewal of the street is still a matter of contention, it can be seen that the bottom-up activation and intense citizen-expert interaction did contribute to the change, especially in emphasising the visible aspects of the project and opening a public discourse.

International experience in wide public participation regarding the transformation of streetscapes can be seen within the European Mobility Week campaign, since it causes many streets to be temporarily transformed into pedestrian-friendly environments, featuring participatory events, i.e. at the Ciottina Street in Rijeka, Croatia, which enable a wide variety of events including sports activities, street painting, fair, dancing, entertainment, fashion shows, workshops, etc. over the course of one week.³¹ Global initiatives such as the Open Street Project, which has established Open Streets programmes³² in more than 90 streets in different cities in North America and around the world, show the potential for the transformation of streetscapes by *citizen/expert interaction*. In these cities, closing roads to traffic on selected days or weekends enables people to use them in a different way and gain an experience of them other than driving. Many *temporary events*, such as parades, street fairs, or sports events, demand a temporary transformation of streetscapes from traffic corridors to venues. *Citizen action*, in collaboration with *experts*, is also seen in numerous individual examples, as in the case of participation in the first street conference along Mickiewiczova Street³³ in Bratislava, Slovakia, in 2018.

C) Mobility intensity indicates change in traffic intensity for four main target groups – cars, public transport (buses), cyclists and pedestrians, as shown in the timelines. In the case of the transformation process of both streets, mobility intensity was generally considered through three grades of short-term or long-term mobility intensity related to the nature of the tool used (i.e. closure of a street for personal motorised vehicles for a certain period). Since during both transformation processes, there was no constant measurement of quantity of traffic users (only sporadic and focused on cars), the intensity of the cars and buses on the street was confirmed by the nature of events, while the presence and intensity of cyclists and pedestrians is illustrative and based on observation.

In the past, Slovenska Street was heavily burdened by motorised vehicles. Due also to the degradation of the programmes along it, pedestrians and cyclists were not especially attracted to using it. From 2007 till 2013, many events and interventions closed the street to cars and buses for a limited time and enabled its final closing to cars with the *interim design project* in 2013. The presence of pedestrians was, in this period, significantly larger, especially during *temporary events* and *demonstration projects*, as these events attracted large numbers of citizens and enabled a different use of the street. With new programmes and the arrangement of the central part of Slovenska Street, including street furniture and new bus stops, an increase in pedestrians can be observed after the transformation process was complete. The arrangements and transformation of the adjoining streets perpendicular to it contribute to Slovenska Street remaining the meaningful central spine of the city. The general increase in cyclists in Ljubljana,³⁴ and stabilised conditions for cyclists in this part of Slovenska Street, also contributed to their increase in the past decade.

In the case of Koroška Street, from 2002 to 2015 the number of cars on the street gradually increased to a peak (18,000 vehicles per day). The redesign of the streetscape in the *interim design project*, with new potted trees, cycle lanes, bus stops, 3 new pedestrian crossings and speed limitation to 30 km/h, caused a slight reduction in the number of cars using the street (down to 15,000 per day).³⁵ The number of public transport lines did not change during that period. Observing the number of pedestrians, their presence was significantly larger during *demonstration projects*, as these events enabled a full street experience and walking where it usually is not allowed or would be unsafe. The slight increase observed in the number of cyclists coincides with the general increase of cyclists in Maribor over the course of the previous decade, but also the introduction of new cycle lines contributed to this fact, as previously cyclists were noticed riding on the sidewalks.

In both case studies, we can track clear and significant change in the streets' use by motorised vehicles. In particular, the reduction of cars and the increase of pedestrian and cyclist traffic is evident following the implementation of each tool. Especially effective are those tools that are

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indicated as alternative, having an immediate physical impact in space and well-established participation.

Conclusion

From the research, it is evident that streetscape transformations of major/important city streets are experienced as long-term transformation processes. In this sense, it is noticeable that the project timespan and the use of tools should be dense and multifarious, in order to gain maximum effect.

The presented case studies from Ljubljana and Maribor showed intensive and complex processes of streetscape transformations using both classic and alternative tools, producing small physical interventions and involving a wide range of actors to alter future use and, over time, to change the mindset of citizens and/or authorities. If we can expect that, in the future, city streets will have to become integral urban living environments driven by the political, environmental and social issues of sustainability, then we must improve the effectiveness of those processes, especially the communication and collaboration between the governments and citizens. The top-down tools

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and practices should become hybridised to assure better participation of citizens and the inclusion of other stakeholders within the transformation processes. Some emergent or alternative tools have already been adopted by the city administrations. Furthermore, tools involving direct physical interventions or on-site events are very effective compared to the traditional approaches with numerous studies, strategies and documents, normally written without any short-term concrete impact. On the other hand, it is also noticeable that bottom-up approaches are important but have a limited scope of action, as it is the government's responsibility to offer professional support and to implement the goals of sustainability.

The analysed cases show that the combination of the selected approaches and tools varies according to local circumstances. To be efficient, the planning of transformation processes of city streetscapes should be supported by participatory contemporary approaches involving citizen and expert initiatives, though the most decisive factor for implementation remains a clear vision and a determination by the city government to facilitate change.

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