

URBAN DIVERSITY

Negotiation of urban diversity through everyday neighborhood-level practices in the case of Leipzig Inner East

How does the daily socio-spatial usage and appropriation of space by urban minorities affect the everyday social life in the context of Leipzig's Eisenbahnstraße?

Bauhaus-
Universität
Weimar

Author: Begüm Kocabalkanlı

Country of Origin: Turkey

Host Institute: Leibniz Institute for
Regional Geography (IfL)

Leipzig, Germany

Supervisor: Frank Eckardt

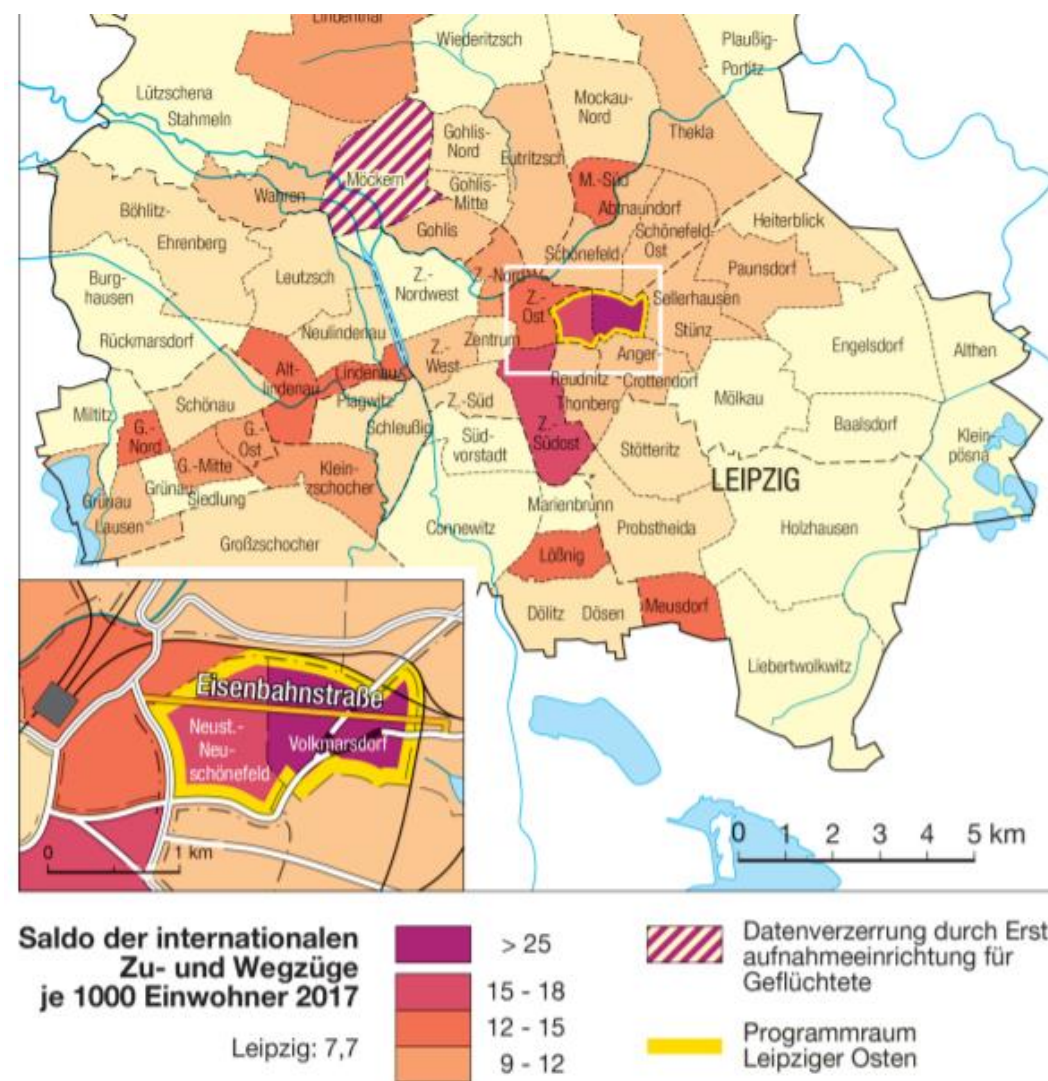


Figure 01: International migration dynamics at the level of local districts (Wiest & Kirndörfer, 2019)



Figure 02: Socio-spatial Appropriation
<https://www.imago-images.de/bild/st/0086380900/w.jpg>

As a post-socialist city once had a homogenous population, Leipzig currently represents the strongest increase in population in Germany, growing about 10,000 inhabitants per year. However, discussions around the issues of socio-spatial differences, diversity and cohesion are still relatively new. As Budnik et al. (2017, 44) stated *"Increasing ethnic and lifestyle diversity, politically extreme movements, and the arrival of refugees will present pivotal challenges for the organization and management of a peaceful life, guaranteeing respect and tolerance for all in this dynamic city."*

The two quarters surrounding the Eisenbahnstraße shows the highest population growth since 2010 (%45, %71; Leipzig %18, Stadt Leipzig 2020a) while standing out due to their relatively young population and high shares of foreigners (Mackenroth 2018). The street of Eisenbahnstraße, "Germany's worst street" as referred by authorities, appears as an anchor element/symbol of the multi-ethnic/cultural mosaic of the city according to the inhabitants (Budnik et al., 2017) The high share of immigrants results in a considerable number of ethnic businesses (Kühl 2010) intervening into the everyday spaces, interrupting the mundane order and opening up possibilities.

But, how does Eisenbahnstraße "works", how it has possibly changed and still changing over time? Who are these different user groups in their varying roles for the street as arrival, existing and emerging new diversities? How does the people that live, work or shop there makes use of and appropriate the urban spaces and how do these collective production/creation processes affects the everyday social life?

Most appealing Extra curricular activities on your bucket List

- Long hours of field work preferably accompined by lahmacun
- Suffering through academic articles and improving my german skills

References:

1. Budnik, M., Grossmann, K., Haase, A., Haid, C., Hedke, C., Kullmann, K., Wolff, M. (2017). DIVERCITIES: Living with Urban Diversity – The Case of Leipzig, Germany. Utrecht, Netherlands: Utrecht University, Faculty of Geosciences.
2. Wiest, K., & Kirndörfer, E. (2019b). Paradoxe Aushandlungen von Migration im Diskurs um die Leipziger Eisenbahnstraße Paradoxical negotiations of migration in discourses around the Eisenbahnstraße in the city of Leipzig. Raumforschung Und Raumordnung | Spatial Research and Planning, 77(6), 583–600

URBAN RESILIENCE AND INFORMAL SETTLEMENTS

Bauhaus-
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Weimar

Analysing community resilience in informal settlements of Megacities

Author: **Bipin Niraula**

Country of Origin: **Nepal**

Host Institute: **Universite Paris-Est
Marne-la-Vallée**

Paris, France

Supervisor: **Mazen Alazazmeh**



How do the existing disaster resilience plans and policies incorporate the informal settlements? Do these areas require special policies in order to bring them at the same level of resilience as the formal areas?

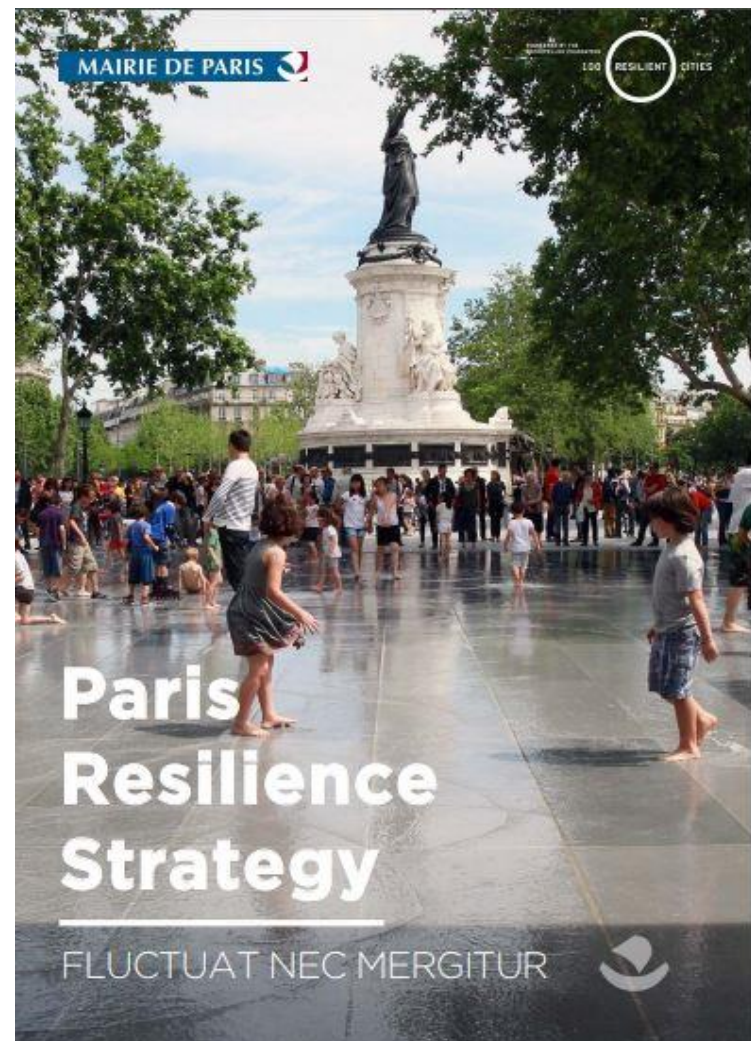


Figure 01: Paris Resilience Strategy
source: <https://resilientcitiesnetwork.org>



Figure 02: Slums of Paris, by the Pont des Poissonniers
source: André Feigeles/Wikimedia

Urban resilience can be understood as the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience. Economy, Governance, Society and Environment are the four major areas that drive the resiliency of any urban (and rural) areas. Using these components as indicator of sorts, urban resilience of various communities can be measured and juxtaposed to make a comparable study.

Informal settlements mostly denote the residential areas that do not possess essential requirements to qualify for a (urban) citizenship. The reason can extend far and wide but some of the common factors are lack of legal tenure over land/dwelling, lack of basic services and infrastructures and lack of compliance with planning and building codes. With growing population in urban areas, informal settlements have become inseparable part of contemporary cities, approx. 25% of world's urban population falling in the category in some way (Un-Habitat, 2013)

As these areas are much more vulnerable with greater exposure to hazards and it's potential risk, they are the weakest link in the resilience strategies of any city and testing them can be seen as a litmus test for the success or failure of the overall strategy itself.

Specific Interests and Planned Extracurricular Activities

- Rapid urbanization and unprecedented growth of urban boundaries
- Celebrating architectural and cultural landmarks of the city

References:

1. C40 Cities. (n.d.). Press Release: C40 & 100 Resilient Cities Announce Partnership to Jointly Advance Climate Change and Resilience Efforts in Member Cities. Retrieved from C40 Cities: https://www.c40.org/press_releases/press-release-c40-100-resilient-cities-announce-partnership-to-jointly-advance-climate-change-and-resilience-efforts-in-member-cities
2. OECD. (n.d.). *Resilient Cities*. Retrieved from OECD: Protection of Better Lives: <https://www.oecd.org/cfe/regionaldevelopment/resilient-cities.html>
3. UN-Habitat. (2013b). Streets as public spaces and drivers of urban prosperity. Nairobi: UN-Habitat.

URBAN IDENTITY DIS-ENCHANTED?

An investigation of identity narratives and symbols employed and contested in the redesign process of a public square

Where do actors see the potentials and limitations of identity building through urban planning? How are identity narratives and symbols employed in debates around the redesign of a public square?

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Weimar

Author: **Charlotte von Waitz**

Country of Origin: **Germany**

Host Institute: **Universität Kassel**
Kassel, Germany

Supervisor: **Daniela Zupan**



Figure 01: 'Enchanted Forest': proposed redesign of Brüder-Grimm Platz, Kassel
[https://www.kassel.de/buerger/kunst_und_kultur/sehenswertes/strassen-und-plaetze/brueder-grimm-platz.php]



Figure 02: 'Car-friendly' city: current layout of Brüder-Grimm Platz, Kassel
[<https://www.hessenschau.de/gesellschaft/kitsch-oder-kulturaerger-ueber-maerchenwald-mit-spruehnebel-mitten-in-kassel,brueder-grimm-platz-kassel-100.html>]

- Sometimes, you end up where you started. I think it will be a chance to rediscover my hometown. 😊

References:

1. Gospodini, Aspa. 2002. European Cities in Competition and the New 'Uses' of Urban Design. *Journal of Urban Design* 7 (1), 59–73.
2. Stadt Kassel. 2017. Charta für Baukultur: Kassel. URL: https://www.kassel.de/buerger/bauen_und_wohnen/baukultur/baukultur.php

The planned redesign of the Brüder-Grimm-Platz in Kassel sparked debates within and beyond the city. The debates tackle the question how urban design can be innovative and unconventional, consider local identity and history and be feasible and functional at the same time. The winning design, featuring an „enchanted forest” of pine trees, ferns, artificial fog and fairy lights, has been met with praise and rejection. For some, it is a successful interpretation of the square’s historical shape and reference to the Grimm Brothers who lived there. Their fairytales (an UNESCO document heritage) are closely entangled with the region and have become an important resource for regional marketing. For proponents, this design reflects the city’s aspiration to build identity through urban design (Kassel 2017: 11). Others, however, see the new design as kitsch, symbolically overcharged and blocking important historical visual axes in the city. In my research, I want to investigate how actors in this debate understand and frame identity, and how they use identity narratives and symbols to negotiate issues such as city branding and inter-urban competition (Gospodini 2002), green spaces and traffic or participation in planning processes? What identity is it, that is actually build through such a project?

MAKING URBAN AND SPATIAL POLICY IN THE EU

Bauhaus-
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The influence of sub-national polities on the EU's Urban and Territorial Agenda – investigating formal and informal processes of policy-shaping by SNPs

How do sub-national polities influence the EU's Urban and Spatial policy-making processes?

Author: **Florian Hesse**

Country of Origin: **Germany**

Host Institute: **Vrije Universiteit
Brussel**

Brussels, Belgium

Supervisor: **Piero Sassi**



Figure 01: Outside the Committee of the Regions, ©me



Figure 02: Paleis de Justice // Justitiepaleis, ©me

The process of European integration has delivered a new level of decision making to the Member States of the EU. In this maze of multi-level-governance, local and regional or sub-national policies have taken on more and more responsibilities and have consequently expanded their interests in the policy-decisions being taken on their behalf in Brussels and Strasbourg (Bomberg & Peterson, 1998: 220). One of the policy fields most directly affecting sub-national polities are the EU's regional and cohesion policies, as these are commonly related to the improvement of territorial cohesion and funding throughout the EU (Faludi, 2018: 516).

In the context of urban and spatial planning the EU's Urban and Territorial Agenda play an interesting role as the overarching policy-field is not directly a responsibility of the EU (Faludi, 2018: 509). In recent years renewed interest has surfaced for a common framework in the tackling of issues related to urban and spatial planning within the EU. As the repercussions of general trends such as climate change or the effects of shrinking regions and booming urban areas, sub-national actors are attempting to counter and deal with these processes while looking to the EU as a potential ally and financier.

I am going to pursue my research in Brussels as it concentrates a high level of expertise in this field. Through document research, interviews and my own experiences in an internship I will be completing at the German Association for Housing, Urban and Spatial Development (DV), I am hoping to receive a better insight into the topic.

References:

- [1] Faludi, Andreas (2018) A historical institutionalist account of European spatial planning, *Planning Perspectives*, 33:4, 507-522, DOI: 10.1080/02665433.2018.1437554 [2] Bomberg, E., & Peterson, J. (1998). European Union Decision Making: The Role of Sub-National Authorities. *Political Studies*, 46(2), 219-235. <https://doi.org/10.1111/1467-9248.00137>

PUBLIC SPACE

Defensive architecture and the exclusion from public space. A critical spatial analysis of defensive architectural measures in Rome, Italy.

– In which ways can defensive architecture be found in the city of Rome?



Figure 01: City Plan of Rome

Where can these measures be found in space?
(map via *schwarzplan.eu*)

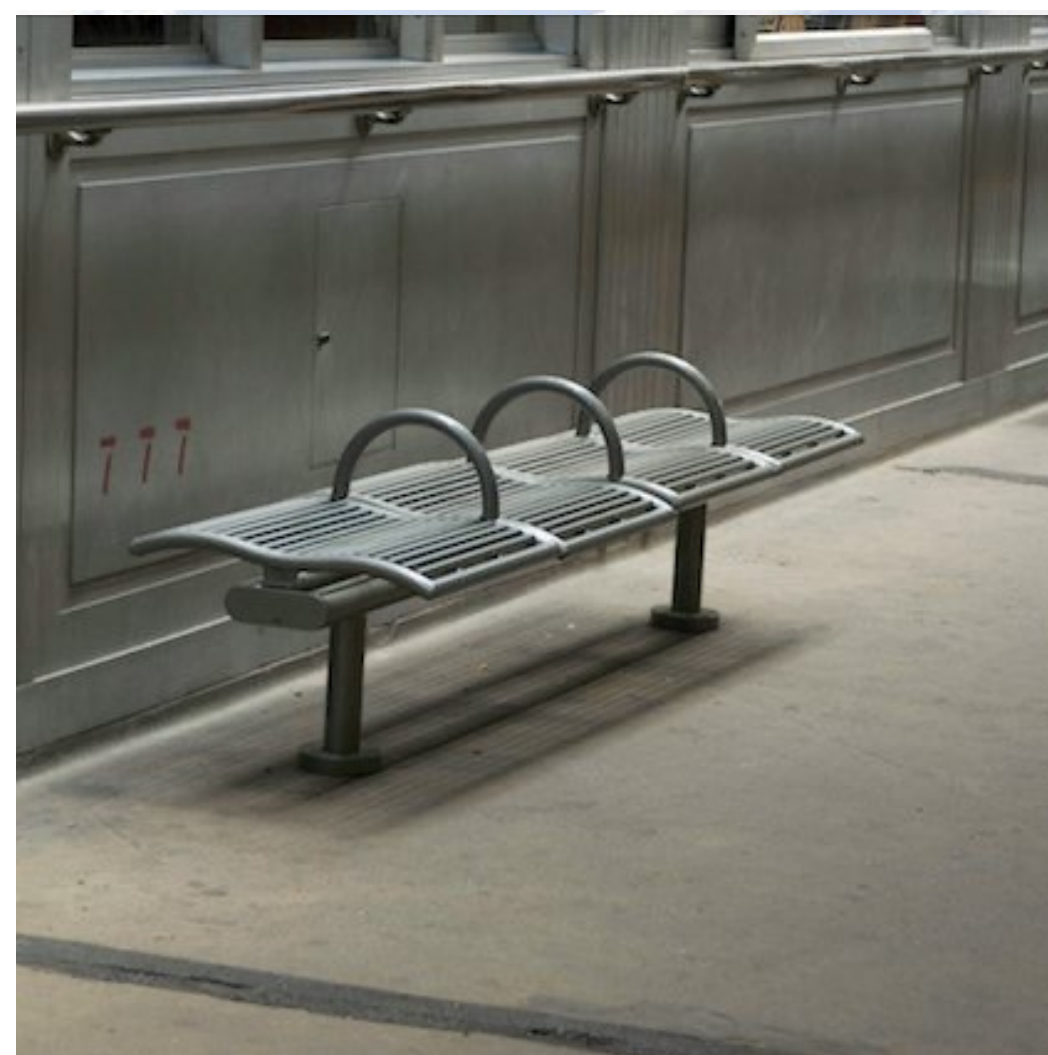


Figure 02: Defensive Architecture
Bench at Fulton Street Station, Manhattan
(picture: *Gothamist*)

One extracurricular activity I am looking forward to:

- Finding the best Pizza in Rome.

References:

1. Rosenberger, R. (2020). On hostile design: Theoretical and empirical prospects. *Urban Studies Journal*, 57(4), 883-893.
2. Smith, N., & Walters, P. (2018). Desire lines and defensive architecture in modern urban environments. *Urban Studies Journal*, 55(13), 2980-2995.

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Author: **Franziska Kreszentia Beck**

Country of Origin: **Germany**

Host Institute: **Università Roma Tre**
Rome, Italy

Supervisor: **Michael Schwind**



“The construction of space in the city is not a neutral act; it is brought into being by urban planners, shaped by the considerations of capital alongside other social agents.” (Smith & Walters, 2018). Growing consumer landscapes in post-Fordist cities, gentrification, gated communities and social segregation – are just a few of the spatial phenomena that have emerged and indicate problematic relationships between power and space. With the growing neoliberalisation of urban governance, owners of space (private and state) increasingly exercise their right to control the use thereof (Doherty et al., 2008; Mitchell, 2001, 2003; Mitchell & Staeheli, 2006). Among other strategies hostile design interventions and objects are implemented in public spaces to exclude “undesireable” behaviours let alone individuals’. This “Defensive Architecture” might include skate stoppers - nubbed or curved design features on ledges to keep skaters from doing tricks that involve sliding a skateboard across them - through sloped window sills to make sitting on them uncomfortable, benches with armrests positioned to stop individuals from lying on them, or even anti-homeless spikes – studs that are embedded in flat surfaces to make sleeping on them uncomfortable and impractical (Rosenberger, 2020).

Whereas online blogs and activist increasingly document and critique the use of defensive architecture in cities, the phenomena remains fairly uninvestigated in academic discourse (Rosenberger, 2020; Smith & Walters, 2018). During my GRP I want to follow up on this and plan to examine and contextualize defensive architecture measures in the city of Rome.

URBAN GREENING AND (IN)JUST CLIMATE ACTION

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Exploring (in)justice in climate action: an empirical assessment on the development of the green community playscape in Gzira, Malta

What are the positive and negative expectations in developing the community garden and green playscape at the Gzira's Primary School in Malta against the backdrop of social and environmental (in)justice?

Author: **Freke Schrikkema**

Country of Origin: **The Netherlands**

Host Institute: **VARCITIES**

Gzira, Malta

Supervisor: **Frank Eckhardt**

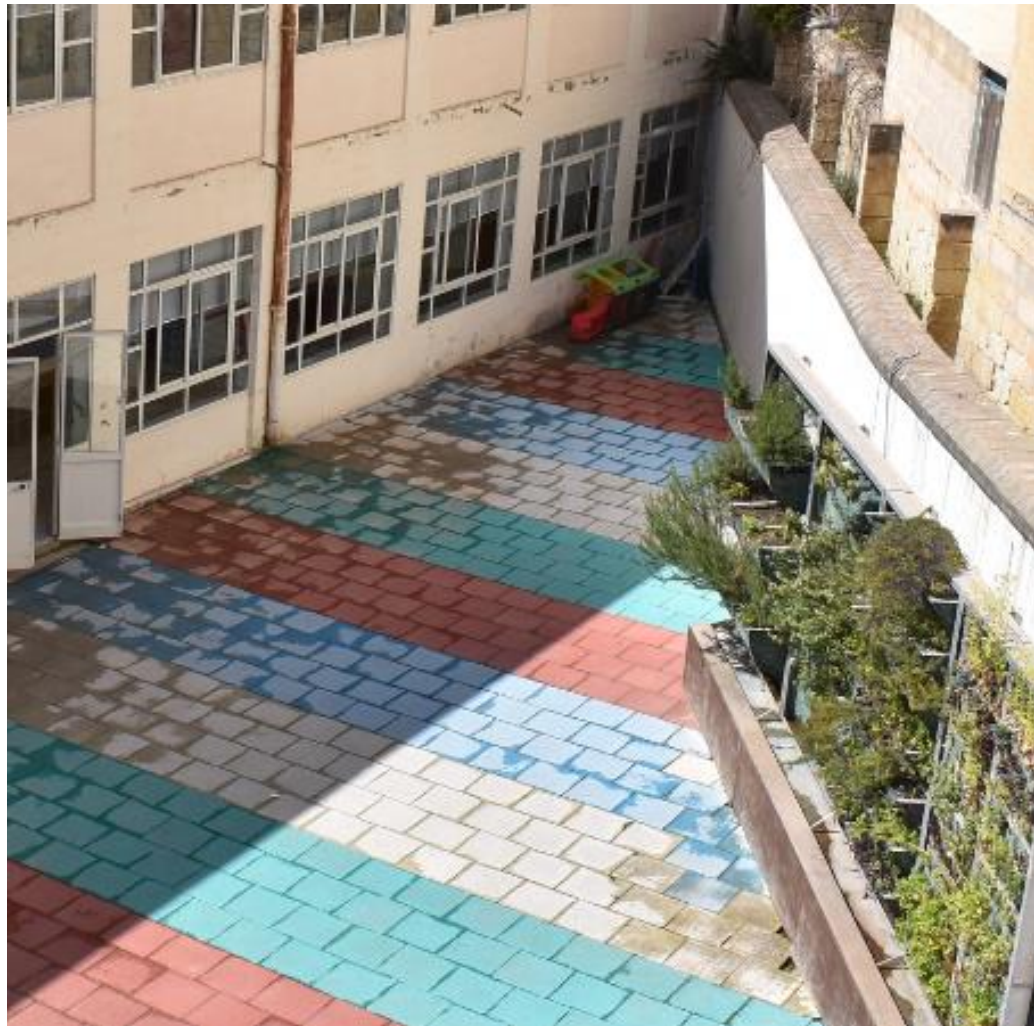


Figure 01: Primary School in Gzira.

(source: <https://www.um.edu.mt/newspoint/news/2021/06/varcities-gzira-school>)



Figure 02: View on Gzira in Malta

(source: <https://www.shutterstock.com/search/gzira+city>)

In the global north, cities are increasingly adopting green actions to increase their climate resilience. The implementation of green infrastructures such as parks and greenways, green roofs or green playscapes are often seen as a public good with widespread advantages for all parts of the population, that benefits health and wellbeing and contributing to a more sustainable future. However, the benefits of urban green transformation may not always be distributed equally and can even lead to forms of climate injustice (Anguelovski, 2019). By implementing green climate infrastructure, vulnerable social groups in these areas are most likely to experience residential and social displacement, the valuable community spaces can be threatened by disruptive processes of gentrification, and the social constellations in the neighborhoods could be dismantled (Anguelovski, 2020). This process is called 'green' or 'environmental' gentrification (Anguelovski, 2018).

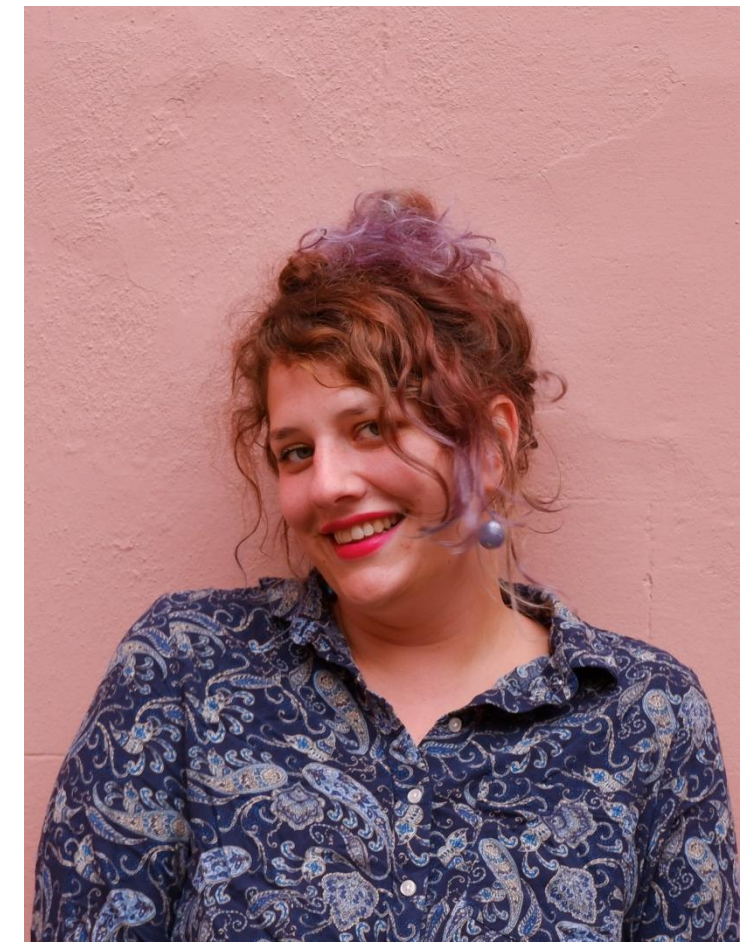
The Republic of Malta is a small country in the Mediterranean Sea. In Malta only 15% is covered by urbanized vegetation (Brullo, 2020). Gzira, a densely populated area, consists almost entirely of built-up areas and narrow streets with limited green spaces. The VARCITIES project, a collaboration with EU Horizon 2020, will implement a series of co-designed nature-based solutions in Gzira including a community garden and green playscape at the Gzira's Primary School (VARCITIES, 2021). How can this new greenspace be being developed by tackling urban social inequalities and exclusion at the same time?

Through empirical and explorative research, I want to assess what the positive and negative expectations are regarding climate (in)justice within the development of the urban greenspace in Gzira, Malta. I want to achieve this by doing desk research on environmental (in)justice, placing (in)justice theories against the backdrop of the Maltese planning and housing policy, conducting interviews with different stakeholders and participating actively in the co-creative process with the local community.

1. Anguelovski, I., Connolly, J. J., Lamarca, M. G., Pearsall, H., & Cole, H. (2018). New scholarly pathways on green gentrification: What does the urban 'green turn' mean and where is it going? In *Progress in Human Geography* 43.
2. Anguelovski, New scholarly pathways on green gentrification: What does the urban 'green turn' mean and where is it going?, 2019
3. Brullo, S. (2020). In *The Vegetation of the Maltese Islands* (pp. 1-5).
4. Oscilowicz, E., Honey-Rosés, J., Anguelovski, I., Triguero-Mas, M., & Cole, H. (2020). Young families and children in gentrifying neighbourhoods: how gentrification reshapes use and perception of green play spaces. In *Local Environment* 25 (pp. 765-786). Routledge Taylor & Francis Group.
5. VARCITIES. (2021). From: <https://www.varcities.eu/>
6. Brullo, S. (2020). In *The Vegetation of the Maltese Islands* (pp. 1-5).
7. Oscilowicz, E., Honey-Rosés, J., Anguelovski, I., Triguero-Mas, M., & Cole, H. (2020). Young families and children in gentrifying neighbourhoods: how gentrification reshapes use and perception of green play spaces. In *Local Environment* 25 (pp. 765-786). Routledge Taylor & Francis Group.

SOCIAL MOVEMENTS, HOUSING & URBAN COMMONS

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Author: **Lisa Pontén**

Country of Origin: **Sweden**

Host Institute: **University of Zagreb**

Zagreb, Croatia

Supervisor: **Dr. Lisa Vollmer**

Resistance in the golden ages of capitalism.

Zagreb's Right to the City movement, the right to housing and housing as an urban common?

In the Mozemo! policy approaches and party program, to what extent is the right to housing and the urban commons interrelated – and how does this relate to the right to the city and a reclamation of urban space from capitalist forces?



Figure 01: Tomislav Tomasevic, newly elected mayor from the Mozemo! party.
Source: youtube.com

Specific Interests and Planned Extracurricular Activities

- New left-wing movements in post-socialist space fascinate me
- Urban exploring and clubbing in abandoned socialist palaces

References:

1. ACRHC European Action Coalition for the Right to Housing and to the City (2019): Housing Financialization. Trends, Actors, And Processes. Brussels: Rosa Luxemburg Stiftung.

As neoliberal city-making covers more and more ground worldwide, urban housing stock becomes increasingly monetised, financialised, and speculated in. Most of the European metropolitan regions are seeing rents skyrocketing and a combination of touristification, gentrification and financialisation in and of the housing market further enhancing capitalist predatory developments¹.

There are, however, glimpses of resistance, with social movements pleading for a reclamation of urban space gaining influence worldwide. In Zagreb, a party originating in the Right to the City movement just won the municipal elections – so it is the perfect time to research anti-capitalist city making in this context.

In order to explore new, undiscovered ways of more just city-making through housing policies built on a conception of the urban commons, I want to analyse the Mozemo! party program and conduct qualitative interviews and participatory observations with some members of the party.

ENERGY EFFICIENCY & SOCIAL INEQUALITY

The European Green Deal as a Just Deal: How can cities successfully implement green energy solutions for everyone?

How can the city of Vienna counteract emerging inequalities caused by policies designed to increase energy efficiency?

Author: **Lydia Finzel**

Country of Origin: **Germany**

Host Institute: **TU Wien**
Vienna, Austria

Supervisor: **Anton Brokow-Loga**



Figure 01: Austria wants to reach climate neutrality by 2040 (Energiezukunft 2020). Therefore, the around 600.000 oil heaters have to be exchange. The government supports the insulation modernisation of buildings with 650 Mio. € and additional 100 Mio. € for low-income households. A huge challenge is thereby Vienna's large amount of existing old dwellings (Kurier 2021). ©Carina Pussnig



Figure 02: In 2019, the average share of housing and energy costs on the income of households in Vienna was 32%. On average, housholds payed 110€ per month solely for energy costs (Statista 2021). Whereas energy efficiency needs high investments at the beginning, it can also reduce the overall housing and energy costs on the long-term. ©Own photograph

With strengthening environmental ambitions all over Europe (European Commission 2021), energy efficiency becomes more and more important. However, a transition to more sustainable policies and higher environmental standards can lead to injustice when its redistributive function is not considered. This can lead to an even stronger energy poverty divide – the condition in which a household is unable to secure, in the sense of affordability, access, flexibility, energy efficiency, needs and practices, a socially and materially needed level of energy services (Bouzarovski et al. 2021, p. 6). This is often due to the individual socio-economic situation such as insufficient income, bad quality housing or high energy prices (Meyer et al., p. 273) and increases even stronger with higher environmental standards. According to the New Leipzig Charter, it is important to enable a place-based endogenous urban transformation to cope with varying local conditions, challenges and opportunities to achieve a reduction in such socio-economic inequalities (European Commission 2020, p. 7). Therefore, it is important that cities offer additional support and use their existing policy tools such as funding, regulations, taxes, common standards or subsidies to equalise the conditions for different socio-economic groups. The case of Vienna is thereby particularly interesting, because the city has through its unique housing market and its large amount of existing old dwellings huge challenges in its energy transition for the coming years. This research project focuses therefore on the importance of cities as actors supporting individuals in their sustainability efforts in general, and the support for low-income households in their transition to a sustainable energy use in Vienna in particular.

Asking and engaging individuals from different socio-economic groups can uncover where current policies are lacking or face difficulties due to structural inequalities. Hence, for my data collection process I would like to conduct interviews with actors from the energy-related advisory services of Wien Energie such as the "die umweltberatung" or "Verein für Konsumenteninformation", tenant associations and individuals who receive the energy consultation.

Specific Interests and Planned Extracurricular Activities

- Exploring the art and urban planning initiatives and collectives the city has to offer
- Playing discgolf at the Prater Wien Disc Golf Parcours

References:

1. Bouzarovski, S., Thomson, H., & Cornelis, M. (2021). Confronting Energy Poverty in Europe: A Research and Policy Agenda. *Energies*, 14(4), 858.
2. Energiezukunft (2020). "Klimaschutz mit Kompromissen: Bis 2040 will Österreich klimaneutral werden." <https://www.energiezukunft.eu/politik/bis-2040-will-oesterreich-klimaneutral-werden/> [01.07.2021].
3. European Commission (2020). The New Leipzig Charter: The transformative power of cities for the common good. 1-12. Available at: https://ec.europa.eu/regional_policy/en/information/publications/brochures/2020/new-leipzig-charter-the-transformative-power-of-cities-for-the-common-good [06.01.2021].
4. European Commission (2021). "Klimaschutz:Strategien und Ziele." https://ec.europa.eu/clima/policies/strategies_de [01.07.2021].
5. Kurier (2021). "Einigung: Ölheizungen werden ab 2035 verboten, Gasheizungen ab 2040." <https://kurier.at/politik/inland/einigung-oelheizungen-werden-ab-2035-verboten-sein-gasheizungen-ab-2040/401356463> [02.07.2021].
6. Meyer, S.; Laurence, H.; Bart, D.; Middlemiss, L.; Maréchal, K. Capturing the Multifaceted Nature of Energy Poverty: Lessonsfrom Belgium.*Energy Res Soc. Sci.*2018,40, 273–283.
7. Statista (2021). "Durchschnittlicher Anteil von Wohn- und Energiekosten am Einkommen von Personen und Haushalten in Wien im Jahr 2019." <https://de.statista.com/statistik/daten/studie/1167062/umfrage/wohn-und-energiekostenanteil-am-einkommen-von-personen-und-haushalten-in-wien/> [01.07.2021].

SOCIAL MOVEMENTS AND TOURISTIFICATION

Bauhaus-
Universität
Weimar



Author: **Manuel Magenau**

Country of Origin: **Austria**

Host Institute: to be determined
Barcelona, Spain

Supervisor: **Lisa Vollmer**

Reclaiming the City: New Municipalism and Resistance Movements against Touristification in Barcelona.

What are the policies and strategies of Barcelona's municipal government to tackle touristification and what role do social movements play in the implementation processes?



Figure: One of many anti-tourist slogans to be found in the public space of Barcelona¹

In recent decades, Barcelona has transformed from an industrial port city to one of the major tourist destinations worldwide. Extensive urban regeneration, city-branding and urban transformations in favor of tourism and economic growth have led to growing social injustice and displacement processes.

These developments have sparked resistance against this type of neoliberal urbanism, resulting in a citizen-led movement (Barcelona En Comú) winning the municipal elections in 2015. Since then, the new government has put radical policy changes into place in order to prevent further touristification and the financialization of housing and to reclaim the city for its residents.

During my research, I want to explore the city governments strategies towards a more sustainable tourism development while specifically looking at the ways in which social movements, neighborhood associations and activists are being consulted and included in the governance of tourism.

Specific Interests and Planned Extracurricular Activities

- Conducting research on the best patatas bravas in town
- Trying hard to not act like a tourist

References:

1. <https://www.newyorker.com/magazine/2019/04/29/the-airbnb-invasion-of-barcelona>

HOMELESSNESS PREVENTION STRATEGIES

Bauhaus-
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Strategies and policies tackling homelessness and housing exclusion in Vienna, Austria

Author: **Mariam Kunchuliya**

Country of Origin: **Ukraine**

Host Institute: **TU Wien**

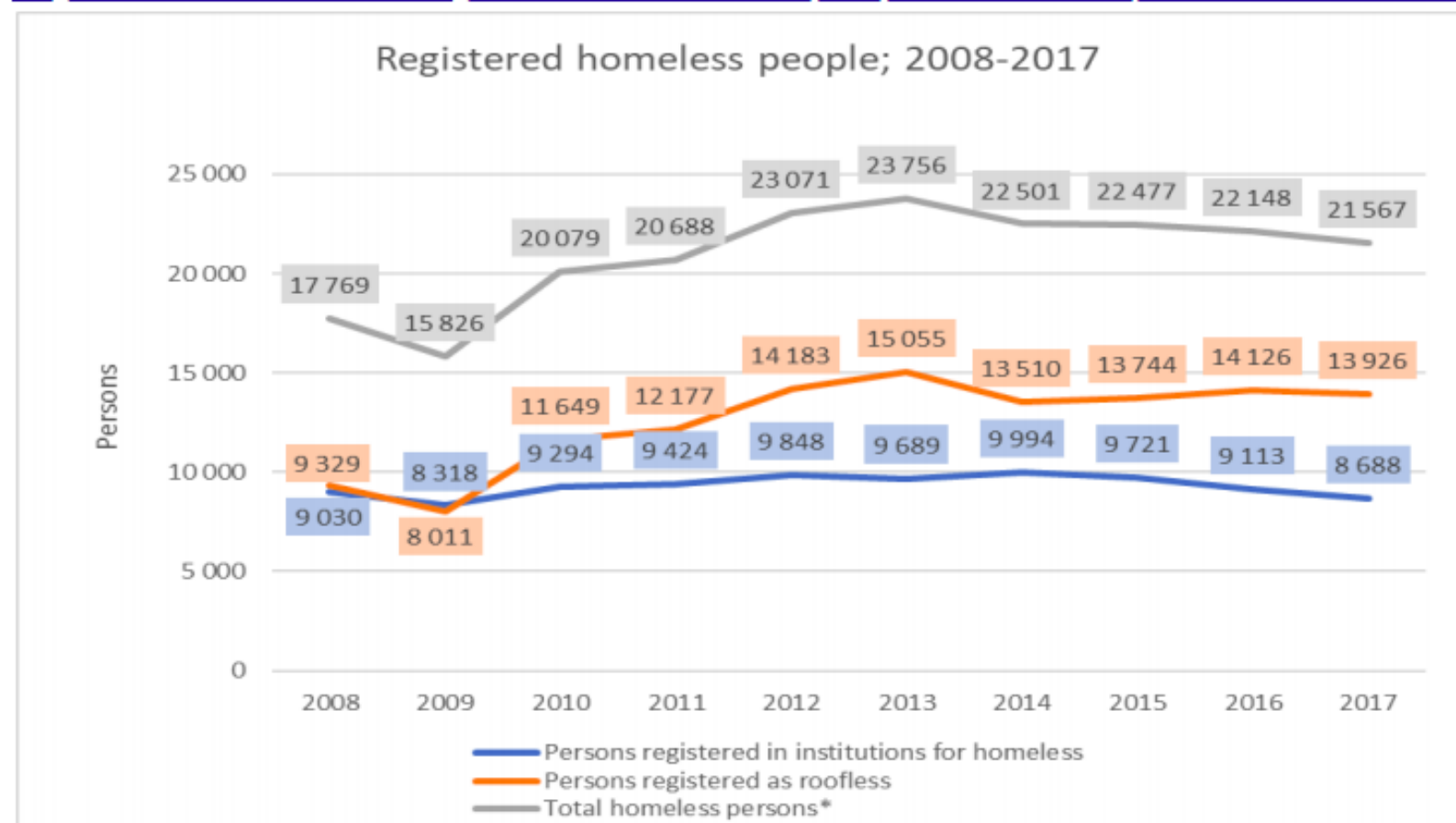
Vienna, Austria

Supervisor: **Frank Eckardt**



What are the main reasons behind homelessness and housing exclusion in Vienna and what is being done to challenge the status quo?

Figure 1: Number of registered homeless people in Austria, 2008-2017



*Note: * Some people are counted under both headings (i.e. registered in institutions for homeless and registered as roofless), but the total is adjusted for double counting.*

Source: Statistics Austria; BMASGK indicators on social inclusion (BMASGK 2018, 29).

Specific Interests and Planned Extracurricular Activities:

- Mountaineering and hiking in the Alps

References:

1. Edgar, W., Busch-Geertsema, V. and Harrison, M. (2007) Measurement of Homelessness at EU Level (Brussels: European Commission).
2. Rybkowska, A. and Schneider, M. (2011) Housing Conditions in Europe in 2009, Eurostat Statistics in Focus 4/2011 (Luxembourg: Eurostat).
3. Statistik Austria (2017): Armut und soziale Ausgrenzung in Österreich. Indikatoren 2008 bis 2016. Präsentation am 25. Oktober 2017.
4. Busch-Geertsema, V. (2013) Housing First Europe. Final Report (Bremen/ Brussels: GISS). www.housingfirsteurope.eu

In our ever globalising and urbanising world, the homeless population has been continuously growing at a rapid speed during the last decades in the countries all over the world. Austria is among the few EU (European Union) countries whose rate of homelessness has been increasing much slower than the EU average. I decided to focus on Vienna due to the fact that about 70% of all homeless people in Austria live in this city and Technical University of Vienna hosts a group of researchers focused on analysing policies tackling homelessness in Vienna.

Social housing is Vienna's biggest strength in fight with homelessness, yet a lot of challenges, such as the rising housing costs, lack of affordable housing, mismatch between demand and supply, lack of available dwellings within the public housing stock and entry costs restraining access to Limited Profit Housing Association (LPHA) dwellings, need to be addressed. One of the biggest criticisms Austria's current system faces is the existence of barriers to non-Austrians or people in an illegal situation, which I intend to analyse in more detail along with the question of understanding the history and qualities of planning instruments in Vienna.

SOCIAL MOVEMENTS

Influence of urban social movements on community empowerment in the context of Lisbon's gentrification process

How did urban social movements fighting for the right to housing and against gentrification in Lisbon contribute to community building and its empowerment?



Figure 01: Eviction taking place

(Source: Habita! Association for the right to housing)



Figure 02: 'Not one more eviction'

(Source: Habita! Association for the right to housing)

Specific interests and planned extra-curricular activities:

- Massive housing and urban struggles
- Become an invisible observer and absorb as much as possible from the local context

References:

1. Left Hand Rotation (2019, September 2). DOC | O que vai acontecer aqui? [Video]. Vimeo.

Bauhaus-
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Author: **Matilde Nanni**

Country of Origin: **Italy**

Host Institute: **URBinLAB,
Universidade de Lisboa**

Lisbon, Portugal

Supervisor: **Nicolas Goez**



After the liberalization of the real-estate market to contrast the Portuguese financial crisis, Lisbon has undergone gentrification and touristification processes, with increases in visitors up to 15% every year. This phenomena resulted in a rise of rent prices that are most of the time unaffordable and incompatible with the minimum monthly income.

In this scenario, my research interest focuses on the many urban social movements that oppose this neoliberal market turn and on the impacts that they produced among the community building and its empowerment. I would like to delve deeper into their role in the socio-urban context, observe how they are organized and managed, and if and how they have an impact on the space they occupy.

A step of a research that URBInLAB is carrying out is the analysis of community-led local developments as part of strengthening local resilience and community empowerment; I therefore would take part to this study, while integrating interviews to organization members and local residents, as well as observation, to better understand their perceptions about the changing environment and activist action.

URBAN MORPHOLOGY, ART AND MAPPING

Bauhaus-
Universität
Weimar

Urban space as a stage: Investigation of the effect of urban form and space, on art and artist's location selection, and its distribution to the city through mapping

What is the effect of urban morphology on the location selection of different type of urban arts (performance art, music, graffiti, modern art...)? How to describe the location selection of art in the space by mapping?

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Host Institute: **Going where the wind blows**

Supervisor: **Frank Eckardt**



Figure 01: Street musicians at the corner of a building

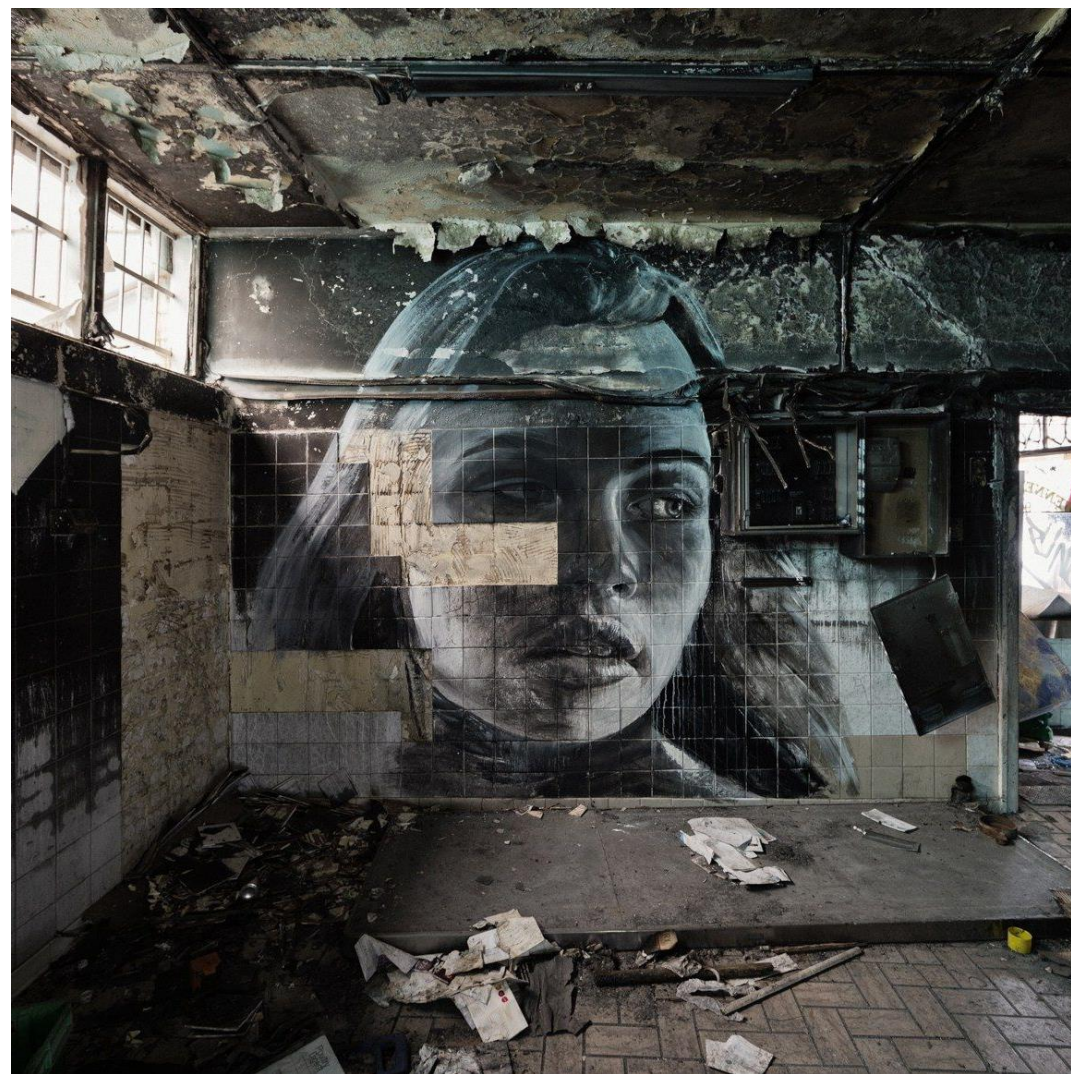


Figure 02: The Sound of Silence, found in a building destroyed by water and fire damage.

- The urban space contains different types of art waiting to be discovered.
- Going into all kinds of different holes I could find and contacting all kinds of different artists

References:

1. Lynch K., 1973, Image of the City, Chicago
2. Lee S., Han Y., 2020, When art meets monsters: Mapping art activism and anti-gentrification movements in Seoul, City, Culture and Society, Volume 21.
3. Gehl J., 2010, Cities for People, Washington

Art or urban performance has been a part of cities or the built environment from past to present. This subject has a wide range of venues and artist profiles, from merchants who were engaged in trade in the city agoras and stoas in ancient times and who performed different performances to attract the attention of their customers, to people who tried to express their religious beliefs with graffiti in the places where the city's cisterns were located in ancient cities. In the same way, when we look at the present day, different branches of art (modern art, acting, flash mob...) have started to prefer the streets as stage rather than finding a place for themselves in museums, theatres, exhibition halls or galleries.

Urban form and land use play an important role in people's use of space, their accumulation at certain points of the city and the orientation of mobility. At this point, the question that comes to mind is whether different types of street arts choose places for themselves according to the movement of people, or do they try to find their location within the possibilities that the space provides for these branches of art? In this research, with methods of urban investigation and mapping techniques, I will try to look for those questions' answers.



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Supervisors: **Ulrike Kuch,
Monika Motylinska (IRS)**

GLOBALIZATION OF THE BUILT ENVIRONMENT

Moving a country forward: self-depiction of a German construction company and the making of Nigeria's new capital

In what way is Abuja's planning vision reflected in the self-identification of Julius Berger International Plc., and how does the company's involvement in the making of the city 'cement' its presence in Nigeria?

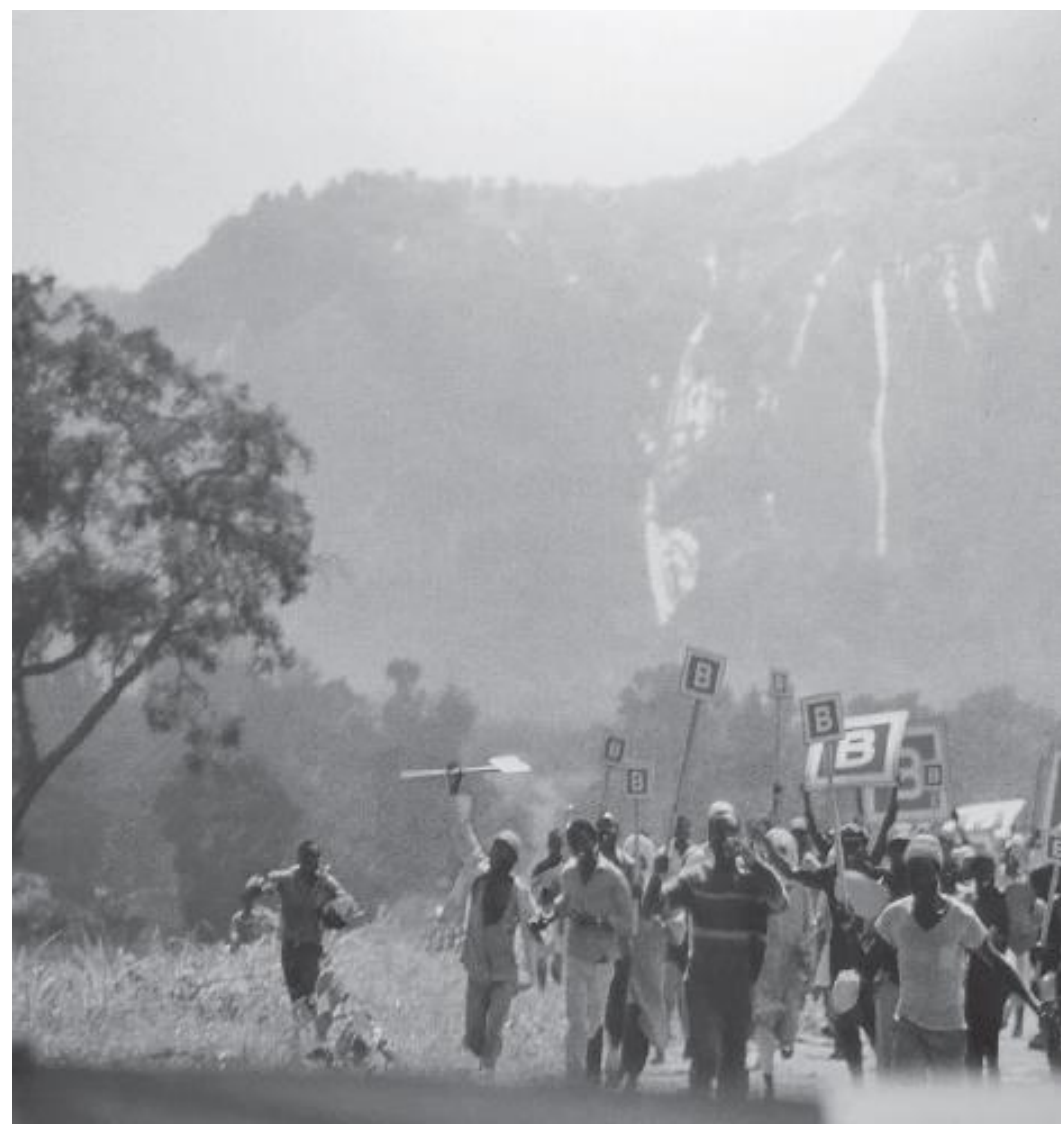


Image 1: Workers holding Julius Berger signs



Image 2: Work on Abuja's central area, 1983

Why?

- Love for roads, elderly German engineers and dusty archives
- Spending an hour in Berlin's S-Bahn every day

References:

Fenk, Lee, Motylinska (2020), 'Unlikely Collaborations? Planning Experts from both Sides of the Iron Curtain and the Making of Abuja', in *Comparativ*, p. 38-59.

Image 1: D. Blum, *Bauen in Nigeria ...*, Wiesbaden 1981, p. 206

Image 2: www.Julius-berger.com

This project sets out to explore the relationship between the urban planning of Nigeria's capital in the 1980s, and the self-depiction of the construction company Julius that realized the majority of Abuja's construction projects, from main infrastructure to large-scale architecture. Although tracing back the involvement of the company in the making of Abuja, I will take the current situation as starting point in order to analyze narratives of self-making. This will specifically focus on the way in which Abuja is used as a symbol for the involvement of the company in Nigeria, cementing its presence as a foreign - German - company within the country, not only through its 'expertise', but also emphasizing 'social responsibility'.

Looking at this construction company fills a gap in the literature on the planning of Abuja, and might increase the understanding of the power structures behind its development. Julius Berger has been described as "the silent protagonist of the development process [of Abuja]" (Fenk, Lee & Motylinska, 2020). It is precisely this elusive presence of the company that the proposed research aims to make visible. While the city dominates in the company's own publications and identification, it is hardly recurring in current historiography of Abuja. This points to a larger detachment between planning history on the one hand, and the material flows and labour involved in construction processes on the other.



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Supervisor: **Daniela Zupan**

SLOW CITIES

Lessons of Cittaslow movement for sustainable development of small and medium-sized cities and local communities

How are slow cities organised in economic, administrative and social dimensions and how do they stay competitive in the market-led world?



Figure 01: Cittaslow – a non-profit association bringing together small towns. Source: <https://www.cittaslow.org/>



Figure 02: City of Orvieto: birthplace of Cittaslow movement
Source: <https://www.italien.de/>

The movement “Cittaslow” was founded in 1999 in Italy and initially included 4 towns: Orvieto, Greve, Bra, Positano. It was an initiative of local government with the goal to make sustainable cities for high quality life which could resist the trends of globalisation and homogenisation.

Having roots in a slow food movement, Cittaslow Urban Planning promotes the concept of the “new town” for the 21st-century citizens which is livable, authentic, inclusive, sustainable, pro-social, and child-friendly. The main pillars of slow cities are: energy and environmental policies; infrastructure policies; quality of urban life policies; agricultural, touristic and artisan policies; social cohesion; policies for hospitality, awareness and training; partnership. Hence, “slow” does not mean outdated!

Specific interests and long-term perspectives:

- to use Italian experience to elaborate a strategy of urban development for small Russian cities
- to research the concept as a strategy for shrinking regions

Corona-crisis has already shown that many people can work digitally from every place provided with internet connection. Thus, I see regional towns as a resource, that should be activated. And I would like to investigate Italian experience how to achieve this goal.

References:

1. *Association*. Association | Cittaslow International. (n.d.). <https://www.cittaslow.org/content/association>.
2. Shi, Y., Zhai, G., Zhou, S., Chen, W., He, Z. (2019). Slow City development in China: process, approaches and acceptability.

TRANSPORTATION AND CITIZEN'S PARTICIPATION

Bauhaus-
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Worst case Madrid: the absence of a daily cycling culture and the fight for implementing one

What are the main obstacles for a daily cycling culture in Madrid? Who is fighting on which levels for cyclist's perception and infrastructure?

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Supervisor: **Julius Uhlmann**

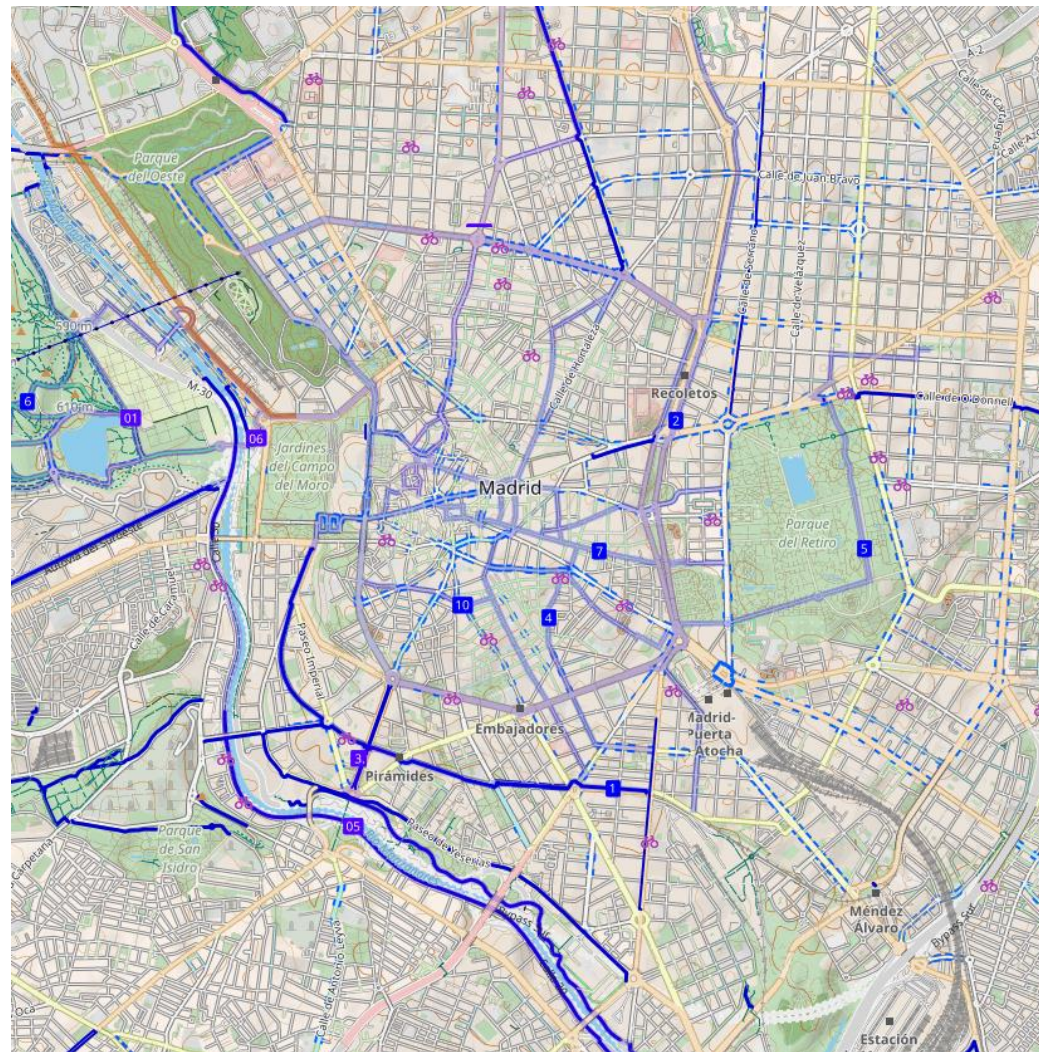
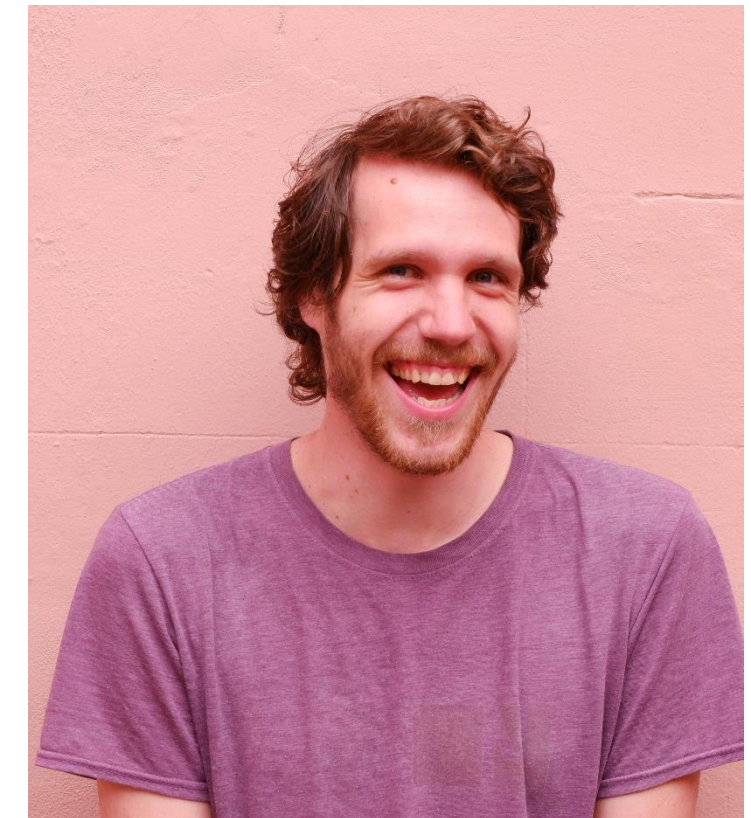


Figure 01: Madrid currently has 316 km of bike lanes but just 1 % of the journeys are made by bike.
(source: openstreetmap.org)



Figure 02: "Bicifestación" in Madrid
(bici = bike, manifestación = demonstration
source: Ángel Medina 2020 (c) Santi Burgos)

Specific Interests and Planned Extracurricular Activities

- Sympathy for the underdogs, learning Spanish
- Surviving 4 months of riding a bike in Madrid

References:

1. Ángel Medina, Miguel 2019. "Madrid 360 supone dejar sin efecto la zona de bajas emisiones más efectiva de Europa".
2. Ángel Medina, Miguel 2020. Miles de personas se manifiestan en bicicleta para exigir carriles bici al Ayuntamiento de Madrid.
3. Consorcio Regional de Transportes de Madrid (CTM) 2019. Encuesta de Movilidad de la Comunidad der Madrid
4. Häußermann, H., & Haila, A. (2005). The European City: A Conceptual Framework and Normative Project. In Cities of Europe: Changing Contexts, Local Arrangements, and the Challenge to Urban Cohesion (pp. 43–63). Wiley Online Library.

With the beginning of this century, the "European city" was rediscovered by urban planning and urban studies. Its characteristics are mainly defined in distinction to the US-American city: denser, more diverse in uses, more sustainable forms of transportation, an urban consciousness in the tradition of the medieval burghers (Häußermann & Haila, 2005, p. 60 f.). Without any doubts, Madrid is a prime example of this urban model: high population density, preserved urban structures, vivid. But when it comes to transportation, something is missing – out of all trips to work, 51 % are made by car, 26 % in public transport, and 20 % walking. 3 % use "other" modes of transport, including cycling. (CTM 2019)

Compared to other Spanish cities, but even more in the general European context, Madrid is lacking cycling infrastructure and culture. But this "worst case" potentially can provide interesting findings: What is it like to fight for a daily cycling culture with an administration that wanted to abolish the low-emission zone Madrid Central (El País 2019) in front but a global climate justice movement in the back? Who is actually cycling in that car-centred environment? What position has the civil society, what position the administration in this development?

Through interviews, observations and own experiences I want to find out if the topic is evolving and by what forces and actors it is impacted.

SPATIAL PLANNING

How mixed use and transport mobility affect the inner city of Bonn

What role spatial planning can play in order to achieve sustainable urban development, improve transport infrastructure, green transport goals and more efficient land use at municipal level?

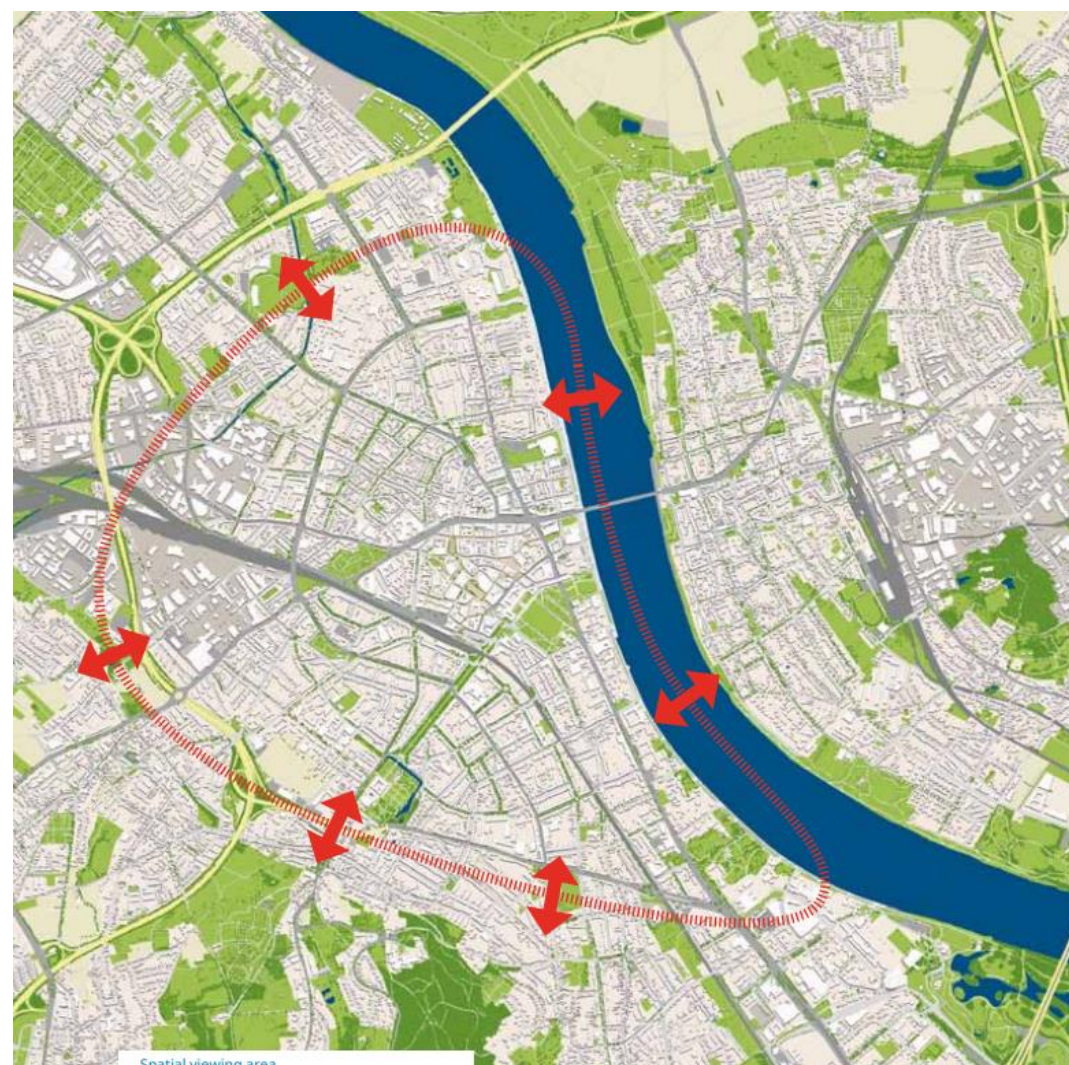


Figure 01: The Spatial viewing area of the master plan "Inner City" Bonn
source: <https://www.bonn.de/>

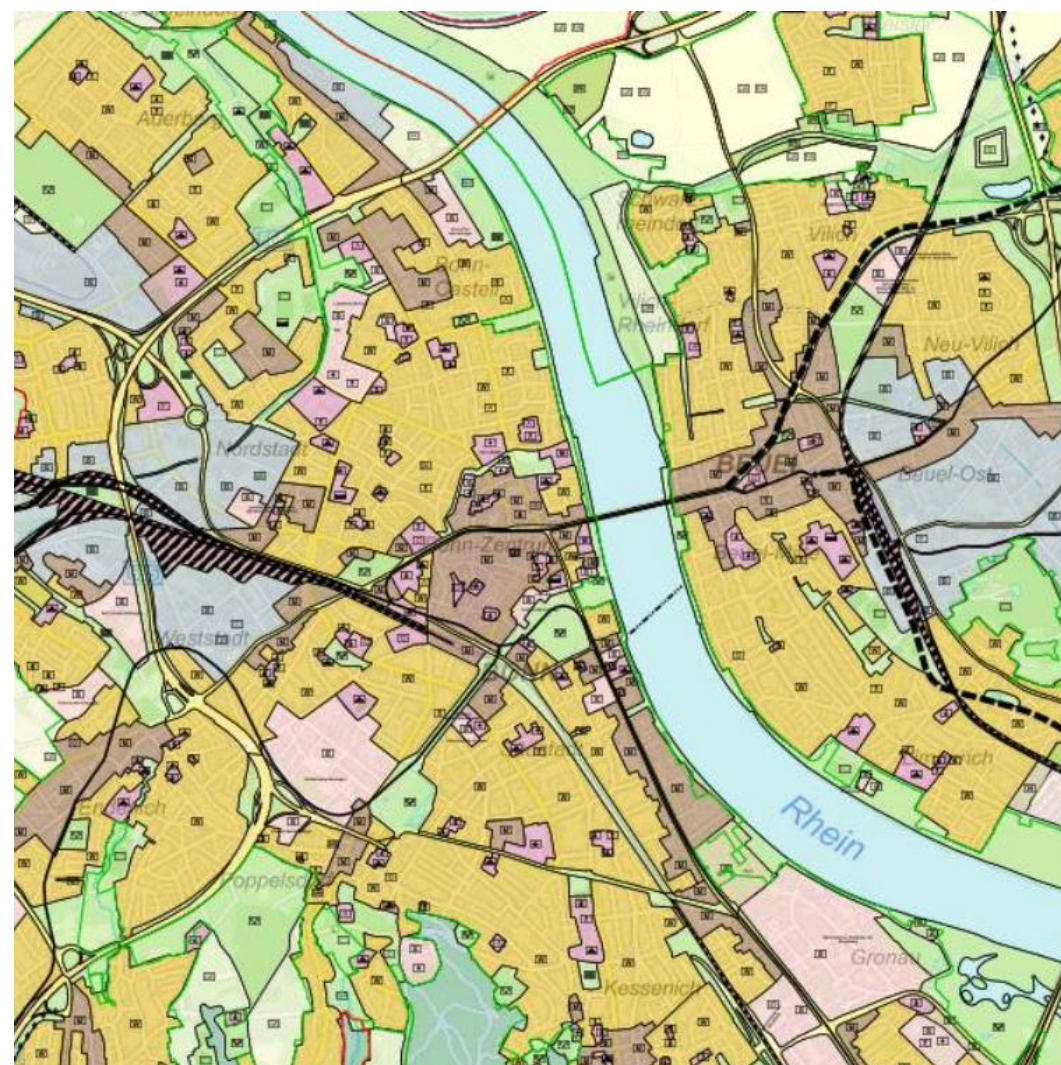


Figure 02: Land Use Plan of the inner city of Bonn
source: <https://stadtplan.bonn.de/>

Specific Interests and Planned Extracurricular Activities

- Impact of Master Plan implementation on urban land use
- Observe inner city Bonn on foot or by bike for three months

References:

1. Bundesstadt Bonn Stadtplanungsamt. (2012). Masterplan „Innere Stadt“ Bonn. Bonn, Dortmund, Schwerte
2. Förderantrag Masterplan Innere Stadt 2021 bis 2025. Retrieved from <https://www.bonn.de/themen-entdecken/planen-bauen/masterplan-innere-stadt.php>

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Country of Origin: **Taiwan**

Host Institute: **ICLEI***
Bonn, Germany

Supervisor: **Prof. Julia Gamberini**



The inner city is the centre of the city and is representative of the city as a whole, reflecting its historical and cultural heritage as well as the quality of its planning and construction of public spaces. The mixed use of the inner city has resulted in a more efficient, and through the improvement of the public space infrastructure, the quality of life can be enhanced, which in turn will promote the development of the area. For all space options, the development towards mixed-use structures, which include residential, office or service uses or cultural functions, is the main objective of the "Inner City" master plan.

In terms of urban mobility, green transport planning and improvements to important nodes (e.g. public transport interchanges, universities, business centres, Rhine Riverside) are strategies to increase public transport and bicycle use and create pedestrian-friendly urban spaces. The mixed use of land reduces unnecessary trips and the green transport improvements enhance the mobility of the inner city and are the direction for future sustainable urban development.

Methodology: Collection of relevant projects on the urban plan, master plan and the planned unit development of Bonn, interviews with the public or officials, Participant observation