Cities After Dark
Baseline Study and Network Roadmap

URBACT

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Cities After Dark
Action Planning Network

→ Baseline Study and Network Roadmap

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01

The State of the Art

01.1
What we mean as **night-time economy**

Night-time economy is a growing field in urban policies at European and global level, increasingly recognized as an important element for the sustainable growth of cities.

Between 6 pm and 6 am a wide range of activities take place in cities. The night-time economy includes sectors like culture and leisure, dining, retail, transport, hospitality and nightlife. In addition to them, other sectors such as goods logistics, health and social care, waste management and environmental protection are also part of the night-time economy since they operate around the clock, or support the other sectors of the night-time economy mentioned above.

Bars, clubs, theatres and live music venues have traditionally played a crucial role in the night-time economy debate, but extending the scope of reflection to all the other business activities operating after dark is fundamental to understanding how these sectors are reshaping cities that are essentially planned and managed for being fully functional during the day.

The debate on the night-time economy in the 1990s mainly focused only on the impact of leisure industries operating at night, such as bars, clubs, restaurants, on the tourism attractiveness of a city, with issues such as noise pollution, public order and gentrification potentially impacting on residents' quality of life. It was not until the early 2000s that a debate emerged about the economic impact of the night-time activities, and the need to support cultural vibrancy of the cities in order to promote social and economic growth linked to the development of the night-time economy.

Changing the perception of the night from a time dimension of conflict and danger to a space of opportunity was a fundamental cultural shift that took place in many urban areas around the world two decades ago, leading to a greater recognition of the economic and cultural value of the nocturnal activities. Another element that has driven a holistic reflection on the power of the night is the assessment of the impact of the night-time economy on the local economy, and in particular on the number of people working at night. London has calculated that its night-time economy contributed between £17.7 billion £26.3 billion to the UK economy in 2014, with night-time activity directly supporting 723,000 jobs, or one in eight workers in London. In New York City, the night-time economy contributes $35 billion to economy activity and supports 300,000 jobs. The nocturnal economy also has a strong influence on national economies: the night-time economy contributed 4,1% and £93 billion to the UK economy. In addition, 1 out of 15 workers in North America and 1 out of 9 workers in Australia work at night-time.

Cities are the places where the impact of night-time economy is more tangible, and where integrated policies can address most of the challenges associated with creating better night-time services and activities for all. For this reason, over the last two decades local authorities around the world have promoted various forms of night-time governance to highlight the importance of the night-life as a cross-cutting dimension for the development of urban areas but also to emphasise the potential of the night-time economy for urban attractiveness and cultural vibrancy. At the same time, night industries and cultural actors promoted forms of coordination that stimulated the debate on the night-time economy and encouraged new forms of public-private cooperation on the topic.

01.2
The **governance** of night-time economy

The establishment of commissions of night operators and the election of night mayors have popularized the discourse on the night-time economy, and made a variety of actors aware of the need for better governance but also strengthened the link between night management and other urban policies at city level.

The Clubcommission of Berlin is regarded as the first example of an independent body created to monitor night-time issues in a cooperative manner. Since 2000, the Clubcommission has been committed to the preservation and development of the Berlin's club culture, which enriches the social, cultural and economic life of the city. The association has supported Berlin clubs, festivals parties and cultural events by building new partnerships with artists and producers, but also with other sectors (tourism, gastronomy, start-ups, etc.) that benefit from a vibrant nightlife.

Similar initiatives were launched between 2001 and 2003 by Zurich and San Francisco, which respectively created the Bar & Club Commission and the Entertainment Commission to promote common regulations for venues and events, but also to intensify the dialogue among business actors, public authorities and city residents.

01.3 The main challenges

Night-time is a space-time dimension in which a plurality of challenges arise: **policy agendas and integrated strategies** can be crucial in addressing the complexity of interconnected issues that affect different dimensions of sustainability at night-time.

The Dutch cities were the first to appoint night mayors (Nachburtgemeester) who act as influential representatives of the night-time economy, and also act as intermediaries between the night-time business and cultural activities and the public authorities. The first Night Mayor of Amsterdam was elected in 2003 with the aim of promoting night-time events at city level but also to promote a diverse and inclusive nightlife. The role of Night Mayor was then linked to an independent non-profit foundation, Stichting N8BM A'DAM, which advises the mayor and the city council on night issues and promoted pilot activities such as the Rembrandtplein Gastvrij (Rembrandt Guest Friendly) project, which involved a group of volunteers who acted as « square hosts » for tourists and partygoers in one of the city's most popular neighbourhoods at night-time. Many cities in the Netherlands followed Amsterdam's example and appointed night mayors who played an important role in lobbying for the night industries and the needs of local residents, but also advocated for the introduction of a 24-hour licensing policy and for pilot initiatives to improve the safety of public spaces at night.

Several cities around Europe and globally have recognized the importance of these particular forms of governance not only for promoting effective representation of the needs of night-time economy stakeholders, but also for fostering the development of integrated night-time policies, rethinking the operating hours of services and infrastructures and, more generally, mediating between different interests and needs. By 2019, more than 50 cities globally had night mayors or organizations advocating for night-time economy issues, either within the structures of the local authorities or as independent organizations working with different levels of government. The establishment of night-time economy councils and offices or the appointment of dedicated managers in the organizational charts of many cities contributed, especially in Europe and in America, to internalize the role of mediation between all the stakeholders involved and to improve the quality of policy-making on the night-time economy, through awareness raising activities and collaboration with different city departments.

The importance of the night-time economy has also been recognized at a state level in Australia, with the appointment of a Minister for Music and the Night-time Economy of New South Wales in 2018. The state policies helped to revitalise creativity and restore vibrancy in Sidney by actively supporting night entrepreneurs, but also by promoting the active use of public spaces for arts and cultural activities during the night. National plans for the night-time economy have also recently been put in place in Ireland, with the launch of a Late-Night Events Pilot Programme in 2023 to diversify night-time activities in arts centres and cultural spaces, but also with the creation of a new scheme to provide funding to nightclubs and night-time venues for the installation of soundproofing systems and outdoor noise barriers.

Cultural industries and music venues

The vibrancy of the night-time economy has been traditionally associated with a thriving range of cultural and entertainment activities in cities. Theatres, cinemas, music venues and nightclubs form the backbone of a vibrant night-time economy, contributing to create new jobs and promote safety, community spirit and cultural growth. A buzzing cultural scene has a major impact on urban economy and boosts other economic sectors such as tourism, bars and restaurants, logistics, transport, security and many others. At the same time, music and cultural venues can be essential to the revitalization of central and suburban areas of cities, by creating new points of attraction and reviving public spaces and underused or abandoned infrastructures. The collaboration among public actors, cultural businesses and the local arts scene is essential for the implementation of a series of measures to support the sector. Supporting the development and modernization of creative spaces can have a great impact on local communities: it helps to keep proximity and grassroots music venues open at night, promotes nightlife and clubbing culture and supports rethinking the business models of music and cultural venues to make these facilities multi-purpose.

Licensing hours, shops and services

The hospitality industry, such as bars, pubs and restaurants, plays an important role in night-time economy as part of the leisure industry. The main challenges of the sector are primarily related to the extension of licensing hours, which remains a controversial issue for many local authorities acting as licensing authorities, where they need to strike a balance between encouraging business growth and mitigating potential negative impacts, such as street drinking, poor public perception and anti-social behaviour related to alcohol consumption. The development of innovative local regulations that can mediate among the interests of different categories is an important field for multilevel governance, but involves a number of other elements: among these, the organization of training activities for hospitality staff and owners, which is fundamental to making night-time hours safer and more enjoyable for all. The extension of opening hours of other businesses and cultural activities such as small shops, museums and libraries can also be important in building new bridges between the daytime and night-time economy and providing new employment opportunities and new services for residents.

Security and noise pollution

Night-time economy is often associated with safety issues, which are often perceived negatively by the public opinion. Mediation between local authorities and stakeholders is crucial to reduce conflicts with residents over noise pollution and to ensure the limitation of noise emissions through the implementation of zoning policies but also through the active support to the installation of soundproofing and acoustic panels in bars and music venues. The introduction of principles such as the “agent of change”, which requires change agents to mitigate the impact of their action on neighbours (e.g., insulating new housing next to an existing club), also empowers real estate developers to take action against noise conflicts. However, the increase in noise nuisance conflicts is not only related to music and art venues but also to the introduction of national regulations such as the indoor smoking ban, which have changed the behaviour of customers often negatively impacting the quality of life of local residents. Road traffic noise and anti-social behaviour in public spaces at night-time can also be considered as causes of conflict and elements that have a significant impact on the perception of safety at night-time. Combining activities to reduce crime and anti-social behaviour at night-time with a mediation campaign between business owners and residents is a relevant aspect of the night-time policies, which often include activities of education and awareness raising targeted to different categories of night users.

Use of public space

The revitalization of public spaces at night-time is a community challenge that local authorities are tackling in collaboration with a variety of stakeholders, such as cultural institutions but also the creative industries and groups of residents. Organizing festivals and public events to improve the sense of safety in streets and squares at night-time is an interesting practice implemented by many cities, also through the active involvement of different city departments. However, a rethinking of the use of public spaces at night-time is necessary to plan cities planned in a more inclusive and sustainable way. Many cities across Europe are turning to lighting infrastructures to revitalize central and suburban areas at night-time: lighting also contribute to economic and cultural vibrancy while improving the sense of safety for all.

Gender equality

Lighting is also a key design factor that influences people’s perception of safety at night, although there are significant differences between the perceptions of men and women. Adapting urban infrastructures to the needs of different types of users can be a factor in reducing gender inequalities and promoting more equitable access to work opportunities and nightlife. Preserving the night as a space of freedom and safety for all is closely linked to several dimensions of gender equality. Ensuring a safe access to public transport and ridesharing is at the heart of several urban strategies, such as the Women Safety at Night Charter of London, which includes a collaborative redesign of public spaces and workplaces to improve safety but also training activities for night services and operations staff. The need to protect facilities that meet the needs of specific groups, such as LGBTQI+ community, is another interesting element of the debate on the night as a space of tolerance and contrast to any form of discrimination and harassment.

Sustainable mobility and transport infrastructures

Extending the operating hours of public services and infrastructure is a key element in improving economic, social and environmental sustainability at night. Many cities are planning and implementing the expansion of public transportation at night, which has a positive impact on reducing road noise and the number of private vehicles on the road at night. The expansion of affordable and reliable transport services at night targets many different types of users, from partygoers to night workers, and focuses not only on city centres and nightlife districts, but in some cases also on residential neighbourhoods. Some local authorities are also testing on-demand night-time mobility services, which have a positive impact in terms of reduction of car accidents and CO2 emissions, as well as some forms of sustainable night-time goods logistics which will have a long-term impact not only for cities with major mobility hubs (such as ports, etc.) but also for rescheduling goods and services deliveries at city level.

Access to work

Improving urban mobility at night is one of the factors that enable equal access to work at night. The question of how certain groups such as cleaners, healthcare workers or hospitality employees get to work is fundamental to making the debate on night-time economy more inclusive: local authorities need to take into account how these workers, who often live in suburban areas or belong to disadvantaged groups or minorities, perceive the city at night-time. The extension of local services such as kindergartens after dark is an important support for working parents in many cities around the world and constitutes an interesting example of how public services created for the daytime can be redesigned to meet the needs of different categories of city dwellers.

Green areas and sustainability

Some services provided at night can also play a crucial role in improving the environmental quality of our cities and making them more sustainable. While night-time waste collection is considered a fundamental function for the cleanliness of urban areas (even if it often goes unnoticed), opening parks and green spaces at night can promote a stronger connection to natural resources and provide shelter from heat at night-time for residents of disadvantaged groups living in poor housing conditions, especially in summer. At the same time, the revitalization of green spaces at night-time can reverse the sense of insecurity associated with the night-time use of these spaces and encourage the organization of outdoor sports and cultural activities, which have a strong impact on the quality of life in central and sub-urban neighbourhoods but also help to revive mutual trust and community spirit at night-time by organizing night-time activities for groups that normally feel excluded from night-time economy, such as the elderly or the disabled residents.

Governance of night-time economy

As explained in the previous chapter, the complexity of the challenges of the night-time economy requires the implementation of integrated forms of governance which can manifest themselves in different organizational models. These may include the establishment of bodies such as night councils or business and thematic commissions, but also the creation of offices dedicated to the night-time economy in the Mayor's office or in the departments responsible for economic development and culture. Some cities have also opted to appoint a deputy mayor specifically responsible for night-time policies. These are just some of the approaches adopted by local authorities to move from mere night-time-only plans to comprehensive policies.

Measuring the impact

A recurring challenge in many cities regards is quantifying the scale and impact of the night-time economy. This challenge often stems from the unavailability of reliable datasets or the lack of data collected in a framework tailored to night-time activities. Data plays a pivotal role in facilitating an evidence-based decision-making process on the night-time economy and related sectors, including the management of public space or mobility services. Therefore, improving data collection methods and adopting a mixed-methods approach that combines qualitative and quantitative data analysis, constitutes an important element in understanding the growing impact of the night-time economy on the urban landscapes.

Covid-19 recovery

Night-time economy was one of the sectors hardest hit by the Covid-19 pandemic. The sector suffered job losses as a significant number of venues were forced to close temporarily during the coronavirus crisis. Although most of these establishments have reopened, the pandemic outbreak has highlighted the vulnerability of the sector and the need for more structured strategies for improving its resilience in case of extreme events. Some of the lessons learned during the Covid-19 period can also be useful for the medium and long-term transformation of cultural and business activities. Greater use of outdoor spaces and terraces, exploring new hybrid event formats that combine live and digital activities, the introduction of flexible regulations for longer opening hours, the use of lighting for artistic expression and for increasing the safety of spaces at night for all categories of users are some of the elements that cities are consolidating after the pandemic emergency. At the same time, the extension of temporary support measures for night workers helps to highlight the cultural and economic value that night-time activities can have at urban level, and paves the way for more structured forms of advocacy and unions engagement of the night-time industry representatives. Rebuilding the night-time economy after the pandemic provides a concrete opportunity to create a more sustainable and resilient environment for all those working in the sector, while fostering the collaboration between all the stakeholders in the daily management of the challenges related to the night-time economy and governance.

01.4
Night-time **economy** and EU **policies and projects**

Night-time economy is increasingly recognised as a driver of economic growth but has not been explicitly mentioned by the EU as a comprehensive policy area. However, European policies for recovery of cultural and creative sectors after the Covid-19 pandemic has taken up the issue within the Communication from the EU Commission guidelines for the safe resumption of activities in the cultural and creative sectors – COVID 19 (2021/C 262/01). The communication highlighted data from the 2021 Annual Single Market Report which confirmed that the cultural and creative ecosystem was among the most affected industrial ecosystems in the EU, especially for activities based on venues and visits such as the performing arts and cultural heritage sectors (live music, theatres, circus, festivals, cinema, museums and heritage sites). Most of the sectors mentioned in the report are an integral part of the night-time economy: among these, music venues reported a 76% drop in attendance and a 64% drop in revenue. In the Communication, the EU Commission recognized the importance of the cultural and creative sectors for the EU's sustainable recovery, and specifically mentioned the night-time economy and performing arts among the sectors to which security protocols developed by CEN (the European Standardisation Organisation) for reopening can be applied.

Night-time in EU programs and directives

Further references to some of the key elements related to the night-time economy can also be found in several EU thematic policies. These include the Environmental Noise Directive (END, 2002/49/EC) which provides a definition for quite areas and promote its realization in urban contexts and outside cities; measures and programmes supporting cultural and creative industries (including music venues, festivals, cultural events), also through the creation of thematic networks such as Live DMA, the European network of live music venues; the regulations regarding working time which set out the main characteristics of night work (Working Time Directive, 2003/88/EC); the EU Action Plan for the protection of public spaces (COM/2017/0612) which promotes measures to increase safety through better design of public spaces and lighting; the European Tourism Indicator System Toolkit, that has included light and noise management at night-time among the indicators for measuring the level of sustainability of tourism in European destinations.

Night-time and EU Cohesion Policy

The night-time economy also contributes to different objectives of the EU Cohesion Policy: although the sector is not explicitly mentioned, businesses operating in the various sectors of the night-time economy (hospitality, culture, entertainment, etc.) make a considerable contribution to the post-Covid recovery of cities, also as part of economic and social territorial development strategies. Night-time economy also contributes to the attractiveness of cities in order to revive tourism in European cities and promote new growth opportunities for growth in areas such as retail and logistics. At the same time, the revitalization of public space for night-time activities and the use of green spaces for outdoor night-time activities contribute to social and environmental cohesion, strengthening resilience and reducing the vulnerability of local communities to climate change.

Night-time economy in the Urban Agenda for the EU

References to cities at night-time are also present in the activities of the Thematic partnerships of the Urban Agenda for the EU. The Orientation Paper of the Partnership on Security in Public Spaces clearly recognizes the need for better urban planning and design to create safer cities by day and by night as a principle which can integrate the needs and perceptions of different circumstances and groups of population. Taking into consideration the wide variety of uses and profiles of users of public spaces (men/women, elderly persons, tourists, etc.) is an important challenge for safety and urban planning professionals, but can also impact the planning and delivery of night-time activities which are inclusive, respectful and safe for all. The collaboration with event organizers and private stakeholders is also cited as one of the key challenges for combining urban security and cultural vibrancy of cities: coordination between public and private sector can be useful not only for large-scale events, but also for reducing complaints about noise pollution and ensure the quality of rest and safety of public spaces for residents and visitors.

The strategies and actions elaborated in the framework of the Final Action Plan of the Partnership on Culture and Cultural Heritage of the Urban Agenda for the EU have specific links to the themes of the night-time economy. In particular, the Strategy 5 on Enlarging and enhancing the role of cultural urban services to strengthen the well-being of citizens refers to the role of music venues among cultural institutions that need to be promoted in order to foster a common approach to quality leisure activities as part of the well-being of local communities. In addition, the actions mentioned in the Strategy 2 on Fostering inclusion and local economy through cultural initiatives, such as the ones carried out in public spaces promoting cultural consumption (Action n.2: Street Invasion, Atomisation and Cultural Reactivation) and the creation of cultural hubs for artistic production and innovation (Action n.3. Cultural Hubs on Innovation, Modernization and Enhancement), establish a clear link with the night-time economy and can also be developed as prerequisite for the development of further cultural activities and innovative reuse after dark.

URBACT networks and the night-time economy

Night-time economy has been identified by some cities as one of the sectors to be revitalised for tourism growth and economic development in various URBACT networks. Dun Laoghaire (Ireland) included the development of the night-time economy sector among the initiatives of the Integrated Action Plans co-designed with local stakeholders in the framework of the network Tourism-Friendly Cities, with the objective of developing cooperation on the tourism offer across villages of the Dublin Bay. Night-time economy was also identified as one of the key challenges for sustainable tourism growth by Krakow (Poland), also a partner of Tourism-Friendly Cities. The Polish city included the development of mechanisms for creating and managing the night-time offer in collaboration with the business sector and the local community among the key recommendations of its Integrated Action Plan.

Other networks active on urban economy made references to night-time economy, such as the RetaiLink network which cited cutting-edge experiences such as the opening of shops at night in the city centre of Igualada (Spain) as one of the benchmark experiences for the revitalization of retail areas through the organization of events and the creative use of public space at night. Furthermore, the network UrbSecurity focused strongly on the perception of safety in public spaces at night, with cities such as Longford (Ireland) which focused on improving lighting to prevent anti-social behaviour in the city centre or Leiria (Portugal) which involved local stakeholders to prioritize interventions for making the railway area and the city centre safer at night.

Urban Innovative Actions and the ToNite project

Night-time policies were the focus of one of the projects co-funded by Urban Innovative Actions. The city of Turin (Italy) implemented an original approach to urban safety at night-time with ToNite, which fostered the active engagement of residents and stakeholders of two districts of the city (Aurora and Vanchiglia) who implemented small-scale projects to create new services at night and revive public spaces and green areas. ToNite also contributed to the regeneration of various public spaces along the Dora River, promoted a shared idea of urban safety at night-time and fostered the creation of new business activities and public services, such as the opening at night of the student library of the university campus located in the project's target area. ToNite was also a preparatory action for the launch of the integrated management plan of the night-time economy in Turin, which focuses on ensuring safety in the nightlife districts but also on promoting the vibrancy of the cultural and creative sectors.

Other EU co-funded projects on night-time related topics

Many fields of the night-time economy have been explored by projects co-funded by different EU programmes. The Creative Europe Programme co-financed the Live Style Europe project, which provided a capacity building programme for music venues, clubs and festivals by providing them with skills and tools to adapt to the evolution of the live music sector and improve the visibility of the grassroots sector across Europe.

ENLIGHTENme is funded by the Horizon 2020 research and innovation programme to test innovative measures to improve the well-being of citizens dealing with indoor and outdoor lighting. The project promotes the implementation of innovative lighting policies in Bologna, Amsterdam and Tartu, assessing the impact on human health and actively engaging different categories of city residents and stakeholders.

The SHINE project, co-funded by the EU' Rights, Equality and Citizens Programme, created specific tools to prevent sexual harassment in nightlife venues: among the activities developed, SHINE promoted the organization of training programmes and awareness-raising sessions for nightlife venues' staff and the introduction of quality management systems in entertainment venues.

The EU programme Preventing and Combating Crime funded the Safer Drinking Scenes project, that involved ten cities (Liege, Antwerp, Stuttgart, Bordeaux, Brest, La Rochelle, Nantes, Kingston-Upon-Thames, Reggio Emilia and Rotterdam) to develop operational tools for preventing binge drinking and anti-social behaviours at night.

European networks and night-time economy

Several organizations active at European level have set up working groups and communities of practice on the night-time economy. EUROCITIES promoted among its members a reflection on night-time economy in cities, fostering the use of tools for managing night-time economy and sharing practices and solutions among its activities on culture and urban development. The Nightlife Platform (Plateforme de la Vie Nocturne) involves cities, professional organizations and non-governmental organizations in a series of activities and studies aimed at exploring the cross-cutting dimensions of the nightlife and its impact on various urban sectors (including culture, tourism, health and harm reduction). The European Forum for Urban Security (EFUS) is one of the members of the platform and promoted a series of networking activities on the quality of nightlife as a key component of the cultural and economic dynamism of the cities and advocated for a comprehensive and participatory local policy on different dimensions of the nightlife. Live DMA as a European network supporting live music associations and venues organized a series of activities on night-time economy issues: among these activities, the project Watchtower – Music is not noise addressed the issue of noise complaints and provided an overview of soundproofing regulations in Europe and created a task force of live music professionals and events' organizers that discussed solutions to some of the main challenges related to sound management, such as urbanization and densification, but also soundproofing technologies and local regulations.

01.5

European and global good practices on Night-time economy

Many cities across Europe and globally are introducing innovative strategies and action plans to revitalize night-time economy. Over the last decade, these initiatives have focused on different aspects of the night-time economy (cultural industries, night-shift workers, mobility, etc.) or have been part of broader urban development strategies.

London launched its 24-hour vision in 2017, based on a series of principles such as promoting all forms of culture and leisure, extending opening hours where appropriate to support businesses and ensuring the safety and well-being of visitors and residents. Following the introduction of the first-ever Night Tube service on some lines at weekends, a measure tested at the occasion of the London 2012 Summer Olympics, London pioneered measures to protect pubs, music venues and LGBTQI+ venues as well as ensuring late opening of museums, theatres and shops. The vision, delivered by the Night Czar in collaboration with the Night Time Commission, aims to make the night-time economy a vital part of London's thriving local culture and to strengthen its global competitiveness with other global night-time capitals such as Berlin, Paris, Tokyo and New York.

The growing importance of the night-time economy has been recognized by other cities in the UK with the introduction of integrated strategies, but small and medium-sized cities have also launched ambitious initiatives whose excellence has been recognized through the Purple Flag Scheme. This certification process, which is similar to the Blue Flag for beaches, recognizes safe, welcoming and accessible town centers at night-time. Developed in the UK by the Civic Trust, the scheme rewarded cities and towns that successfully managed evening and night-time economy by not only offering an excellent range of food and drink venues, but also a vibrant and inclusive cultural scene, lowering crime and anti-social behaviors or promoting public transport and sustainable mobility.

The recovery from the Covid-19 pandemic has been the motivation for some cities to introduce night-time economy policy. Mannheim (Germany) developed a comprehensive approach to night-time, which included the creation of a financial grant scheme for clubs and music venues with the resources of canceled or postponed public events, the introduction of the Nachtschicht (literally "night shift") mediation service to resolve conflicts between venues and residents and the provision of pop-up areas at pilot locations for young performers. The city planned to continue implementing these initiatives under the leadership of the Night Mayor even after the pandemic.

Building on the Night's Vision developed in 2021, Amsterdam has launched the Night Culture Implementation Agenda, which allocates more than €1 million to support the city's night culture with a series of thematic programs and the establishment of new nightlife venues in the city's suburbs with the objective of moving the nightlife out of the overcrowded city center. The Dutch capital has already taken interesting measures, such as the 24-hour licensing scheme, but it is improving its current strategies with a pilot programme on sound isolation fund, which addresses potential noise-related problems.

Many cities in America are appointing night-time economy managers or champions for reinventing the after-hours scene and encouraging the collaboration between public authorities and local stakeholders. Detroit has appointed an ambassador for the 24-hour economy and is running a program of activities to improve aspects such as safety and transporation, in collaboration with ride sharing operators which offered discounts and reduced fares for night workers. San Francisco appointed its first Night Mayor in 2013 and worked with its Entertainment Commission to partner with real estate developers who bear the cost of structural changes such as soundproofing when they build in mixed-use areas.

In Canada, Ottawa recently adopted its first-ever Nightlife Economy Action Plan, which creates the framework for establishing a Nightlife Commissioner Office in 2024 and promotes the active participation of residents and business stakeholders in strategies to promote nightlife and discuss new procedures and services for night-time economy.

02 Partner Profiles

02.1 Braga

193.324
Inhabitants

118
Nationalities

500%
Growth in tourism

Situated in North-Western Portugal, Braga is the country's oldest city and the capital of the province of Minho. As the third largest city in Portugal, Braga has 193.324 inhabitants, over 40% of whom are under 30 years old. Braga is the fastest-growing city in Portugal in absolute terms and has over 20,000 foreign residents of 118 different nationalities.

The city is characterized by a **thriving economic profile that combines historical charm with innovation**. Braga has a strong industrial base, with a focus on sectors such as electronics, machinery and automotive, and is actively working to transform itself into a hub for technology and start-ups. The city is home to business parks and incubators to promote entrepreneurship, developed in close collaboration with the University of Minho, while easy access to highways and rail networks makes the city a strategic location for the creation of new business activities and a distribution hub for the region.

Tourism plays an important role in the economic landscape of Braga. The city attracts visitors from all over the world due to its rich history, cultural heritage and religious significance. The Bom Jesus do Monte sanctuary is a UNESCO World Heritage site and is the main attraction for tourists and pilgrims. Braga, often referred to as the "Portuguese Rome", is one of the most important destinations for religious tourism with its numerous churches and historical buildings in the city centre. Retail, hospitality and tourism are important drivers of the local economy in a city that has seen significant growth in arrivals in recent years: Braga registered a 500% increase in the tourism sector over the last ten years. In 2021, Braga was voted Best European Destination, a title that has further raised the city's profile on the international stage.

Braga and the night-time economy

As European Youth Capital in 2012, the city invested in the creation of cultural spaces that are also open at night, such as Gnration, which is one of the city's main cultural hubs and hosts concerts and exhibitions. Other cultural venues in the city, such as the municipal theatre Theatro Circo, attract an international audience with thematic events such as the electronic music and digital art festival Semibreve, but also with an alternative cultural programme throughout the year. These venues contribute to the cultural vibrancy of Braga, which has been part of the UNESCO Creative Cities Network as a Creative City of Media Arts since 2017, along with cinemas (24 screens in total) and other spaces of cultural innovation that are open after dark such as the Café-Concerto Mavy which hosts jam sessions and literary talks in collaboration with the regional university radio station (RUM - Rádio Universitária do Minho).

Bars and clubs are the backbone of nightlife in the city centre and are subject to several regulations regarding noise pollution and opening hours: bars and terraces are allowed to stay open until 2am, with possible extensions during special events and festivals, while the clubs can stay open until 6 am. Alcohol consumption on streets and squares is prohibited, but in general the use of public spaces at night is limited: only one of 34 public parks in the city is open around the clock.

In terms of urban mobility at night, the bus system runs until midnight but the public transport company is considering adapting the travel times of mobility services for night workers (especially in favor of who live in suburban areas), as has already been tested at the occasion of events and festivals, or also promoting a better access to park-and-ride parking lots.

Other services offered at night are provided in collaboration with various local institutions. The University of Minho has a public library that is also open at night, while a local solidarity institution is developing a childcare service that is open 24 hours a day for employees of the local hospital and the nearby university campus.

Night-time activities in Braga are mostly concentrated in the city centre and on weekends but are also linked to the presence of a strong community of students and visitors.

Defining a more **comprehensive and strategic approach** to the night-time economy is the main challenge for Braga, which is seeking a balance between the needs of different types of residents and stakeholders.

The challenges of the night-time economy in Braga

The city intends to act on regulations and policies but also on integrated planning and community outreach to reduce the protests from city centre residents about noise pollution. Furthermore, Braga wants to actively engage stakeholders to address the lack of confidence by the local business community, especially those who run their business activities at night and complain about the strict regulations on the use of public spaces at night and the fines distributed by the municipality for noise nuisance.

The development of a holistic approach to tackle all the challenges related to the night-time economy is considered a priority by Braga. The city is willing to pursue an integrated strategy that encompasses various aspects such as the regulation of night-time activities, safety, the link with tourist attractiveness, cultural vibrancy and economic growth.

Creating a stronger and more diverse night-time offer for tourists and residents is another important challenge that Braga wants to address through active engagement of the local community, both to improve cultural and leisure activity by involving stakeholders from the arts, culture and hospitality sector and to engage the residents in the debate to find common solutions to reduce potential disturbances in residential areas.

The consolidation of night-time services, such as the 24/7 childcare center, and the creation of new flexible mobility services are seen by Braga as useful elements to make the night-time experience enriching, safe and inclusive for all members of the local community, promoting positive change and accelerating the creation of new functions and business activities in different areas of the city.

The URBACT Local Group of Braga is a combination of different types of stakeholders that play an important role in co-creating a comprehensive policy for the night-time economy.

Municipal departments, civil society, public institutions and municipal companies are the main categories of stakeholders involved.

Department of Public Space (City of Braga)	Chamber of Commerce	Nursery open 24 hours
Municipal Police (City of Braga)	Business owners	Cultural Council
Tourism Office (City of Braga)	Representatives of bars and clubs	Invest Braga
Social Innovation Center Human Power Hub (City of Braga)	Local DJs and cultural actors	Braga Habit
Students Union	University Catholic Research Centre	AGERE
	Public Hospital of Braga	Theatro Circo

Coordinator

Emídio Meireles | Events and Communication Manager of the Social Innovation Center Human Power Hub and DJ at SETRA Urban & Cocktail Bar and other clubs and music venues of the region.

Focus of Braga's Integrated Action Plan

- Policy and Regulation Development: Development of comprehensive policies and regulations that specifically address the night-time economy, including licensing, safety standards, noise control, and hours of operation.
- Stakeholder Engagement: Engagement of a wide range of stakeholders, including residents, business owners, law enforcement, cultural organizations, and nightlife industry representatives, to gather input, build consensus, and ensure the creation of an inclusive and long-term governance model for the night-time economy.
- Infrastructure and Public Spaces: Investment in the streets and infrastructure improvements to create safe, accessible, and pedestrian-friendly public spaces that can be used at night-time.
- Safety and Security: Implementation of measures to improve safety and security during night-time activities, e.g., increased police presence, introduction of surveillance systems, and emergency protocols.

The Integrated Action Plan of Braga will focus on a series of key areas for creating an effective governance model for the night-time economy.

The objective of Braga is to promote a vibrant and diverse nightlife while ensuring the safety and well-being of residents and visitors.

- Sustainable Mobility: Creation of reliable and accessible mobility options at night, including public transportation, ridesharing services and well-maintained pedestrian walkways.
- Cultural and Artistic Activities: Promotion and support of cultural and artistic activities during the night, such as festivals, live performances, and art installations, to enrich the range of night-time activities to attract a diverse audience.
- Community Education and Outreach: Organization of awareness-raising activities to promote residents' understanding of the importance of a thriving night-time economy and promotion of the actions taken to address key challenges related to the night-time economy.
- Public-Private Partnerships: Organization of technical and preparatory activities to develop public-private partnerships to jointly fund and manage night-time events, cultural activities, and safety initiatives.
- Monitoring and Evaluation: Establishment of a system for monitoring and evaluating the effectiveness of the night-time economy governance model, focusing on data collection and performance metrics to make necessary adjustments and improvements.
- Flexibility and Adaptability: Acknowledgment of the dynamism of the night-time economy and development of flexible and adaptable systems to address new issues and opportunities.

Braga's **learning needs and potential contribution** to the network:

Although this is the first time that Braga is leading a URBACT network, participation in previous URBACT networks (Tourism-Friendly Cities, Urban Regeneration Mix, Global Goals for Cities) has resulted in a solid knowledge of participatory tools and integrated action planning methodologies among city officials and local stakeholders. The commitment towards localizing SDGs implementation, also confirmed by the participation in the URBACT IV network CSG-Cities for Sustainability Governance, is an important element for promoting cross-sectorial links between actions on night-time economy and strategies for sustainability governance.

Furthermore, the active participation in several European and global networks, such as the EUROCITIES executive committee and the Global Parliament of Mayors (chaired by the Mayor of Braga Ricardo Rio) is a driver for international alliances with other cities and stakeholders interested in scaling up action on the night-time economy.

However, the greatest learning need in Braga is to improve integration among different city departments and to increase the knowledge and skills of city officials and elected representatives in the area of the night-time economy. The organization of capacity-building seminars on conflict mediation and communication with the business community can be useful to bridge the gap between public institutions and private actors operating in night-time economy, but also more generally to explain the importance of a broad, holistic approach to the night-time economy within the local government.

Good practices such as the university library and the nursery open 24 hours a day can be shared with the other cities of the network and stimulate reflection on the creation of innovative 24/7 services that can promote the development of the night economy and the well-being of residents and visitors.

02.2

Budva

19.218 Inhabitants

350 Bars & Restaurants

4 Clubs

Budva is the **most popular coastal centre on the Montenegrin coast** and one of the oldest settlements on the Adriatic coast. The city officially has a population of 19,000 inhabitants, but the influx of new residents after the start of the war in Ukraine led to a considerable increase which has not yet been officially determined by the census (official data will be published in early 2024). According to a recent estimate made by the local police, the total population of Budva is likely to be around 60,000, which would make it the third most populous city in Montenegro.

Tourism and hospitality are the most important sectors of Budva's local economy, which is characterized by the lowest unemployment rate in the country (around 10%). For more than a century, tourism has played an important role in shaping the identity of the city, which gained popularity in the 1990s when tourists from various regions of the former Yugoslavia rediscovered its sandy beaches and well-preserved Old Town. The influx of tourists from Scandinavia, Eastern Europe and Russia continued in the early 2000s and contributed to the development of new business activities, such as hotels and residential complexes on Budva's seafront. However, dense development increased the degree of urbanization in Budva to 83% and had a significant impact on air quality, as CO2 emissions increased due to car traffic and economic activities.

Budva has a long tradition of cultural events and festivals, while museums and art galleries have established close cooperation with several European cultural institutions and projects. The bid for European Capital of Culture 2028 was an important opportunity for the development of a long-term strategy for culture and creativity which the city intends to implement even though the title was awarded to Skopje (North Macedonia).

Budva and the night-time economy

The opening of several clubs on the main beachside promenade Slovenska Obala gave a significant boost to the tourism sector even in the troubled times of the Yugoslav wars. The popularity of Budva as tourism destination continued into the 2000s but the development of new residential complexes and buildings by the seaside led to closure of all the noisy clubs in the area, and only four venues officially registered as clubs are still in operation in Budva (most of them are located outside the city centre). However, a number of new bars, restaurants and nightclubs opened in the Old Town, improving the quality of the music played while reducing protests from local residents about noise pollution. As part of the European Capital of Culture bid, a wider rethink of the city's music offer has recently been initiated. Repositioning Budva's night-time offer through quality music was the priority that emerged from the Reposition international conference which brought together international DJs and musicians from across Europe.

The night-time economy in Budva is mostly seasonal and related to the development of tourism, with most of the activities taking place between the seafront promenade and the neighboring Old Town. During the summer months the performances of Theatre Cities and the Cirilcom festival dedicated to the Cyrillic language encourage the use of public spaces for night-time cultural activities, with a positive impact on the rest of the hospitality industry. Around 350 bars and restaurants are officially registered to perform catering activities and most of them usually play live acoustic music until 1 am in the summer.

Other services that are available after dark, such as public libraries, museums and galleries, usually close at 9 pm while no public transportation is available between 10 pm and 6 am. In winter, only a few cultural institutions organize evening and night events, such as literary readings or classical music events in the Modern Art Gallery. Public parks are rarely used for events after dark, and need to be renovated to make them interesting places for night activities.

Budva's vibrant nightlife is one of the main reasons that made the city famous in the 1990s.

Revamping the image of Budva as a nightlife capital after the closure of clubs on the beachside promenade is a challenge related to several factors, such as the **tourism promotion but also the cultural vibrancy of the city.**

The challenges of the night-time economy in Budva

Although the night-time economy generates relevant revenue and is a crucial element for tourist attractiveness, its value is still not fully recognized by the public authorities in Budva. Several factors contribute to the limited awareness of the potential of the night-time economy. First of all, there is a lack of data on the impact of the night-time economy, which is a new topic at local and national level. The concentration of events and activities in the city centre is a barrier to participation for residents living in the outskirts of the city, especially in the summer period when the Old Town is crowded with tourists. The concentration of festivals and events at night-time in summer is another critical element as it doesn't help to create the best conditions for the development of new business and cultural activities that are open outside the touristic season. Furthermore, the limited use of public spaces in the peripheral areas is another major obstacle to the organization of cultural and festive activities at night for residents and tourists.

The improvement of public spaces through the introduction of design and lighting solutions or temporary placemaking measures can be an opportunity to revitalize the community spirit and cohesion of the local community through the organization of new night activities, not only in summer. The presence of a vibrant cultural scene is an important asset that can be used to relocate cultural activities (theatre performances, concerts, open-air film screenings, etc.) to different areas of the city and to encourage the use of new spaces and structures, while improving the visibility and accessibility of events and festivals organized in the city centre for residents and tourists.

The active involvement of residents in setting a cultural agenda, as was done in the EU Capital of Culture bid, is an interesting challenge to improve the quality of the nightlife offer but also to reflect on policies and services that can be implemented for a better quality of life at night-time (including the extension of public transportation after dark, the active inclusion of new residents with different backgrounds in the cultural and business life, the improvement of safety and gender equality).

The URBACT Local Group of Budva promotes cooperation between representatives of different sectors of the city administration and representatives from business and culture working at urban level to jointly develop effective integrated strategies to improve the night-time economy in Budva.

Although the city had not previously activated a specific group of stakeholders for the night-time economy before, many of them were already working together in the process of defining Budva's candidacy as EU Capital of Culture. This process was an interesting testing ground for civic engagement, which resulted in a local cultural strategy that can be enriched by a focus on the night through the actions implemented with Cities After Dark.

- Secretary of economy development (Municipality of Budva)
- Secretary of investments (Municipality of Budva)
- Secretary of urban development and sustainable development (Municipality of Budva)
- Main city Architect (Municipality of Budva)
- Local Tourism Board (Municipality of Budva)
- Faculty of business and tourism (Municipality of Budva)
- Local Police Department (Municipality of Budva)
- Youth Office (Municipality of Budva and members representing local youth)
- Business owners (Mašta – Bašta caffee, Portunn konoba, Majestic hotel)
- Local NGO scene (NGO Feral, NGO Center for cultural diplomacy)
- Local artist / painter (Mrs. Jelena Papovic)
- Sociologist already involved in creating developing strategies (Mrs. Sanja Marinovic)
- Local DJ and architect (Mr.Filip Pavlovic)
- Casper Club (Mr. Marko Pavlovic, owner)
- Théâtre City (Mrs. Suzana Maslovar)
- Public Utility company (Mrs. Aleksandra Rajkovic)

Coordinator

Marija Lazarević | Local consultant and founder of MariXperience, the first Montenegrin consulting company dedicated to sustainable tourism development.

Focus of Budva's Integrated Action Plan

- Cultural vibrancy: Relocation of cultural events, activities and festivals to the outskirts of the city to encourage active participation of residents and tourists.
- Economic development: Creation of more business opportunities in the night-time economy for new entrepreneurs and local stakeholders.
- Local services: Definition of new public services that can support better night-time employability for all (public transportation, services for families, etc.).
- Public spaces: Improvement of parks and public spaces for nocturnal activities and public gatherings.
- Governance of night-time economy: Transformation of the URBACT Local Group into a city council for the night-time economy.
- Awareness raising: Creation of a dissemination plan for night-time activities with the objective of encouraging the participation of different categories of residents in local events.
- Quality of music offer at night-time: Organization of debates with business representatives and cultural actors to promote innovative contents and events that increase the quality of music played in different spaces (bars, restaurants, hotels, public buildings, etc.) as well as the creation of new events and cultural activities.
- Night hubs: Opening and equipment of a public venue for the organization of cultural and community activities.

The Integrated Action Plan of Budva aims to address the key challenges related to the development of a more inclusive night-time economy through the **active and constant involvement of various local stakeholders.**

Budva's **learning needs and potential contribution** to the network:

As a newcomer to URBACT and one of the first Montenegrin cities to participate in a network funded by the programme, Budva needs to acquire knowledge on how to consolidate participatory initiatives on cross-cutting issues and link them to the planning tools developed by the city.

The policy issue at the core of Cities After Dark is still groundbreaking for Montenegro. Therefore, sharing further knowledge on night-time economy and governance with the members of the URBACT Local Group and different departments of the city administration is particularly important to show what elements can be included in a public policy on this topic and how to overcome possible obstacles in the process of collaborative policy-making.

Budva needs to acquire thematic knowledge and good practices on the issues that will be the focus of its action: how to delocalize night activities from city centre to the suburbs, promotion of partnerships and cooperation with festivals and cultural events for creating night activities in different city locations, temporary use of green areas and public spaces at night.

Several experiences carried out by Budva can contribute to the development of network activities. First of all, the experience in the organization of summer festivals and the consolidation of cultural events in the public spaces of the Old Town, such as the Theatre City festival. The debate on the quality of music played by local music venues, clubs and other local establishments is an original point of view on the type of cultural offer that defines the identity of the nightlife in a city, also in terms of active cooperation with nightlife operators and professionals in the hospitality and cultural sectors.

02.3

Genoa

580.000 Inhabitants

19 Theatres

54 Clubs & Music Bars

Genoa is located in the Italian North-Western region of Liguria and has a population of 580,000 inhabitants. Until the 1980s the city was part of the so-called "industrial triangle" together with Turin and Milan. Thanks to its port, that still accounts for one third of the local economy, Genoa played an important role in connection with the main manufacturing centres of Italy, but the crisis of shipping, chemical and steel industries led to a progressive change of the local economy towards the sector of services.

As host city of the Expo 1992, Genoa kicked off a process of urban transformation with the regeneration of the ancient port area and the pedestrianization of the city centre that improved the quality of life for the residents and attracted tourists and visitors. The organization of the G8 meeting in 2001 and the title of European Capital of Culture in 2004 gave further visibility to the city, that continued its action of regeneration of historical buildings of the city centre which were included in the UNESCO World Heritage List in 2006.

Stretched along 40 kilometres, Genoa hosts one of the busiest ports in the Mediterranean, serving as a crucial hub for trade but also as a basis for several companies specialized in maritime services. The cruise sector is a driver for the tourism industry, that grew significantly in the last two decades with an offer combining historical landmarks, cultural heritage and coastal attractions. After the Covid-19 pandemic, the city is focusing on proximity tourism for revitalizing lesser-known neighbourhoods of the city, such as the Fortresses area in the hills area surrounding the city. Furthermore, Genoa is also consolidating its huge programme of events and festivals, that characterize since the beginning of 2000s its cultural offer to residents and visitors.

Genoa and the night-time economy

Night-time economy is strongly connected to the identity of Genoa, which hosts the oldest cinema theatre in Italy (Cinema Sivori dates back 1896) and is renowned for being the Italian capital of songwriting thanks to a generation of talented artists who animated bars and public spaces of the city since the late 1950s.

After decades of decline, the night-life of Genoa was revived in the historic centre at the end of the 1990s, with the opening of new dining activities, bars and clubs. Genoa's vibrant cultural life is also strongly linked to the network of theatres and theatre schools active in the centre as in the suburbs.

However, the progressive change of cultural tastes and behaviours of the night-time users combined to the introduction of stricter regulations for security in indoor venues and the effects Covid-19 pandemic led to the closing of several music venues in the city centre and the concentration of night-time activities in bars and public spaces. The protests of the residents against noise pollution pushed the local authority to introduce new regulations banning the consumption of alcohol in the public spaces of the city centre after 4pm and after 10pm in other areas of the city (public beaches, etc.).

Genoa has tested the introduction of innovative services at night, such as the experimental opening of the public library Berio until 11pm while a library open 24 hours is operative at the Students' Housing Center. The public transportation service runs until midnight but in the summer period two night bus lines operate in the coastal area of the city, providing an useful service to party-goers and workers of beach clubs and nightclubs located in the area. An on-call bus service called Drinbus connects neighbourhoods of the city scarcely served by public transport between 9pm and midnight.

In recent years Genoa invested in the organization of festivals and cultural events in public spaces which led to a revival of night-time economy in different seasons of the year.

Offering a safer night-time for all is the main challenge tackled by Genoa, which is focusing on creating a **balance between the dynamism of cultural and economic activities and the needs of the residents.**

The challenges of the night-time economy in Genoa

Improving road safety in central and residential areas is another major issue, connected also the reduction of harm derived by the drug use in nocturnal hours. The reduction of conflicts over noise pollution, that considerably increased with the tourism growth and the change of habits of local party-goers, is a priority that Genoa is facing also through the establishment of experimental pacts of collaboration between the local authority and night venues, such as the cultural centre Giardini Luzzati. Through an action of conflict mediation with different categories of residents, proposals such as the creation of new recreational centres active at night or third spaces other than bars and restaurants where youngsters can enjoy public spaces until late hours were introduced in the local public debate on the revitalization of the historical city centre.

The lack of cultural venues and music clubs in the city centre is another major challenge that Genoa wants to tackle in order to revive the night-time economy of the city not only at the occasion of seasonal events and festivals but creating new opportunities of cultural and economic growth for different targets of users. Creating the conditions for the organization of new cultural and business activities at night-time can also improve the perception of safety in different areas of the historical centre, in order to deter prostitution and other illegal activities happening after dark. The regeneration of the narrow streets (carrugi) of the city centre with the financial resources of the Next Generation EU is a relevant opportunity for combining spatial renewal to the creation of new services and functions at night-time.

Improving the safety and the quality of the public transport services after dark is an important issue for the residents living in the peripheral neighbourhoods of the city. The promotion of new business and cultural activities at night-time in different areas of the city is an important element for improving the right to the city at night for all, but also for decongesting the city centre especially in the touristic season.

The members of the ULG of Genoa represent different points of view on the night-time and are strongly committed in ensuring a positive impact for the future of the night-time economy and governance at urban level.

Based on the experience of previous URBACT networks (Tourism-Friendly Cities, Interactive Cities, City Logo), Genoa has reunited several city departments with a strong cross-sectoral approach and a diverse group of stakeholders who can co-create a shared vision on the main challenges to be tackled for a safer and more enjoyable night-time.

- Events and Communication Department (City of Genoa)
- Local Police (City of Genoa)
- Commerce Department (City of Genoa)
- Economic Development Department (City of Genoa)
- Culture and cultural activities Department (City of Genoa)
- Urban Center Office (City of Genoa)
- EU Funds and Next Generation EU (PNRR) Department (City of Genoa)
- Social Inclusion Department (City of Genoa)
- Waste management company (City of Genoa)
- Port Authority (City of Genoa)
- Chamber of Commerce and Association of Traders
- Association of Shop Owners (Confcommercio)
- MOG – Genoa's Eastern Market
- Cultural actors (representatives of festivals, theatres, creative sector)
- Cultural Associations, citizens' associations, NGOs;
- Youth Council
- Representative of migrant communities living in the most relevant neighbourhoods for the nightlife
- National Police
- Representatives of the dining and hospitality sector (Kowalski Bar, Il Genovese Restaurant)
- Prefecture (Territorial Office of National government in charge of public order)
- LGBTQ venues and associations (Virgo Gay Bar, Arcigay Genoa)
- Giardini Luzzati Cultural Centre
- Street educators experts of conflicts mediation
- Local DJs and artists
- Erasmus Students Network
- Representatives of business sector of the suburban areas
- Event organizers and companies of the entertainment sector (2000 Grandi Eventi)
- Sports clubs (padel, tennis, etc.)
- ARCI territorial cultural centers

Coordinator

Andrea Pirni | Professor of Sociology at the University of Genoa and an expert in facilitation of participatory strategies for urban regeneration.

Focus of Genoa's Integrated Action Plan

- Licensing and regulations: Reduction of bureaucratic burdens for cultural and commercial activities operating at night, review of the existing regulatory instruments to improve the use of public spaces at night.
- Public spaces: Promotion of cultural events and night-time activities for different target groups; creationg of dedicated spaces for local youth to use after bars and clubs close.

- Social inclusion: Empowerment of street units and educators for harm reduction and conflict resolution.
- Cultural vibrancy: Relocation of cultural activities to suburban areas of the city, to promote night-time proximity and relieve pressure on the city centre which is considered the main hub for business and cultural activities at night.
- Local services: Extension of opening hours of public libraries and improvement of public transportation after dark.
- Civic engagement: Active involvement of different categories of residents in participatory processes related to the night-time economy .
- Governance of the night-time economy: Consolidation of the URBACT Local Group into a permanent night-time commission.

The safety of public spaces at night as a prerequisite for **creating better services and activities for tourists and residents**, not only in the city centre but also in the suburban districts of Genoa, is the main focus of the Integrated Action Plan which aims to address several dimensions of the night-time economy.

Genoa's **learning needs and potential contribution** to the network:

Genoa's solid experience in the implementation and execution of Integrated Action Plans and its close collaboration with universities and research centers that support decision-making are promising elements for an effective action on night-time economy. However, as the issue has so far been addressed only in terms of safety perception and reduction of conflicts with residents (as it happened in many other Italian cities in the last decades), acquiring more knowledge on how to develop a holistic vision of the night-time economy seen as a cross-sectorial growth opportunity is an important element for the action of Genoa in Cities After Dark.

Genoa needs to acquire more knowledge on innovative frameworks for the use of public space and safety regulations for indoor venues in order to find innovative solutions in a logic of multilevel governance, and in cooperation with regional and national authorities in charge of public order and safety. Furthermore, learning how to involve NGOs, cultural and community actors in the temporary reactivation of public spaces can be important for testing innovative actions (street festivals, cultural events in public parks, etc.) in different urban areas, especially out of the city centre.

Genoa can contribute to the network activities by bringing the added value of previous experiences in working with local stakeholders and NGOs to improve the perception of safety in the city centre at night. Models such as the pacts of collaboration developed between the local authority and the Giardino Luzzati cultural centre can serve as an example of the active involvement of community stakeholders in the night -time economy with a focus on the safety of public spaces, harm reduction and youth participation. Furthermore, Genoa can stimulate the discussion on the extension of services normally offered during the day, such as public libraries, museums and cultural heritage, with the organization of night openings not only on the occasion of special events but on a stable basis to promote better use of cultural facilities by residents and visitors. As one of the most important port cities in Italy, Genoa can also promote a reflection on the role of logistic and transportation infrastructure at night-time and the improvement of local services for those working in the night sector.

02.4
Malaga (Fundación CIEDES)

580.032
Inhabitants

2.5 million
Tourists yearly

2300 Bars & restaurants open at night

Malaga is the sixth largest city in Spain per number of inhabitants with a population of 580.000 inhabitants. Located in Andalusia, the southernmost region of Spain, the city has a **dynamic economy driven by tourism, construction and technology**. Since the 1960s, when tourist infrastructure such as hotels and residential complexes were developed on the Costa del Sol, the city has attracted millions of visitors mainly from Scandinavia, and quickly became one of the country's most important tourist centers.

In the 1990s Malaga started a strategic planning process, coordinated by Fundación CIEDES which was founded for this purpose in 1994. The revitalization of the city centre was one of the main axes of the integrated strategy, which promoted the refurbishment of public and private buildings, but also the improvement of services (e.g., energy and waste management), the creation of cultural hubs and the regeneration of public spaces.

The service sector plays a crucial role in the local economy, while universities and research centers work hand in hand with the technology and innovation industries, which are mainly located in the Technology Park of Andalusia and nurture a bustling startup scene.

Malaga is home to the fourth largest airport in Spain in terms of number of passengers, with around 12 million tourists visiting the province and 2,5 million spending at least one night in Malaga's hotels and guesthouses. The city is struggling with the effects of over-tourism on housing and the quality of services, as more and more families are moving to the suburbs or other municipalities in the metropolitan area.

Fundación CIEDES is responsible for Malaga's strategic planning and has curated the participatory process connected to implement several planning instruments in the city, starting from the Strategic Plan developed in the 1990s. Mobility, environment and tourism are some of the topics on which the Foundation has supported the city of Malaga in both local and metropolitan activities, as well as in the participation in international projects and mayors' forums.

Malaga and the night-time economy

Music venues and theatres haven't only contributed to the city's cultural growth over the years, but also to the revitalization of depressed neighbourhoods, such as the area surrounding the local market which was regenerated by the opening of the Teatro Soho in 2019. Formerly known as Teatro de la Alameda, the theatre is now owned by Antonio Banderas and has been completely renovated to host shows and musicals that attract tourists and visitors from other Spanish cities and abroad.

The tradition of the tapeo, the Andalusian art of bar-hopping savoring small dishes until late into the night, has gradually been replaced by the tardeo, which ensures a more regular flow of customers in the city's bars and restaurants from the afternoon until the evening hours. The gastronomy scene is a relevant part of the night-time economy of the city, with around 2300 establishments between bars and restaurants open after dark.

In terms of services operating at night-time, Malaga has 4 bus lines that connect various suburbs of the city with the city centre from 11.30 pm until 5.30 am. Public libraries are open 24 hours in February and September during the local university exam sessions. Some local museums have tested a night opening at the occasion of events and festivals, such as the Noche en Blanco (White Night) which promotes cultural events in public spaces, cultural institutions and art galleries of the city at night once per year. Since 2019 Malaga has been organizing a programme of night activities for local youth Fridays and Saturdays called Alterna en la Movida: night visits to museums, cultural venues and heritage sites, movie screenings and cooking classes are some of the activities that take place from 10 pm to 2.30 am for participants between 16 and 35 years old.

A vibrant cultural and entertainment scene is at the core of night-time economy of Malaga.

As in many Spanish cities, the use of public spaces by young people to socialize while drinking alcohol has been the biggest challenge to overcome for decades to **ensure a safer and quieter night-time for everyone.**

The challenges of the night-time economy in Malaga

Since the approval of a national law banning this practice (botellón) in 2004, Malaga has been working on licensing to ban the sale and consumption of alcoholic beverages in public spaces between 10 pm and 8 am. Bars and restaurant terraces are the only outdoor areas where the consumption of alcohol is permitted, with business owners being responsible for any violation of the rules by customers.

The implementation of these rules and the introduction of regulations to combat noise pollution (based on the EU directive on noise reduction) have helped to encourage more respectful behaviors from night users and tourists, but conflicts between residents and business owners over noise pollution are still present in Malaga. The conflicts over noise pollution, which have been triggered by few groups or associations of residents in the city centre, also affect road traffic and municipal services that are carried out at night, such as waste collection by garbage trucks. The reorganization of pickup schedules is part of the solution to the general challenge of finding a balance between the rights of residents and those of workers and business actors.

The concentration of night-time economy activities in the city centre and the lack of alternative venues, clubs and meeting places for local youth are other significant challenges for a city like Malaga which is also trying to involve the suburbs and the municipalities of the metropolitan area in the development of an integrated night-time economy policy.

The consolidation of night-time services that have been tested on the occasion of seasonal events, such as the 24-hour rail service that connects the city centre with the suburbs on the occasion of the Malaga's city festival (Feria) is another challenge that is particularly relevant for night workers who have limited access to the public mobility services that connect the city with the suburban areas.

The members of **the URBACT Local Group of Malaga** can be divided into four main categories: public administration, university and research, business actors, civil society.

The stakeholders involved in the participatory group represent different dimensions of the night-time economy and governance at urban and metropolitan level.

- Directorate-General for Education, Youth and Employment Promotion (Malaga City Council)
- Directorate-General for Trade, Street Management and Promotion of Business Activity (Malaga City Council)
- Directorate General for Tourism and Promotion of the city (Malaga City Council)
- Directorate-General for Culture (Malaga City Council)
- Directorate-General for Mobility (Malaga City Council)
- Senior Intendant of the Malaga Local Police Force
- Management of Cleaning of Malaga, Municipal Public Company (Limasam) (Malaga City Council)
- Directorate-General for Environment and Sustainability (Malaga City Council)
- Directorate-General for Citizen Participation, Migration, External Action, Development Cooperation, Transparency and Good Governance Malaga City Council)
- Directorate General for Social Rights, Equality, Accessibility and Inclusive Policies (Malaga City Council)
- Malaga Sports and Events (Malaga City Council)
- Head of Cabinet, Government Delegation of the Andalusian Regional Government in Malaga
- Territorial Delegate for Health of the Andalusian Regional Government in Malaga
- Manager Malaga Port
- Theatre Soho-Caixabank
- Baños del Carmen
- English cemetery
- MAHOS - Association of hoteliers
- AEHCOS - Costa del Sol Hotel Businessmen's Association
- Andalusian Federation of Discotheques and Nightclubs
- Santo Amore Productions (Autocine)
- Andalucía de Noche: federation of leisure and recreation business associations
- Association of leisure, entertainment and discotheque businesses of Malaga
- Aumat (Majority taxi association in Malaga) - Unitaxi
- VTC Andalusia Business Association
- Flamenco Club Juan Breva
- Association of Bakeries of the province of Malaga
- Distributors Association Adisabes
- University Institute for Research in Tourist Intelligence and Innovation at the University of Malaga
- Habitat, Tourism and Territory Institute
- Department of Economic Policy - Faculty of Economic Sciences
- Chair of Commerce & Digital Transformation
- Youth Organisation Intercambia
- Cultural Association Zegrí
- Neighbourhood association - Asociación Central Ciudadana
- Bank Foundation Unicaja
- Association of Traders of the Historic Centre
- Association of Neighbours of the Historic Centre
- Association of Composers and Performers of Malaga (ACIM)
- Spanish Association of DJs and Producers (AEDYP)

Coordinator

María Alegría Novo de Lorenzo | Advisor to the delegate councilor for the specific area of commerce, management of public roads and promotion of business activity: the coordinator will ensure a close link between the night-time economy strategies and the local economic development strategies for creating new opportunities in the central and suburban areas of the city.

Focus of Malaga's Integrated Action Plan

- Impact measurement: improvement of local standards for collecting and analyzing data on the night-time economy to better examine the impact of this part of the local economy and support the action of decision-makers on the issue.
- Awareness raising: promotion of communication campaigns for different target groups with the aim of improving personal and collective behaviors at night to reduce protests by local residents and create greater awareness of working conditions at night.
- Cultural vibrancy: enhancement of traditional night-time cultural activities (flamenco shows, etc.), extension of cultural programs and organization of activities to suburban areas of the city
- Diversification of night-time economy: creation of alternative activities for different types of users, including sports activities, or testing the use of technology (videogames, artificial intelligence, etc.) at night
- Public spaces: promotion of night-time activities in areas of the city that are mainly used during the day (seaside promenade, public beaches, etc.).
- Local services: creation of new services for night workers and debate on timing and quality of urban services that operate at night (public transport, waste collection, environmental management, etc.).
- Governance of the night-time economy: creation of a Night-time Commission for promoting effective coordination between all the local players of the night-time economy.

Improving the perception of nightlife as a dimension for experimenting innovative activities for the **well-being of residents and achieving a balance among different needs of residents** is the main objective of the Integrated Action Plan which will be co-designed with the local stakeholders of Malaga.

Malaga's **learning needs and potential contribution** to the network:

The CIEDES Foundation has extensive experience in animating participatory processes and structuring models of integrated action planning, including through the use of innovative techniques such as persona modeling for the definition of needs and the creation of a shared vision.

The lack of data specifically focused on the night-time economy can be addressed in the medium and long-term by learning more about collection and analysis models introduced by other cities at European and global level.

Another necessity for a city launching a thematic action on the night-time economy for the first time is to improve the knowledge of techniques to elaborate holistic urban strategies. The inclusion of digital tools for the collection of qualitative information and the promotion of innovative forms of mediation between the interests of the different parties can also be done by comparing different models and strategies adopted by other cities in Europe.

The organization of targeted programs for local youth, such as Alterna La Movida, is an interesting contribution that Malaga can give to the network in terms of activation of specific target groups in the night-time economy. At the same time, Malaga can also offer an important contribution on the role of cultural institutions in the process of urban regeneration and in improving community spirit and sense of safety in central and suburban areas of the city, taking inspiration from the action carried out by Teatro Soho, which could also be interesting to highlight the positive impact on other business activities in the targeted areas (such as small shops, hospitality, etc.).

Another case of success that Malaga can contribute to the network on diversifying the cultural activities offer for the night-time economy is the Noche en Blanco (White Night) which once a year promotes cultural events in public spaces, cultural institutions and art galleries along the city at night, bringing together a remarkable number of citizens.

02.5

Nicosia

55.032
Inhabitants

400 Leisure Establishments

5 Parks open at night

Nicosia is the capital of Cyprus and the largest city of the island with a population of 55,000 inhabitants, while a total of 259,300 people live in its metropolitan area. Last divided capital in the world, Nicosia serves as the administrative hub of the country and primarily thrives on its service-oriented economy. The city houses the main national institutions, such as the government offices and ministries, but also banks, law firms and enterprises active in the legal and financial sectors. Seven universities are based in Nicosia, with around 35,000 students residing in its metropolitan area.

Nicosia is emerging as a center for innovation, entrepreneurship and research within the country, also thanks to the collaborative effort put in place by local and national institutions which attracted investments and supported the development of innovative enterprises and creative industries.

The city hugely invested also on the regeneration of its urban area, with an integrated spatial development strategy that contributed to revive the city centre still affected by the challenges of the division of the country in 1974. The relocation of municipal offices in the city centre and the revitalization of entire parts of the walled area are contributing to the activation of new business activities in the area's affected by city division. However, the presence of a UN-patrolled buffer zone and the abandoned buildings around Ledra Street are still posing important challenges for the future development of the city. The continuous efforts for reconciliation and engagement with the Turkish Cypriot community are ongoing, though certain areas still face obstacles to economic and social development.

Nicosia is also home to significant cultural institutions, and a lively artistic and creative scene. Despite lacking a coastal setting, the city is attracting new residents and visitors also thanks to massive real estate investments in line with the municipal strategies: this action contributed to create new residential opportunities in the modern part of the city but attracted also business actors who invested in making dining and hospitality sectors more vibrant and attractive.

Improving the quality of life at night is the main priority for Nicosia, which is tackling a series of **challenges that are strongly interrelated also with the future strategies of urban development.**

Nicosia and the night-time economy

Around 400 leisure activities operate in Nicosia, with the majority of them being restaurants and bars (these establishments combined accounts for almost half of the total), while the number of nightclubs and dance venues is still limited (only five in total, according to the statistics of the city tax department). The night-time activities are mainly attracting a local and metropolitan public, since tourism is still relatively developed in the city while in the summer period visitors from seaside tend to spend only few hours in the city before night falls. However, museums and art galleries of the city centre are testing innovative events and temporary openings after dark for inviting residents and tourists to join the growing cultural life of the city.

Nicosia is dealing with the presence of several illegal business activities operating at night-time. Lack of proper licenses for alcohol selling at night hours or abusive occupation of public spaces are some of the illegal acts perpetrated by the business owners. Other criminal issues happening in the city centre at night, such as drugs selling or illegal gambling, require solutions in collaboration with other fining authorities.

In terms of public spaces and services, 5 out of 44 city parks and playgrounds are open 24 hours while five bus routes cover the entire city after midnight from Monday to Sunday. The ongoing action of urban regeneration in the city centre is also trying to solve traffic and parking issue which are particularly intense at night-time: Nicosia is implementing a series of solutions to improve walkability and to reduce the use of private cars, even though only 4% of the population use public transport.

Restaurants, small bars and a limited number of nightclubs characterize the night-time economy of Nicosia, along with several cultural venues and event spaces.

The challenges of the night-time economy of Nicosia

The contrast to noise pollution stemming from loud music in bars and clubs require the integration of noise sensors into smart city systems strategically located in different corners of the city. The design and the implementation of effective technical measures for noise reduction need to be paired with zoning policies that ensure a coexistence between night-time economy businesses and new residential developments, especially in areas of the modern city centre where the demolition of abandoned structures to leave space for the construction of new buildings is already planned.

Nicosia intends to reform a series of regulatory aspects related to night-time economy, such as the closing time and licensing rules for bars and clubs but also the introduction of new legislation for nightclubs, aiming at reforming their operational practices. The contrast to illegal or unauthorized premises is the main reason behind the launch of new regulations, which are also needed for reducing the flexibility introduced during the COVID-19 pandemic emergency for night-time economy operators, often blurring the line between exceptions and the norm.

The implementation of a series of planning tools, such as the integrated urban development strategy and the sustainable urban mobility plan, will have an impact also on the improvement of city infrastructure and public spaces at night-time, tackling some of the most urgent challenges such as the lack of parking spaces in the city centre. The implementation of the spatial development strategy will serve also to integrate six neighboring municipalities that in 2024 will be under the direct management of the city of Nicosia: the process is not only having impact at administrative level but needs to be complemented also with the improvement of mobility services for the connection with the city centre at night-time and the valorization of the night-time economy in these suburban areas of the city. Nicosia intends to improve also other services operating at night-time, such as waste management and public transport, and is planning to improve the accessibility of roads and night-time economy premises such as bars and restaurants so to make them wheel-chair friendly and accessible for all.

The URBACT Local Group of Nicosia is made up of two main types of stakeholders: representatives of different departments of the local authority and representatives of different sectors of the civil society (dining and hospitality, entertainment, culture, inclusion, etc.).

The actors involved in the group represent different perspectives on the potential of the city at night-time. While some of the representatives of the civil society have already collaborated with the municipality in previous activities, the URBACT Local Group constitute the very first opportunity to address the challenges of the night-time economy and find common solutions.

- Department of Culture – City of Nicosia
- Department of Public Safety – City of Nicosia
- Department of Press and Communication – City of Nicosia
- Department of Urban planning – City of Nicosia
- Department of Economic development – City of Nicosia
- Members of the City Council – City of Nicosia
- Police
- Cyprus Public Transport
- Nicosia Tourism Board
- CVAR (Centre of Visual Arts and Research)
- Sistema Cyprus
- Nicosia Chamber of Commerce and Industry
- Bank of Cyprus Cultural Foundation
- Shop owners' organization
- Restaurant owners
- Pancyprian Association of Leisure Centre Owners
- Occhio Hospitality Group (restaurants, bars, cafes etc.)
- Cyprus Ambulance Service
- Cyprus Paraplegics Organization
- Representatives of cafe owners in the old city
- Representatives of restaurants chains
- Representatives of art studio owners
- Leventis Municipal Museum of Nicosia
- CARITAS (NGO on migrant issues)
- Leventis Gallery

Coordinator

Charis Theocharous | Coordinator of RISE Training for Excellence project and policy officer at the EU funds department of the Municipality of Nicosia.

Focus of Nicosia's Integrated Action Plan

- → Safety and contrast to noise pollution: Implementation of measures to mitigate noise pollution from entertainment facilities near residential areas; Development of strategies and initiatives to improve safety of public spaces at night (pedestrianization, lighting, etc.)
- → Accessibility: Optimization of infrastructures and transport options to facilitate mobility at night

The Integrated Action Plan aims to **initiate transformative change** at urban level in the field of night-time economy, fostering the collaboration between institutional stakeholders and civil society.

- → Cultural and business vibrancy: Support to night-time economy business activities and cultural and creative industries to enrich the city's cultural and economic landscape: promotion of quality night-time events for improving the city's cultural profile of the city and attract a diverse audience while contributing to the city's cultural richness
- → Governance of the night-time economy: Consolidation of collaborative tools for promoting a common understanding of the issues related to the night-time economy and promotion of active engagement of business, residents and cultural institutions in the medium and long term
- → Use of ICT: Promotion of innovative technology solutions to improve the efficiency and sustainability of services provided at night, in full compliance with the local smart city strategy
- → Tourism and Cultural Heritage: Creation of thematic initiatives (such as night openings of cultural institutions, night walks, etc.) to promote the preservation and promotion of city's cultural heritage for attracting diverse types of tourists interested in night-time activities
- → Environmental sustainability: Integration of sustainable practices in the management of night-time environmental services (waste, parks, streets, etc.)

The priorities set by Nicosia are in line with the city's commitment to innovation which has been carried out in recent years through collaboration between the Centre of excellence CYENS and local partners such as universities and research centers.

Nicosia's **learning needs and potential contribution** to the network:

As Nicosia has not been actively involved in an URBACT network for a long time, Nicosia needs support in applying co-creation methodologies and in defining innovative models of governance and engagement of stakeholders, especially on such a sensitive issue as the night-time economy which includes various elements such as the management of public spaces, the revitalization of the divided city centre and the enforcement of new regulations that may face disagreement in local civil society. The city also needs to know more on legislation and best practices implemented by other cities in Europe in relation to noise pollution.

The fresh experience of the city in the implementation of integrated strategies, such as those promoting the revitalization of the modern city centre, and the effective systems for monitoring noise pollution can be important contributions of Nicosia to the network's activities. In particular, the comprehensive code of practices for the management of outdoor music events (including the control of decibel levels, an internal licensing procedure and a set of rules for licensing and control) and the link with wider funding schemes (such as Horizon Europe or Structural Investment Funds) can be useful resources for upscaling the quality of local plans and for tackling some of the most urgent challenges shared by the cities of the network.

02.6

Paris

2.175.601 Inhabitants

83.000 Workers in the nightlife sector

500 Venues open after 2 am

Paris is the capital and most populous city of France with 2,175,600 inhabitants. The city is situated on the Seine River in the north of the country and is heading **one of the most dynamic regions in Europe**: the Paris region accounts for 18.3% of the French population (the whole agglomeration has more than 12.5 million inhabitants) and 30.7% of the national wealth.

The economy of Paris is primarily based on services and commerce: tourism and hospitality industries play a decisive role with more than 22.6 million tourists visiting the city every year. With 320 cinemas screens, 297 theatres, 70 concert halls and 997 public libraries, Paris has an unrivalled cultural offer. The French capital has also invested heavily in urban sustainability, with more than 100 parks, gardens and protected sites but also with the reopening of 5 kilometers of urban rivers since the early 2000s.

Paris is one of the world's most active cities in the fight against climate change, and has set itself the ambitious goal of reducing greenhouse gas emissions by 100% by 2050 while improving the well-being of its inhabitants and employment opportunities. The city has adopted the concept of the 15-minute city to promote better access to work, food, health, education, culture and leisure within a short distance of home. In recent years, a wide range of social, economic and environmental public reforms and measures have been implemented on different scales, aimed at improving the quality of life of the residents. These include the support to local shops with affordable rents, the pedestrianization of school streets and the reconversion of single use buildings into mixed-use. Combined with broader programs to create new bike lanes and urban forests, these initiatives have given a boost to urban sustainability while creating new opportunities for local businesses and communities.

Paris and the night-time economy

For several decades the vibrant nightlife of Paris has been one of the most distinctive elements of its identity. Historically Paris has been considered a city of tolerance and a space for testing innovative practices and lifestyles. Over time, the night-time economy of Paris has evolved along the time from closed venues, such as cabarets, nightclubs or cafés, to a greater use of public spaces and open-air facilities (such as parks or riverbanks). In 2001, Paris became one of the first cities in organizing a White Night (Nuit blanche), an annual nocturnal arts festival taking place in public spaces, museums and galleries in the city.

The night-time economy plays a crucial role in the city's economy: Paris has more than 15,000 bars and restaurants (25% of the shops of the city), 170 nightclubs and more than 600 venues are open after 2am. The city invested heavily in the preservation of night venues and in creating the conditions for opening new ones, including the temporary occupation for nocturnal activities of buildings to be repurposed and the creation of so-called "third spaces", alternative venues hosting parties and recreational events. 83.000 people are employed in the night-time economy of Paris: 13% of them work after 9 pm.

In 2010, Paris organized a consultative assembly on the night-time economy which led to the creation of a night policy for the city and the establishment of the Night Council (Conseil de la Nuit) in 2014. Managed at municipal level but based on contact points in each administrative department, the night-time policy is clearly indicated as part of the mandate of one of the deputy mayors, and each district has an elected official in charge of night-time policies. The Night Council brings together six different categories of stakeholders (institutions, associations, unions, specific organizations, experts and personalities, committee of nightlife users) and eight thematic working groups (New spaces for Paris' night-time; Prevention of risky behaviors; Discrimination; Mobility; Safety; Retail and work; Nightlife promotion; Ecologic transition) addressing the main strands of the local debate on night-time economy. Between 2014 and 2020, Paris carried out 37 actions in 4 main thematic areas, with the objective of developing, promoting and regulating the night economy at urban level. Among these activities, the Night Council supported nightlife projects such as festivals and exhibitions, created a map of outdoor spaces for the organization of night activities during the pandemic emergency, explored the connection with the Paris' tourism strategy, launched an awareness-raising initiative against the use of non-reusable plastic in night venues and promoted a campaign (in collaboration with the activist group Consentis) for promoting the culture of sexual consent at festivals and nightclubs.

Several services are available at night-time: night buses lines run from 00.30 am to 5.30 am, 60 sports facilities are open until midnight (while the others close at 10 pm), 5 municipal libraries are open in the evening and a post office is open around the clock.

Finding a balanced approach between the well-being of residents and the attractiveness of night-life is the biggest challenge that Paris faces in making the night better for all.

The challenges of the night-time economy of Paris

Noise pollution is one of the main concerns of the residents: over 12,000 reports of noise pollution are submitted each year via the digital application DansMaRue, which allows Parisians to report irregularities in the public spaces to the administration.

The development of an inclusive nightlife taking into account a series of aspects, such as social cohesion, the reduction of all forms of harassment and discrimination and the improvement of accessibility of night venues and public spaces for disabled people is another priority for Paris, which is also working to reduce sexual and sexist violence in nightlife settings through a multi-faceted and integrated approach.

The reduction of drug and alcohol-related harms is another aspect where Paris is taking new measures for creating a healthier night-time environment not only in dining and entertainment venues, but also promoting a cultural change to combat violence and criminal phenomena happening in private homes (where most of the criminal offences are reported, according to a recognition carried out by the police) during night-time hours.

The involvement of the nightlife sector in the implementation of the Sustainable Development Goals and the support to the development of new night-time economic activities that take place in outdoor spaces can contribute to promote the environmental dimensions of night-time sustainability, while improving the well-being of those working in nightlife and creating new business opportunities for the sector.

Paris also wants to increase the visibility of schemes to support music venues that invest in security, accessibility, noise reduction and ecologic transition. The call for proposals, issued once per year in partnership with the National Centre for Music, provide useful financial support to night-time economy professionals and business owners for renovating night venues and make them more sustainable.

Furthermore, the continuous promotion of the attractiveness of the nightlife of Paris at national and international level is part of the city's tourism development strategy to increase the number of repeater tourists coming back to Paris to enjoy the night-life: the growth from 5% in 2015 to 18% in 2022 is considerable, but still far from the percentage recorded by Berlin, where half of tourists return to the German capital to enjoy night-time activities.

Building on the Night-time Council, **the URBACT Local Group of Paris** is composed of three main categories of stakeholders: institutions, nightlife professionals and NGOs.

These groups have already worked together on several initiatives but will continue to collaborate to explore new areas of the night-time economy where the joint development of policies can be beneficial to all.

- Cabinet of Deputy Mayor on night-time economy (City of Paris)
- Cabinet of Deputy Mayor on urban safety (City of Paris)
- 13rd Arrondissement Town Hall (City of Paris)
- Department of democracy, citizenship and territory (City of Paris)
- Office of Citizen Participation and Volunteers (City of Paris)
- Office of Egality, integration and Inclusion (City of Paris)
- Department of Municipal Police (City of Paris)
- Communication Department (City of Paris)
- Metropolitan service for contrasting Risky behaviors (City of Paris)
- Youth Department (City of Paris)
- Tourism Office (City of Paris)
- CSLMF (Club union)
- SOCLE (Cultural organizers union)
- CBB (Association of cultural bars)
- Consentis (NGO for prevention of sexual violence)
- Fetez Clair (NGO for reduction of drug and alcohol abuse in nightlife settings)
- Les Pierrots de la Nuit (NGO for reduction of noise pollution in nightlife venues)

Coordinator

Thierry Charlois | Project Manager for nightlife policy of the City of Paris since 2014 who has previously worked for various organizations and projects in the fields of drug harm reduction and safer nightlife.

Focus of Paris' Integrated Action Plan

- → Safety: Organization of public events and activities for promoting a behavioral change in public and private spaces (drug harm reduction, etc.); extension of the training schemes for business owners, and night workers (security staff, bartenders, etc.) to combat all forms of violence and harassment in night venues
- → Measuring the impact: Improvement of the accountability of the Night Council through better access to data for analysis and policy-making
- → Governance of the night-time economy: Breaking down thematic silos to create better policies at different levels while acknowledging the night-time as a space for change and innovation
- → Communication: Launch of campaigns for promoting better access to funding and resources to improve night-time venues and encourage more respectful behaviors from party-goers
- → Civic engagement: Consolidation of participatory activities in the framework of the local police's Observatory of Public Safety

Paris aims to reinforce the impact of some of the activities already carried out on night policies, focusing on some of the emerging priorities, such as the creation of a **safer nightlife for all as a prerequisite for social and economic development.**

Tackling risky behaviors to improve the sense of safety at night is in line with a series of activities previously launched in collaboration with local NGOs or with activities which are in the phase of testing, such as the launch of the "Ask for Angela" campaign in bars and night venues to protect people from sexual harassment through the use of a codeword that activates trained staff in potential situations of danger.

Paris' **learning needs and potential contribution** to the network:

Paris has a solid knowledge of the participatory mechanisms used on night-time economy issues since the creation of the Night Council in 2014. However, Paris can benefit from comparing data collection and analysis strategies carried out by other cities, to improve the way data related to specific night-time challenges (such as the safety of public spaces) are monitored and shared with different types of public.

The wide range of initiatives and the integrated model of governance implemented by Paris can be important contributions from Paris to the network activities, and serve as inspiration for the cities in the phase of integrated action planning. In particular, the initiatives carried out to foster gender equality and promote the diversity of the night offer for different audiences are an interesting contribution that can enrich the action of other cities in the network by providing an original perspective in terms of promotion of diversity and cultural vibrancy.

02.7

Piraeus

168.152
Inhabitants

650
Restaurants

81 Parks
open at night

Piraeus is the fourth largest city of Greece per number of inhabitants, with a total population of 168,151 residents. Piraeus is located 13 kilometers southwest of the centre of Athens, in the Attica region and is home to the most important port in Greece and one of the largest in the Mediterranean serving as a **crucial gateway between Europe, Asia and Africa.**

Port activities are a major driver of the local economy, handling a vast amount of cargo and passenger ships. Maritime services, such as shipbuilding, repair and logistics companies that complement port activities are particularly important for a city that has restructured several port-related business sectors following the financial crisis of 2009. The city has also developed an ambitious blue growth smart specialization strategy to support the sustainable development of the maritime sector and promote the role of the blue economy in creating new jobs in the medium and long term.

Piraeus is also an important commercial hub with several retail districts, while the tourism industry is growing and attracting more tourists than just those sailing from the port to the Greek islands. Hotels, restaurants and related services animate various areas of the city, especially in the summertime, as well as the rest of the coastal part of the region. Sport is a very important driver of growth for Piraeus, with a large number of sports clubs and venues that also host events and entertainment activities.

The completion of huge infrastructural interventions on the area's transport network, such as the extension of the metro line connecting Piraeus to Athens, contributed to improve the quality of life of residents and reduce the use of private cars. The city is also implementing a smart city strategy, using a range of applications to improve the safety and efficiency of the public spaces.

Piraeus and the night-time economy

With the decline of this neighborhood and the construction of new marinas, the focus of the nightlife shifted to other parts of the city, attracting customers from Athens and the rest of the region especially in summer.

The vibrant dining and clubbing scene of the city has contributed to the social and economic vitality of Piraeus, which focuses on street events and festivals for revitalizing the city centre. Restaurants, bars and galleries also contribute to the regeneration of former industrial areas, promoting the temporary reuse of abandoned spaces and the cultural vibrancy of the city. 9% of city's total workforce is employed in the catering, accommodation, arts and entertainment sectors of Piraeus, most of whom work after dark.

Piraeus also offers a wide range of services that are available at night. Among them, retail activities such as the kiosks (periptero) are a true local institution, providing proximity services in the neighborhoods and contributing to improve the safety of public spaces at night. In terms of environmental sustainability, 81 of the city's 88 parks and gardens are open at night-time while an innovative door-to-door waste collection programme is promoting an effective systems of waste collection and recycling in the nocturnal hours. On Fridays and Saturdays, the metro extends its operating hours until 2am, while two 24-hour bus routes connect Piraeus with the city centre and the northern suburbs of Athens.

Pireaus is embracing the use of sustainable technologies for tackling some of the biggest challenges of the night-time economy. The installation of new LED lights and smart pedestrian crossing, as well as the use of sensors for detecting noise pollution have improved the perception of safety and the quality of public spaces at night.

For decades, Piraeus' night-time economy was linked to the vitality of the port, with most bars and restaurants concentrated in areas such as Troumba adjacent to the maritime part of the city.

Promoting a vibrant nightlife throughout the year and not just during the summer months in the coastal areas is one of the main challenges that Piraeus is tackling by **supporting the revitalization of neighborhoods.**

The challenges of the night-time economy in Piraeus

In a city where the night-time economy has been growing in recent years, also thanks to the creation of new accommodation and entertainment options, the efficient management of services and public spaces in its central and suburban nightspots is a priority.

Promoting a vibrant nightlife throughout the year and not just during the summer months in the coastal areas is one of the main challenges that Piraeus is tackling by supporting the revitalization of neighborhoods such as Troumba, which was famous for its cabarets and wild nightlife activities which were shut down during the dictatorship in the late 1960s. The area is experiencing a revival through the redevelopment of abandoned buildings and the creation of new nightspots.

The fight against noise pollution is another major challenge in a city like Piraeus that is contrasting the effects of the excessive noise level in the city centre as in the suburban coastal areas. Road traffic in the port area, as well as in the rest of the city is another source of noise, that the city is addressing by promoting sustainable transport options after dark but also by reducing the circulation of private cars at night. This solution would also solve the problem of limited parking availability during the evening and night rush hours and reduce or eliminate the presence of illegal parking areas in the city.

Piraeus is also focusing on improving the sense of safety of residents, visitors and night-time users and on promoting better behaviors of business actors and the local population in terms of proper disposal of waste and garbage. Improving the efficiency of environmental services and combating vandalism in public spaces are important concerns for Piraeus which has tested innovative measures with the UIA project Be Secure Feel Secure, which could be extended and consolidated with a night-time focus.

Through its dynamism, **the URBACT Local Group of Piraeus** ensures that it remains effective and relevant in addressing the evolving challenges and opportunities within the community.

Representatives of city departments and services, business associations, and sports clubs are part of the dynamic URBACT Local Group (ULG) of Piraeus. This group is characterized by its adaptability and responsiveness to changing local needs and conditions. Its main objective is to enhance the governance of the night-time economy by promoting solid cooperation between local institutions and stakeholders.

- Directorate of Tourism (City of Piraeus)
- Directorate of Planning (City of Piraeus)
- Directorate of Cleaning and Recycling (City of Piraeus)
- Department of Greenery and Landscaping (City of Piraeus)
- Directorate of Electrical Engineering (City of Piraeus)
- Mayor's Office (City of Piraeus)
- Directorate of Culture and Sports (City of Piraeus)
- Directorate of Finance (City of Piraeus)
- Office of Deputy Mayor of Public Health and Social Services, President of the Local Council for Crime Prevention (LCCP) (City of Piraeus)
- Financial Committee Department (City of Piraeus)
- Municipal Equality Committee (City of Piraeus)
- 1st, 2nd, 3rd, 4th, 5th Municipal Communities of Piraeus
- Youth Culture, Sports and Sports Organization
- Piraeus Port Authority
- Piraeus Kiosk Association
- Peace and Friendship Stadium (SEF)
- Traders Association of Piraeus
- OLYMPIACOS FC (sport club)
- Piraeus Police Department
- Municipal Police
- Europe Direct Piraeus

Coordinator

Erifili Baloti | Associate to the Municiaplity of Piraeus and project manager of EU co-funded projects.

Focus of Piraeus' Integrated Action Plan

- → Safety: Improvement of public safety at night through the use of ICT solutions to improve lighting and energy efficiency.
- → Cultural vibrancy: Support to cultural events and venues to enlarge the range of night-time activities for residents and visitors.
- → Sustainable mobility: Promotion of systems of carpooling and/or car-sharing for reducing the number of private vehicles circulating in the city centre; Better management of road traffic and logistics of goods related to night-time port/maritime activities.
- → Public spaces: Reactivation of streets and squares in night-time districts such as Troumba and Mikrolimano to improve the attractiveness and quality of the areas; Contrast to illegal use of public areas for parking.

Promoting a **thriving and sustainable night-time economy** that contributes to the social life and economic vitality of the city is the main objective of Piraeus.

→ Tourism: Connection with tourism promotion strategies for enhancing the role of festivals, street events and cultural offer of night-time activities as part of city's attractiveness.

→ Noise Pollution: Placement of Smart Noise-Monitoring IoT Sensors in key areas to track noise levels, allowing quick response to disturbances and aiding in strategic placement of entertainment zones to reduce noise impact.

The city wants to ensure a balanced coexistence of different night-time activities for the benefit of residents and visitors: cultural and sporting events, entertainment and cultural activities are part of the integrated strategy that the city wants to develop in collaboration with local stakeholders.

Piraeu's **learning needs and potential contribution** to the network:

Piraeus has a wealth of experience in developing innovative projects, and aims at connecting the action on night-time to broader strategies which are reshaping the city's profile, such as the sustainable urban mobility plan, the blue growth strategy (which was at the heart of the URBACT Transfer networks BluAct led by Piraeus) and the gender equality plan.

However, the city needs to deepen its understanding of integrated action planning, and promote the combination of different policies and the alignment with specific nuances of the night-time economy of Piraeus. On this topic, the city wants to improve its capacity to promote collaborative and participatory approaches with stakeholders and community members that cover different dimensions of the debate on the night-time economy and governance.

The innovative measures carried out for the safety of public spaces and the use of technology for the smart management of public spaces are elements that Piraeus can share with other partners of the network, also focusing on specific elements such as the promotion of small retail businesses at night and the active involvement of small business owners in collaboratively improving the safety perception of different types of city users.

02.8

Tallinn

445.002
Inhabitants

14.792
Employees in night-time industry

20 Music & Nightlife venues

Tallinn is the capital of Estonia and the country's largest city with a population of 445,000 inhabitants. Tallinn is the **major hub for business, innovation and culture in Estonia**, after having experienced turbulent years in the 1990s when the city changed completely its whole economic system with the independence from the URSS (gained in 1991). The city rapidly became the administrative and financial centre of the country, and developed a strong ICT sector, which also contributed to improve the efficiency of the public sector by introducing innovative e-governance solutions.

Real estate development led the regeneration of large parts of the city. The medieval Old Town, which has been declared a UNESCO World Heritage Site, contributed significantly to the growth of tourism, together with the artistic and cultural vibrancy of the city. As European Capital of Culture 2011, Tallinn made huge investments in cultural infrastructures and facilities and began promoting the creative economy as part of the city's branding, laying the foundation for increased artistic and cultural production for residents and visitors. The regeneration of former railway areas such as the Telliskivi district was decisive for the creation of a creative district where some of the most important creators and designers of the Baltic region are installed.

As the European Green Capital 2023, Tallinn has invested in the regeneration of green and public spaces and recently adopted the ambitious Tallinn 2035 development strategy which focuses on carbon neutrality, climate adaptation and sustainable energy, among other things. Tallinn is the first European capital to offer free public transportation to its citizens, as part of a broader strategy to promote sustainable transport. The city has also developed a systemic approach for localizing SDGs implementation by 2035, setting clear commitments in several fields (including the organization of green cultural and artistic events).

Tallinn and the night-time economy

The creation of new cultural and music venues as part of the European Capital of Culture investments and the regeneration of districts such as Telliskivi were turning points for Tallinn, making its nightlife an interesting element of the city's appeal to tourists as well.

The night-time economy raised to the top of the political agenda since 2021, with the appointment of a night-time economy advisor and the allocation of funds to promote cultural vibrancy at night and the development of new services after dark. These services include the creation of four night-bus lines running at weekends between 00.30 and 5 am (with departures every 30 minutes). This pilot project was launched in May 2023 and had considerable success among the night users (90% of the passengers surveyed wanted the service to be consolidated) and in 2024 it will be extended and adjusted to connect neighborhoods not yet covered by the service. Tallinn also invested in a local measure to support live music venues: each venue can receive up to 15,000 euros if it offers showing a six-month concert program with at least 10 ticketed shows.

In 2022, the nightlife-related sectors (accommodation, dining, bars, creative, artistic and entertainment activities) in Tallinn employed 14,792 people and generated a total taxable turnover of 738,129,936 euros. Approximately 50% of the city's 400 bars and restaurants operate until 10 pm and later. In terms of cultural vibrancy, the city hosts around 20 spaces qualified as music venues or clubs, 11 cinemas and 17 theatres.

Several services are also open after dark: among these, the majority of the public parks (around 150 in total), university libraries and grocery stores are open until 11 pm while some gyms, shops, pharmacies and fast food outlets are open around the clock.

Improving the measurement of the impact of night-time economy is an important element in better understanding the scale of the night-time activities in Tallinn.

In the 1990s Tallinn began to develop a strong cultural and music scene that quickly increased the vibrancy of the city after dark.

The challenges of the night-time economy in Tallinn

Dealing with noise complaints from citizens in the various areas where night-time activities take place close to residential areas is one of the main challenges that Tallinn is tackling. Principles such as the "agent of change" (which applies to developers of residential complexes who are responsible for soundproofing or mitigation solutions to avoid negative impacts from nightclubs and music venues already present in the area) have not yet been introduced in Tallinn: the institution of this urban planning solution would reduce conflicts between residents and night-time users and entrepreneurs.

The city is also dealing with the problems associated with the local binge-drinking culture and the low level of supervision of responsible alcohol serving. Strict rules apply to the sale of alcohol after dark: the sale of alcoholic beverages it is prohibited between 2 am (3 am in nightclubs) and 6 am on weekdays and between 3 am (4 am in nightclubs) and 7 am on weekends. These regulations apply without distinctions to all the establishments open at night, without making any distinction between small cocktail clubs and large cultural venues. This element is particularly challenging as the economic sustainability of many smaller cultural venues and clubs is closely linked to alcohol sales: a reform of the licensing system with the introduction of more flexible regulations could be useful to preserve the diversity of the city's night scene.

Improving the measurement of the impact of night-time economy is an important element in better understanding the scale of the night-time activities in Tallinn, in order to adapt local policies to the exact number of bars, music venues, pubs and nightclubs that are actually active at urban level. The use of better-quality data on night-time economy could also improve decision-making on this topic and break thematic silos that still limit the development of integrated policies considering different dimensions such as culture, urban development, health and others.

In addition, the creation of more free alternatives to drinking and partying in public spaces during the night is a need shared by different categories of night users, who demand more free activities at night in public spaces and parks.

An informal group of stakeholders active at night is already actively consulted by the city as part of its night-time economy activities, but **the URBACT Local Group of Tallinn** can consolidate the engagement of different categories of stakeholders, such as owners of night-time venue, night workers (bartenders, security staff, etc.), departments and agencies of the municipality, city districts.

Five focus groups (managers and owners of night-time economy venues; real estate developers; night-time workers; content creators, artists and designers; partygoers and homestayers; sexual harassment campaign) were consulted to advise a balanced composition of the ULG before the formal beginning of the activities.

Studio ETK D3	Karakter	Mariliis Mõttus (journalist)
Studio EKKM	Ülase 12	Marit Oja – Night Elves project manager
Wambola Surf	Kersten Kõrge (DJ/artist/ promoter)	Johan Hallimäe – acoustic
HALL	Liisa Aan (DJ, promoter)	Representative of MUPO (Municipality police)
Tsungel	Ann Kelder (researcher)	Representative of Estonian Police
9/11	Kristel Akermann (resident of Tallinn old town)	Representative of a property developers

Coordinator

Natalie Mets | Night-time Advisor for city of Tallinn, who worked more than 10 years in night-time and culture industry as promoter manager and festival organizers, and is one of the co-founders of IDA online community radio.

Focus of Tallinn's Integrated Action Plan

- Licensing and regulations: Reform of the local licensing regulations with a reduction in restrictions applying to smaller cultural venues and clubs.
- Cultural vibrancy: Consolidation and possible extension of the local programme to support to music projects and venues.
- Safety: Introduction of harm reduction policies to be applied also to drug use; organization of training activities for bars and club staff to combat harmful behaviors.
- Sustainability: Introduction of measures for the organization of green events and SDGs localization with night-time activities.
- Governance: Development of an integrated and participatory governance for Tallinn's night-time economy.

The plan will be based on the main elements that will emerge form a study conducted with interviews to night-time economy stakeholders. The ambition of the city is to raise awareness on the untapped potential of the night-time economy while improving the quality of decision-making on the topic.

Tallinn's **learning needs and potential contribution** to the network:

Acquiring knowledge on methodologies and techniques for improving the measurement of the night-time industries is the main learning need for Tallinn. The city has extensive experience in applying the URBACT method and negotiating policies and strategies related to night-time economy. However, the participation in Cities After Dark can be useful to deepen aspects that have been just partially addressed, such as how to ensure security of public spaces and how to revive parks and green areas at night.

The strong experience of the city in establishing a solid governance system for the night-time economy and thematic experience on sustainable night-time mobility and financial schemes to support music venues and clubs can bring original elements to the exchange with the other partners of the network. In particular, the issue of political support for the night-time economy strategies is important to improve the dialogue between elected or appointed representatives responsible for night-time issues and to stimulate a conversation on how to improve how the local government organizational chart can better respond to the challenges of the night-time economy.

02.9

Varna

348.594
Inhabitants

1070 Bars & Restaurants

63 Venues open after Midnight

Third city per number of inhabitants in Bulgaria with a population of 348,000 residents, Varna is located on the Bulgarian Black Sea coast in a strategic position for maritime activities and tourism. As one of the **oldest human settlements in Europe, dating back 6300 years**, its rich cultural heritage still plays an important role in the city's identity. After Bulgaria's independence in 1878, the city developed into an important administrative and cultural centre, while its character as a coastal city remains crucial to the local economy, with activities such as ship building, ship repairing and port activities as the largest Black Sea port driving local and regional growth.

The city has been the country's most popular tourism hub since the 1920s. At that time Varna was officially designed health and thermal resort due to the hot spring waters, beautiful beaches and forests surrounding the city. This combination of these elements made Varna famous throughout the country, and new tourist infrastructures were created to accommodate workers and families. More recently, Varna gained in popularity on a national and international level for the Golden Sands resort area, located 18 km from the city centre, which became one of the main attractions for seasonal tourism (around 1 million visitors were registered in 2022).

Financial services, fintech and IT industries have become the main engines of growth of a city that is constantly attracting new talents over the last decades. Varna today has six universities with 30,000 students (a third of them coming from abroad), a vibrant academic community that fosters a knowledge-based economy and a strong connection with various sectors of the local economy. The development of digital and green solutions promotes innovation and smart specialization of the city, which is developing a new development model that combines traditional manufacturing sectors with high-tech companies.

Varna and the night-time economy

The Varna Summer Festival, with its articulated music and theatre programme, has shaped the city's artistic life for more than a century, while Varna has hosted the first festival of Bulgarian movies since the 1960s, which is still an important cultural attraction for residents and visitors.

As soon as the city established itself as a tourist destination, Varna began to lay the foundations for a night-time economy, mostly seasonal and taking place in outdoor spaces. Terraces of bars and restaurants, but also nightclubs playing loud music all night long, became symbols of a vibrant (and often unregulated) nightlife in the city. The development of Golden Sands' tourist facilities, which are particularly popular with tourists coming from northern Europe, shifted the attention of local partygoers away from the city centre, that has only recently begun to attract various types of visitors at night. Festivals and cultural activities, together with beach clubs, bars and restaurants, form the core of the city's vibrant nightlife scene. Over the last decade, the regeneration of the port has led to the creation of new gastronomic and hospitality activities in an area that will in the future host multifunctional venues for exhibitions, concerts and other cultural activities. Around 70,000 people work in the city's restaurants, bars and hotels while 63 out of 1070 business activities registered under the category "food and fun" have the permission to operate after midnight.

Varna's night-time economy is also strongly supported by a vibrant cultural scene, with 9 movie theatres, two multi-functional spaces (the festival and congress centre, the hall for sports and culture) and three theaters which also operate during the summer months in outdoor spaces and festivals. Public parks located near the seaside play an important role in hosting cultural and community activities at night, but also sports facilities and classes open 24hours a day in the Sea Garden Park, an extensive green space that connects the city centre with the suburban areas.

The popularity of **Varna as a holiday destination** has led the municipality to organize artistic and cultural activities after dark for more than a century.

Redesign the schedule of the night-time economy activities is one of the biggest challenges faced by Varna, which is fostering a change in the lifestyle of its inhabitants also by intervening on public transportation.

The challenges of the night-time economy in Varna

Public buses run between 5 am and 10.30 pm in winter, while some lines run until 00.30 am in summer. The lack of sustainable alternatives to the use of private cars or taxis has an impact on traffic and noise at night, but also on the perception of the vibrancy of nightlife activities: especially in winter, many residents don't attend cultural events at night due to the lack of public transport. Seasonal events, such as the Christmas markets, the New Year's Eve concert or the festivals organized in summer on the beach or in public spaces and parks, contribute to make the city centre and the port area more lively but a greater support for after dark activities throughout the year may be important to inspire a change in mentality among different categories of residents. At the same time, this behavioral change can have a multiplier effect, leading to the expansion of public mobility services and the use of sustainable alternatives (such as the electric bikes of the bike-sharing system to be launched in 2024) which can be useful not only for party-goers but also for the night workers.

Noise pollution is another important challenge, caused not only by parties and loud music but also by illegal racing on the empty streets at night, the unauthorized use of fireworks (which by law are only allowed during national celebrations) and the unloading of containers in the port area. Improving control systems to combat violations of local regulations is a necessity related to the division of roles between the National Agency for Health (the only body that can directly carry out controls) and the local policy, which is responsible for local safety but cannot use devices to measure decibel levels and impose fines. Varna has a noise pollution map but improving national legislation on the issue or introducing automated systems to control decibel levels could be useful to reduce protests from residents and strike a better balance between the needs of those who want to rest and those who want to do business or have fun.

The stakeholders involved by **Varna in the URBACT Local Group** represent the diversity of views on how to make the city more efficient and productive at night, while improving its attractiveness and vibrancy.

Although a participatory group dealing with night-time economy issues has never been established in Varna, the URBACT Local Group is a promising reference point for solving in a collaborative way some of the challenges that arise from the daily experience of most of the members.

- Directorate for Tourism (City of Varna)
- Directorate for Control of public order (City of Varna)
- Directorate for Environment and ecology (City of Varna)
- Department of Culture (City of Varna)
- Department of Legal affairs (City of Varna)
- Department of Urban maintenance and Public parks (City of Varna)
- Public transport company (City of Varna)
- Waste management company (City of Varna)
- Department for social affairs (City of Varna)
- Local police
- Port authority
- 5 Districts' mayors
- University of Economy
- Varna University of Management (VUM)
- Medical University of Varna
- College of tourism
- Chamber of Tourism
- Association of bar owners
- Association of restaurant owners
- Concessionaries of the port and balnear area
- Talyania NGO (Creative District)
- Chamber of Architects
- Association of Architects
- Cycling Club
- Bike sharing company
- Association for environmental development of Varna
- Sports club
- Theatre, music venues and cinema owners
- Festival and Congress Center
- Night shops
- Local producers, groups and artists
- ReBonkers (alternative art space)
- Varna Spaces (NGO on urbanization)
- Local high schools
- Public library

Coordinator

Kalina Zhecheva | Executive director of the Talyana Association and the independent cultural space ReBonkers, co-organizer of several night-time and cultural events in the city.

Focus of Varna's Integrated Action Plan

→ Cultural vibrancy: Improvement of the cultural offer and rebranding of the activities organized after dark to achieve better promotion at different levels; definition of specific funding for night-time activities in the annual fund financing innovative cultural projects.

- Urban mobility: Extension of the services of public transportation in the evening for reducing the use of private vehicles and improving access to seaside resorts during the summer months.
- Noise pollution: Testing the introduction of ICT tools and data analysis to better control noise nuisance and violations of the law.
- Public spaces: Improvement of the use of public spaces, including through urban planning solutions for cultural activities.
- Civic engagement: Active participation of expats and foreign students in the definition of new policies and measures to be implemented at night for tackling the main challenges of Varna's night-time economy collaboratively.

Improving local night-time services and developing night-time economy as part of Varna's attractiveness, **quality of life and civic engagement for different categories of residents** are the main priorities that Varna aims to develop with its Integrated Action Plan.

Varna's **learning needs and potential contribution** to the network:

Even if the city has a strong experience in using the URBACT methodology for active engagement of local stakeholders and integrated urban planning, Varna needs more knowledge on how to effectively mediate between the needs of different stakeholders and residents on the interlinked issues related to the night economy, which is a promising but controversial field of action in terms of cohesion of the local community. Breaking down thematic silos and improving cooperation among different city departments and agencies (such as public transport or waste management, also for the reorganization of services and functions at night) is another challenge that can be addressed by drawing inspiration from similar experiences of other cities in the network, and beyond.

As the focus is on measures to contrast the noise, additional knowledge sharing on the impact of noise on public health might be needed to better define a set of measures that can potentially be tested and implemented at night. Further elements on the use of sustainable mobility systems at night and the planning and the implementation of the expansion of public mobility services may be useful to help Varna address one of the key challenges highlighted by the URBACT Local Group. On this topic, the city can share its experience on temporary pedestrianization of public spaces and the reuse of public parks and squares for festivals and cultural events. Furthermore, Varna has extensive experience with EU co-funded projects and local programs to support cultural innovation, such as the annual fund for culture, which may be transferred to other cities of the network to promote the creation of original initiatives to consolidate the cultural vibrancy of cities at night.

02.10

Zadar

70,779
Inhabitants

519.883
Tourists in 2023

8 Movie Screens

Situated on the Dalmatian coast, Zadar is the fifth largest city in Croatia per population with 70,770 inhabitants. After Croatia's independence in 1991, tourism quickly became the most important sector of the local economy, followed by construction and the fishing and processing industries (which together with the machinery sectors, were the most important industries before the 1990s). Shipping is another crucial sector for Zadar, which is home to the largest shipping company in the country accounting for 40% of Croatia's merchant fleet. Zadar has long been one of the cities with the highest economic growth in Croatia, and the unemployment rate is one of the lowest in the country at around 7%.

The strategic position on the Adriatic and the regeneration of the city centre, with its unique combination of Roman ruins, medieval churches and Venetian walls, have boosted tourism in Zadar, especially in the summer months. The renewal of the waterfront and the creation of unique attractions such as the Sea Organ and the Greeting to the Sun attracted a significant number of visitors in the last decade (almost 520,000 arrivals in 2022, +42% compared to 2021).

The port of Zadar plays a crucial role in trade and transportation, serving as a passenger terminal for ferries connecting the city with nearby islands (more than 300 in the Zadar archipelago) and coastal towns, while a new port for cruises has boosted this particular type of tourism in the city in recent years. Furthermore, Zadar is an important university centre with more than 6000 students and 27 departments that contribute to the academic vibrancy of the city.

Zadar and the night-time economy

Most of the events are seasonal and are linked to the arrival of tourists in summer, who can enjoy midnight concerts, art or electronic music festivals. The daily light show at the Sea Organ, with an installation of 300 multi-layered glass panels that absorb solar energy during the day, contributed to revitalize the city's waterfront and test innovative uses for public spaces through night-time lighting.

The use of outdoor spaces is a characteristic element of Zadar's seasonal nightlife, with the organization of film screenings and cultural events also in multifunctional spaces such as the Rector's Palace. Two public parks open 24 hours a day host also sports facilities, such as basketball courts which are open until 10 pm, and green areas which are strongly used by residents after dark.

Zadar also has a vibrant cultural life also in winter, being the only city in the country beyond Zagreb to have a year-round concert and theatre season. The organization of cultural activities for different target groups (families, students, etc.) contributes to the vibrancy of the city at night, while bars are allowed to work after midnight only on the weekends (until 3 am in the summer period).

Retail activities are open until midnight in the Old Town, and public buses connect the centre with the city's suburban areas until 10.30 pm, with the service being extended until 00.30 am in summer.

Since the 1990s, when Zadar became a tourist destination, the night-time economy has developed considerably, with the opening of numerous new bars and restaurants in the Old Town, as well as with a revival of cultural activities.

Supporting the creation of new cultural activities and the activating specific target groups, such as the students of the local university, can lead to a **stronger attractiveness of the city centre all the year round**, with positive impact also on business activities.

The challenges of the night-time economy in Zadar

The concentration of bars, restaurants and cultural activities in the Old Town has led to an increase in conflicts between the entrepreneurs of the hospitality industries and the residents of the area (especially elderly persons and families), who want their right to rest at night guaranteed, especially in the summertime. Even though many residents move out of the city centre during the summer moths and rent out their apartments on a short-term basis, the noise in the Old Town and the traffic around the city centre doesn't make the area attractive to residents of the suburban and metropolitan area, who would prefer to have more activities nearby at night. The organization of events such as the KvartArt Festival, which attracts local artists and DJs, has helped to liven up other neighborhoods of the city, but it needs to be included in a comprehensive cultural programme that spreads night-time vibrancy in different areas of the city.

The seasonality of cultural events and festivals is another challenge that affects the quality of the night-time offer in the Old Town during the winter months, where a reduced number of cultural activities and events has also led also to the closure of bars and restaurants, most of which are only open in the summer (only a few are open in the Old Town in winter).

The lack of music venues such as concert halls or clubs for live music is an important factor for a city that has a vibrant cultural scene, with chamber orchestras, hip-hop artists and DJs, but few places where music is played at night. Bars and pubs mostly host pub quizzes and similar activities, but measure to improve the offer could be important to raise the profile of Zadar's night-time economy while preserving the residents' right to a good sleep at night.

The URBACT Local Group of Zadar is made up of representatives from the public sector, business stakeholders and cultural interest groups.

The connection between the strategies of cultural and tourism promotion and the support to night-time economy in various areas of the city, and not only in the summer period, is a tangible element in the composition of the ULG, which aims to address the main challenges related to the development of the night-time economy and to create a joint action on this topic for the first time in Zadar.

- Department for EU Funds (City of Zadar)
- Department of Finance (City of Zadar)
- Department of Local Economy and Tourism (City of Zadar)
- Department of Urban Planning (City of Zadar)
- Department of Culture and Sport (City of Zadar)
- Department of Infrastructure (City of Zadar)
- Zadar Tourism Board
- Zadar Public Transportation Company
- Zadar Association of Craftsmen
- Guma Night Club and Bar
- Zadar Concert Office
- National Theatre
- Monodrama Theatre Festival
- Full Moon Festival
- Chamber of Commerce
- Local artists
- Drama Plus (Theatre NGO)
- Kinozona (outdoor cinema)
- Zadar City Library
- University of Zadar
- Students Union
- Zadar Chamber Orchestra
- Sportski Centar Visnjik (Sport Club)
- Association of Local Architects

Coordinator

Josip Milić | Assistant head of department of the EU Funds office at the City of Zadar and expert in EU funding who has been involved in several co-financed projects of the city.

Focus of Paris' Integrated Action Plan

- → Cultural vibrancy: Organization of night opening of museums and cultural institutions; Creation of cultural events and activities at night outside the city centre and during the winter period, also in conjunction with festivals already organized in the city.
- → Night services: Extension of the opening of student library at night.
- → Safety of public spaces: Testing the installation of new lighting or solar light installations to improve safety in dark areas, e.g., in public parks
- → Civic engagement: Active involvement of residents and stakeholders in the collaborative management of the night-time economy and dialogue about conflicts related to noise pollution and other important issues.

The core objective of the Zadar's Integrated Action Plan is to **provide wider access to the night-time economy for both residents and visitors.** The night-time economy can be an important driver for creating more cohesive local community while creating new synergies between different economic and cultural actors.

Zadar intends to **find the right balance between the needs of different categories of residents and promote economic growth and social cohesion** with a series of measures that will not separate the night-time economy from the tourism attraction (as has been the case so far), but creates new opportunities for those who live outside the Old Town and not only during the summer months.

Zadar's **learning needs and potential contribution** to the network:

Zadar has good experience in applying the URBACT methods for integrated action planning gained through the participation in previous networks such as CityMobilNet and Zero Carbon Cities. However, lit could be useful to learn more about participatory methods for engaging with business actors, cultural stakeholders in order to improve the quality of the co-design process on a sensitive issue such as the night-time economy.

On a thematic level, the exchange with the other partners on how to consolidate the governance of the night-time economy can be useful to transform the URBACT Local Group into a night council, or another collaborative body to manage the night-time economy, after the end of the network activities.

Zadar will share with the network partners the interesting system of participation of NGOs and cultural actors that are part of the KvartArt Festival, a community event that revitalizes the night-time economy in different parts of the city. The festival is also a good example of how nocturnal activities can be relocated by encouraging collaboration between professional organizations, local community and youth groups. Furthermore, the role that lighting plays in reviving the waterfront with innovative installations, such as the solar-powered Greetings to the Sun, is another interesting practice on the collaboration between public authorities, business actors and artists in testing measures to revitalize public spaces while making them safer and more enjoyable for all.

03
Synthesis, Methodology and Network Roadmap

03.1
The cities at night and the **challenges after dark**

The partners of Cities After Dark are highly diverse in terms of their size, challenges and ambitions for change on night-time economy. The network is composed of three capital cities (Paris, Tallinn and Nicosia) with structured systems of governance of night-time economy in the case of Paris and Tallinn, medium-sized cities (Braga, Genoa, Malaga, Piraeus) which aim to improve the quality of the night-time economy as a factor of city attractiveness and safety, and cities (Budva, Varna, Zadar) with a night-life mostly linked to seasonal tourism flows but willing to work on creating new opportunities throughout the year.

Even if the topic of the night-time economy and governance is almost for all the partners brand new in the local political agenda, all the cities share similar challenges in dealing with their objective of finding a balance between the needs of who want to sleep and the needs of who want to have fun or make business. Shaping a wider reflection from a starting point that is still linked to a traditional conception of the night-time economy as a time/space dimension for leisure, culture and entertainment, is an element particularly challenging for all the Cities After Dark, which are exploring the interconnection among a series of different issues.

Number of **Inhabitants per City**

Braga **193.324**	Malaga **580.000**	Tallinn **445.000**
Budva **19.000**	Nicosia **55.000**	Varna **348.000**
Genoa **580.000**	Paris **2.175.600**	Zadar **70.770**
	Piraeus **168.151**	

Cultural vibrancy, sustainable mobility, environmental care, gender equality, work inclusion, safety are just some of the aspects recalled by a segment of the local economy that is hardly measurable, due to the lack of figures collected according to a night-time frame as highlighted by all the cities.

Even if the topic of the night-time economy and governance is almost for all the partners brand new in the local political agenda, all the cities share similar challenges in dealing with their objective of finding a balance between the needs of who want to sleep and the needs of who want to have fun or make business. Shaping a wider reflection from a starting point that is still linked to a traditional conception of the night-time economy as a time/space dimension for leisure, culture and entertainment, is an element particularly challenging for all the Cities After Dark, which are exploring the interconnection among a series of different issues.

The hardship in calculating the annual turnover or the number of employees who work between 6pm and 6am combined to the sensitivity of most of the issues evoked by the night-time economy (public order and safety, crisis of cultural consumption, binge drinking and harmful behaviours, etc.) are the main causes of the narrowness of the debate on the topic until now. However, shedding light on the impact of night-time activities on different sectors of population (night workers, service deliverers, party-goers, etc.) and on the quality of life and public spaces and infrastructure they use, it's the starting point for a cultural shift that leads to consider the night-time as a space for innovation and trust, and not a space of danger and conflicts.

All these elements have a strong impact on the quality of cultural offer (music venues, festivals, clubs. etc.) as on the creation of new business activities (dining, hospitality, retails, etc.) and services which can revive city centres as suburban areas at different times of the year, so to make the cities more vibrant 24/7 and enhance the right to the city at night for all.

The understanding of the potentialities of the night-time economy varies across the cities also according to different trajectories of development of the local debate on the topic. While cities with stronger experience in the topic, such as Paris and Tallinn, are focusing on specific elements having consolidated policies and initiatives (such as the schemes to support the soundproofing of music venues of Paris or the night bus system of Tallinn) as a backdrop, other cities such as Genoa, Zadar and Budva focused more on seasonal events and festivals as main attractors of night-time economy on sporadic or seasonal basis. In some cities the debate on night-time economy has been historically related to safety (Malaga, Piraeus, Genoa) and contrast to illegal activities (Nicosia), while other cities (such as Braga and Varna) are focusing on night-time economy as an element for complementing touristic growth.

The main challenges of the night-time economy identified by the cities are linked to the main strands of the European and global debate on the topic.

Cultural vibrancy

The support to existing venues through dedicated tools (such as the funding tools for the installation of soundproofing materials launched by Paris and the annual program for cultural innovation of Tallinn) or the creation of the conditions for opening new spots at night-time is a challenge that many cities of the network, such as Braga and Varna, are tackling for improving the attractiveness of the urban context or, as in the case of Genoa, Malaga, Budva and Zadar, for reviving city centre and suburban areas throughout the year.

Use of public spaces

The definition of new regulations for the use of public spaces for business activities and events at night is a challenge for Nicosia and Varna, not only to contrast noise pollution but also for ensuring better use of places which are often empty or underused in nocturnal hours. The use of ICT solutions, as fostered by Piraeus, or the empowerment of "third spaces" as in Paris and Genoa where innovative events and formats can be tested at night are also interesting challenges on which the cities are focusing while taking into account principles such as time-based urbanism which promote the reinvention of public spaces and green areas at night also to provide comfort to residents in times of climate emergency.

Support to business activities and creation of new services

The empowerment of retail activities open at night, such as the kiosks of Piraeus, and the creation of new services open 24hours or until late, such as the public libraries of Genoa or the pilot kindergarten of Braga, are important challenges for many cities of the network, which are also exploring the potential of infrastructures open 24 hours, such as the ports of Varna, Genoa and Piraeus, and how to improve the physical and mental conditions of the people who work at night.

Safety, noise pollution and contrast to harmful behaviours

The contrast to noise pollution is a challenge for all the cities of the network, to be tackled both with structural planning interventions (such as the implementation of the spatial development strategy in Nicosia or the “agent of change” principle that Tallinn would like to introduce) as with the improvement of the systems of control (as in Varna and Piraeus) or the reorganization of noisy night services such as waste collection in Malaga. Night venues can be also important spots for promoting better behaviours of the users in public and private spaces, acting as multiplier of campaigns and initiatives (such as the ones promoted by Paris) to contrast any form of harassment and promote tolerance and well-being.

Sustainable mobility at night

The extension of services of public transport after midnight is a challenge for many cities of the network, which are testing the consolidation of pilot initiative such as night buses network of Tallinn or promoting the creation of better connections between city centres and suburban areas or tourism resorts in specific periods of the year, as fostered by Varna and Budva. Some cities, such as Nicosia and Piraeus, want to contrast the excessive use of private vehicles at night which create problems in terms of lack of parking or traffic. The reorganization of timing of mobility services can have an impact also on the flourishing of cultural and business activities at night, improving the condition of night workers who often commute and live far from the night venues.

Civic engagement and integrated governance

The participation in Cities After Dark is for many cities the first opportunity for involving local stakeholders in a dialogue over the main issues of the night-time economy. In cities such as Braga, Nicosia and Varna the active engagement of the business owners is focused on the reorganization of the local regulations on operating time while Tallinn is opening up the discussion on the reform of the licensing system, to make it more flexible according to the necessities of different types of venues. The need for a more structured integrated governance of the night-time is a challenge for many cities of the network, which are looking at international models for consolidating the ULG during and after the end of the network activities.

The composition of the **URBACT Local Groups** of the partners reflect their objectives in terms of civic engagement and thematic scope of the network activities.

The Urbact Local Groups

The collaboration among different departments is a recurring element in all the URBACT Local Groups, with the involvement of a variety of departments, such as Economic development, Culture, Urban Planning, Tourism, Local Police, and so on. All the cities involved also local agencies and structures in charge of the management of specific city services (public transport, waste management, green spaces, etc.), making the night-time economy a space for rethinking how city services and functions are delivered to different types of users.

Representatives of the private sectors and civil society are strongly represented in the ULG compositions of Cities After Dark, both with the presence of institutional representatives of the categories (Chamber of Commerce, associations of restaurants, bars and club owners, association of retailers, etc.) as with the active participation of single entrepreneurs or workers (DJs, bartenders, festival organizers, etc.) bringing the added value of their hands-on experience to the groups.

The presence of several “unusual suspects” in each URBACT Local Group is a distinctive element of the participatory action that Cities After Dark is promoting, also inviting the partners to scout innovative projects and initiatives taking place at night in their cities. NGOs working on specific cultural projects (open air cinema, etc.) or fostering the attention on issues such as the contrast to sexual harassment and drug use in night venues are highlighting the vitality of the civil societies on night-time issues which is often underperceived by the public sector.

Focus of the Integrated Action Plan

The partners of Cities After Dark are conceiving their Integrated Action Plans as integrated strategies touching different dimensions of the night-time economy. These plans are seen as the basis for a stronger, collaborative governance of the night-time issues taking into account several strands of the European and global debate on the topic.

Each Integrated Action Plan will address different policy challenges, with a series of actions to be defined and implemented with the active collaboration of the local stakeholders.

Braga

Main policy issue
Improving the vibrancy of the nightlife for tourists and residents.

Main focus themes of the IAP
→ Regulatory framework
→ Public spaces
→ Sustainable mobility
→ Cultural activities

Main policy issue
1. Improvement of public spaces for enhancing safety
2. Promotion of cultural activities at night
3. Revision of local policies and regulations on licensing and noise control

Possible testing action
Not yet identified.

Budva

Main policy issue
Creating night-time economy activities in different areas of the city and seasons.

Main focus themes of the IAP
→ Cultural vibrancy
→ Economic development
→ Local services
→ Public spaces

Main policy issue
1. Organization of cultural events and festivals in suburban areas
2. Equipment of parks and public venues for organizing night-time activities
3. Definition of new public services at night
4. Dissemination plan for night-time activities

Possible testing action
Festival's spin-off series of events in suburban areas at night-time.

Genoa

Main policy issue
Safety of public-spaces for revamping night-time economy.

Main focus themes of the IAP
→ Licensing & regulatory framework
→ Public spaces
→ Social inclusion
→ Cultural vibrancy
→ Local services

Main policy issue
1. Reduction of bureaucracy for business and cultural activities at night
2. Delocalization of night-time events in different areas of the city and seasons
3. Extension of opening hours of public libraries and mobility services

Possible testing action
Community events/activities at night-time in suburban areas in collaboration with local NGOs.

Malaga

Main policy issue
Improving the perception of night-time economy as innovative dimension.

Main focus themes of the IAP
→ Impact measurement
→ Awareness raising
→ Cultural vibrancy
→ Public spaces
→ Local services

Main policy issue
1. Creation of new services for night workers
2. Better collection of data under a night-time frame
3. Valorisation of traditional cultural activities
4. Night use of public spaces for community activities

Possible testing action
Communication campaign on night-time issues.

Nicosia

Main policy issue
Revival of night-time activities in the city centre.

Main focus themes of the IAP
→ Safety and contrast to noise pollution
→ Accessibility
→ Cultural and business vibrancy
→ Tourism and Cultural Heritage

Main policy issue
1. Creation of thematic initiatives for revamping night-time economy
2. Implementation of measures and use of ICT for reducing noise pollution and improving public lighting
3. Support to business and cultural activities open after dark

Possible testing action
Night opening of museums & galleries.

Paris

Main policy issue
Contrast to harmful behaviours for a more enjoyable and safer nightlife.

Main focus themes of the IAP
→ Safety
→ Impact measurement
→ Communication

Main policy issue
1. Organization of public events and activities for behavioural change of night users
2. Improvement of the accountability of the Night Council
3. Consolidation of participatory activities with the Observatory of Public Safety

Possible testing action
Launch of a communication campaign on better behaviours at night.

Piraeus

Main policy issue
Fostering a thriving night-time economy for residents and visitors.

Main focus themes of the IAP
→ Safety
→ Cultural vibrancy
→ Sustainable mobility
→ Public spaces
→ Tourism

Main policy issue
1. Use of ICT solutions for improving lighting and energy efficiency at night
2. Support to cultural events and venues for night-time activities
3. Reactivation of streets and squares of Troumba area at night-time
4. Inclusion of night-time economy into tourism promotion strategies

Possible testing action
Implementation of sustainable mobility solutions during street festivals.

Tallinn

Main policy issue
Raising awareness on the unexploited potential of night-time economy.

Main focus themes of the IAP
→ Licensing and regulation
→ Cultural vibrancy
→ Safety
→ Sustainability

Main policy issue
1. Revision of licensing regulatory framework
2. Extension of the programme for supporting music venues
3. Introduction of measures for organizing green events at night

Possible testing action
Training activities for bartenders and business owners on responsible alcohol serving.

Varna

Main policy issue
Improving local services at night.

Main focus themes of the IAP
→ Cultural vibrancy
→ Sustainable mobility
→ Contrast to noise pollution
→ Public spaces

Main policy issue
1. Extension of public transportation at night
2. Wider use of public spaces for night activities
3. Financial to innovative cultural activities at night
4. Introduction of ICT for reducing noise pollution

Possible testing action
Night shift for transportation schemes.

Zadar

Main policy issue
Granting wider access to night-time economy for all.

Main focus themes of the IAP
→ Cultural vibrancy
→ Night services
→ Safety of public spaces

Main policy issue
1. Night opening of museums and cultural premises
2. Delocalization of festivals and cultural events to suburban areas of the city and in different seasons
3. Installation of innovative and sustainable lighting systems for improving safety

Possible testing action
Night opening of public libraries and museums.

The analysis of the main focus of the Integrated Action Plans highlights a coherence between the main challenges of the night-time economy (cultural and business vibrancy, night services, public transportation, safety and contrast to noise pollution, etc.) and the themes that emerged as priorities from the first meetings with the URBACT Local Groups.

The institution of governance systems of the night-time economy for the active involvement of residents and stakeholders emerges as a common topic for all the partners of Cities After Dark: a focus into different models adopted by European and global cities will be provided in the framework of the transnational exchange activities but all the cities seem to be orientated towards collaborative systems of governance which will consolidate URBACT Local Groups into night-time councils/commissions on medium and long term.

Learning needs

Although the level of maturity of the debate or the awareness of the night-time issues are different among the partners, all the cities of the network have developed interesting experiences in terms of night-time services management, support to business and cultural production, use of public spaces and civic engagement that **deserve to be explored and shared at network level.**

As this is a brand-new topic in the urban debate, the partners of Cities After Dark need to gain knowledge about specific elements that are being addressed by cities with more experience in managing the night-time economy, especially in relation to challenges such as the contrast to noise pollution and the active involvement of residents and stakeholders. All the cities have a good basic knowledge of the URBACT methodologies of integrated action planning and active engagement of citizens but the network will focus strongly focus on how the implementation of these methods can be combined with the perspective of the night-time economy.

The following table lists the presence of existing plans or strategies on the night-time economy, the thematic and methodological learning needs and the experiences that cities can bring as a potential contribution to the network's activities.

Partner	Existing plans/strategies on night-time economy	Learning needs	Experiences to share/potential contribution to the network
Braga	No	→ Skills of conflicts mediation; → Facilitating strategic collaboration with the private sector; → Promoting a night-time focused approach within the action of different departments; → Connecting night-time economy to tourism promotion strategies.	→ 24hours nursery service; → Innovative cultural premises open at night.
Budva	No	→ Consolidating participatory schemes on cross-cutting issues; → Promoting a night-time focused approach withing the action of different departments; → Developing strategies for de-localizing night-time activities to suburban/peripheral areas; → Enabling partnerships with festivals and cultural organizers for scattered programs of events; → Supporting temporary reuse of green areas and public spaces for night-time economy activities.	→ Public debate on quality of music played by night-time venues.
Genoa	No	→ Developing a holistic vision on night-time economy; → Innovative frameworks for the use of public spaces at night → Optimising/mitigating; safety regulations for indoor venues open at night; → Developing strategies for cultural promotion and activation of new cultural industries; → Involving NGOs, cultural and creative stakeholders in temporary reactivation of public spaces.	→ Night-time opening of public libraries; → Civic mediation for safer night-time in the city centre.
Malaga	No	→ Comparing different models of collection and analysis of data according to a night-time frame; → Incorporation of digital tools for the collection of qualitative information; → Implementation of mediation/ facilitation techniques for mediating among the needs of different categories on night-time related topics.	→ Night-time activity programme for local youth; → Role of theatre and music venues for urban regeneration.

Partner	Existing plans/strategies on night-time economy	Learning needs	Experiences to share/potential contribution to the network
Nicosia	No	→ Implementing co-creation methodologies on night-time issues; → Defining innovative models of stakeholders' engagement; → Local regulations and good practices on contrast to noise pollution.	→ Code of practices for management of outdoor music events and noise reduction.
Paris	Yes	→ Comparing strategies on collection and analysis of data on night-time challenges; → Communication skills for improving the accountability of night-time governance system.	→ Night Council and integrated governance of night-time economy; → Initiatives for gender equality and contrast to harassment and harmful behaviours.
Piraeus	No	→ Techniques of integrated action planning; → Promoting connection among different policies with an impact on night-time economy; → Fostering collaborative approaches with local stakeholders.	→ Night kiosks; → Use of ICT for smart management of public spaces and services at night-time.
Tallin	Yes	→ Comparing strategies on collection and analysis of data on night-time challenges; Strategies for promoting → security of public spaces; Supporting temporary reuse of → green areas and public spaces for night-time economy activities.	→ Night bus network; → Financial schemes for supporting music venues; → Role and responsibilities of the Night Mayor/Adivsor.
Varna	No	→ Implementation of mediation/facilitation techniques for mediating among the needs of different categories on night-time related topics; → Promoting collaboration among different city departments on night-time economy; Improving and extending daytime → services (mobility, libraries, etc.) at nocturnal hours.	→ Use of parks and public spaces for night-time events.
Zadar	No	→ Defining innovative models of stakeholders' engagement; → Improving the quality of the co-creation process; → Improving departmental integration within municipality;	→ Night kiosks; → Use of ICT for smart management of public spaces and services at night-time.

A Marketplace of Solutions will be established and animated throughout the project, starting from the beginning of the Inspiration Phase with the objective of exchanging practices and concrete tips to replicate or implement them.

As described in the methodology and the network roadmap, learning needs will be addressed through transnational meetings, study visits, thematic webinars, online meetings and trainings that will be focused on the main dimensions of the debate on night-time economy, aggregating all the issues highlighted by the cities.

In addition, cities will be invited to develop bilateral exchanges with cities in the network that have already implemented good practices and initiatives on the topics of interest to them. These exchanges will also involve members of the local groups and will be useful for the cross-fertilization of solutions that can be replicated in other contexts as testing actions and included in other Integrated Action Plans.

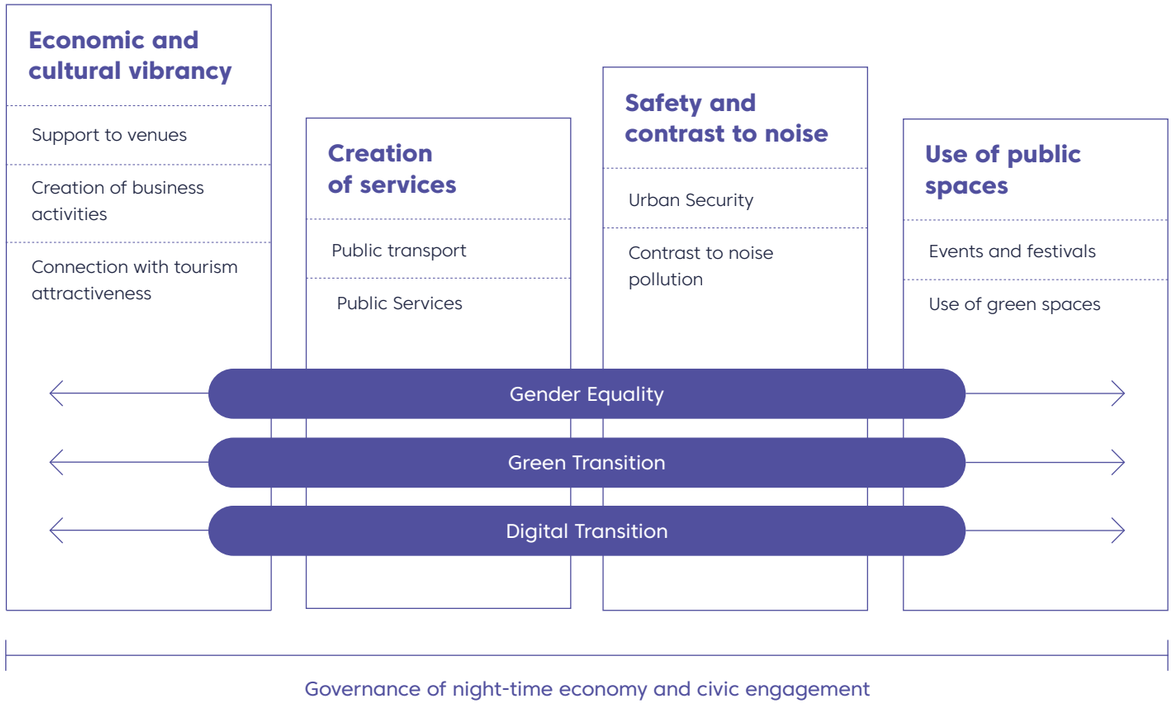
Parallel and additional themes

The development of common standards for measuring the impact of the night-time economy and the creation of models for **collaborative governance of the night-time economy** are topics that all the cities showed interest in learning more about as part of the network activities.

Furthermore, the inclusion of the URBACT cross-cutting themes of gender equality, digital and green transitions applied to the night-time will be supported by specific training activities based on the exchange of practices already developed by some partners (such as the initiatives for gender equality and combating all forms of harassment promoted by Paris or the use of ICT to improve night services and safety in Piraeus), but also with a focus on cutting-edge approaches that are emerging in the international debate on the night-time economy. Among these, the use of green spaces at night as climate shelters, the use of artificial intelligence and extended reality to improve night-time activities and planning, the support to LGBTQI venues and cultural infrastructures will be explored with the active participation of experts and practitioners who are testing innovative measures at European and global level. As these three cross-cutting themes are strongly linked to several aspects of the debate on the night-time economy, as emerged from the dialogue among the partners and with the stakeholders of the URBACT Local Group, the development of new knowledge can make the cities of the network frontrunners at European level in developing original solutions to new emerging challenges faced by several cities also working on active inclusion and smart strategies.

Parallel and additional themes

Governance of Night-Time Economy and Civic Engagement



03.2
Network methodology and main elements of the **workplan**

Cities After Dark will support the cities in achieving their goals through a series of learning and exchange tools, implemented with onsite and online activities, at transnational and local level.

The promotion of the night-time economy as a driver for growth, sustainability and attractiveness of the cities is the core theme of the network, which will be explored in 4 macro-themes (Economic and Cultural Vibrancy; Creation of Services; Safety and Contrast to Noise; Use of Public Spaces), each of these divided into different sub-topics (Support to venues, Creation of business activities and Connection with tourism attractiveness; Public transport and Public services; Urban Security and Contrast to noise pollution; Events and festivals and Use of green spaces at night) which address the main challenges that have emerged from the exchanges among the partners and with the stakeholders at local level. In addition, the cross-cutting themes of gender equality, digital and green transitions, governance and civic engagement will be explored under a night-time frame, with a focus on specific elements related to the development of the night-time economy.

The network will for the first time apply the URBACT methodology to the night-time economy, a topic that has a strong integrated dimension as different sectors, industries and levels of governance work together to create a vibrant night-time experience, and where participation is a key element in promoting the active involvement of different stakeholders.

Cities After Dark will combine transnational and local activities, to promote exchange and learning about the night-time economy at different levels and the transfer of knowledge between transnational and local levels.

Transnational meetings

Seven transnational meetings will focus on thematic and methodological elements and support the partners in the different phases of the development of the Integrated Action Plan following the roadmap defined for the URBACT IV Action Planning Networks.

Each transnational meeting will last between 2 and 3 days and will be hosted by a partner of the network, who will support the Lead Expert and the Lead Partner in the preparation of the agenda. Each meeting will have a thematic focus, involving experts and speakers from the host's local and national context. In addition, the meetings will have a methodological focus that will support the partners in developing the various steps towards the co-creation of the Integrated Action Plan and tracking the progress in a collaborative and engaging way while mutually exchanging inputs and suggestions. Ad Hoc Experts with thematic and methodological knowledge related to the topics of the meetings may be involved for supporting the Lead Expert in facilitating specific sessions.

Each transnational meeting will have a strong interactive and participatory dimension, sharing inspiring cases and practices, discussing possible elements for adaptation to different contexts but also creating a Marketplace of Solutions to inspire the partners on potential actions that can be included in their Integrated Action Plans or getting useful inputs on how to finance the implementation of the measures. Several facilitation techniques will be put in practice (World Café, Lateral Thinking, Fishbowl Discussion, Brainstorming) according to the topic of the sessions to ensure active engagement of all the participants. Prior to each meeting, the Lead Expert will give detailed indications on the composition of each city's delegation to the Transnational Meeting, encouraging a gender-balanced participation of civic officials, elected representatives, members of the ULG or the ULG coordinator depending on the topics of the meeting.

At each transnational meeting, a night site visit will be organized by the host city, to show night venues and public spaces of the city at night, with a focus on solutions and practices that are in line with the main topics of the meeting, and to actively involve stakeholders and members of the URBACT Local Group in the exchange with the representatives of the partner cities. Furthermore, the cities hosting the transnational meetings will organize a public session with the participation of the partners of Cities After Dark with the objective of raising awareness on night-time economy among local stakeholders and the general public, with the presence of representatives of local and national media.

The transnational meetings are organized as follows:

1st Transnational Meeting, Braga
13-15 November 2023
Joint preparation of the network workplan.

2nd Transnational Meeting, Paris
February-March 2024
Elaborating the Vision and Planning Actions (Methodological Focus) + Business and cultural vibrancy and Integrated Governance of the night-time economy (Thematic Focus).

3rd Transnational Meeting, Piraeus
June 2024
Integrated Approach for IAP co-production (Methodological Focus) + Urban security and use of public spaces (Thematic Focus).

4th Transnational Meeting, Nicosia
October 2024
Testing Actions (Methodological Focus) + Creation of new services and business activities at night (Thematic Focus).

5th Transnational Meeting, Malaga
January 2025
Mid-Term Review and Draft IAP Review (Methodological Focus) + Night-time economy and tourism attractiveness (Thematic Focus).

6th Transnational Meeting, Genoa
June 2025
Implementation framework and resourcing (Methodological Focus) + Events, festival and cultural services at night (Thematic Focus).

7th Transnational Meeting, Tallinn
October 2025
Final conference and Night-time Festival, presentation of the network results.

The transnational meetings, the study visits and the meetings of the URBACT Local Groups will follow the principles of sustainability in the organization of events implemented by URBACT: participants will be encouraged to use eco-friendly transportation options, while site visits will be organized as walking tours or using public transport. The meetings will also have sustainable catering with local and vegan/vegetarian food options, while use of paper and printed materials will be minimized.

Study visits

Four study visits will focus on thematic elements, with the aim of supporting the partners in the development and implementation of the Integrated Action Plans with a focus on good practices implemented by the cities visited. Three study visits will be hosted by partners of the network, while one study visit will be organized in Berlin, the city in Europe with the most solid experience in the field of night-time economy, with the aim of gaining insights on cutting-edge approaches to be included in the co-production process of the Integrated Action Plans.

Each study visit will last between 1.5 and 2 days and will combine field visits to venues and events with plenary sessions where the innovative solutions presented will be discussed in the presence of local stakeholders and members of the ULG who have been involved in their implementation. This dialogue will fuel the Marketplace of Solutions, which will be part of each online and onsite meetings, and may form the basis for further bilateral or multilateral exchanges between the partners on specific elements to be included in the IAP.

While participation in the Transnational meetings is mandatory for all the partners, participation in the Study visits is optional but highly recommended, in order to complement the learning process with fresh elements taken from the experiences of the cities in the network and beyond. In particular, the participation of ULG members in the study visits is recommended.

The study visits are organized as follows

1st Study Visit, Berlin
April 2024
How to make Night-time economy a resource for economic and cultural growth.

2nd Study Visit, Zadar
July 2024
How to delocalise night-time economy activity + Participation in the Kvart Art Festival.

3rd Study Visit, Varna
April 2025
How to extend mobility services at night-time.

4th Study Visit, Budva
July 2025
How to improve the quality of the cultural offer of local venues + Participation in the Theatre Cities festival.

Thematic webinars

In the period between the transnational meetings and study visits, a series of thematic webinars will be organized, with the objective of focusing on specific sub-themes and innovative approaches to the night-time economy that can be useful for the cities of the network.

Each webinar will last three hours and will combine presentations by experts and practitioners from the cities of the network and from other European and global cities with a group reflection facilitated by the Lead Expert and/or the Ad Hoc Experts using the online collaborative tool MIRO which will reproduce the main elements of the Marketplace of Solutions (exploration of useful/replicable elements of the solutions proposed; exploration of similar initiatives/contributions that may complement the solutions presented; shaping ideas into real projects; focus on needs and resources for implementation) in a visual format.

The participation in the thematic webinars will be mandatory for all the cities of the network. The partners are encouraged to extend the invitation to the most active members of their ULG, especially those working on the topics that are the focus of the respective thematic webinar.

The webinars will be an important opportunity to connect the actions of Cities After Dark with the global community of night-time economy experts but also to promote the exploration of practices and case studies that can serve as inspiration for IAPs and testing actions.

The thematic webinars will be organized as follows

1st Thematic Webinar
February 2024
Night Mayors, Offices and Commissions: models of Governance of night-time economy

2nd Thematic Webinar
March 2024
Gender Equality and inclusion of LGBTQI in night-time economy

3rd Thematic Webinar
May 2024
Active involvement of business actors, local community and mediation of conflicts through the use of urban planning tools

4th Thematic Webinar
September 2024
Measuring the impact of night-time economy

5th Thematic Webinar
November 2024
Night-time economy and proximity: the 15-minute city at night-time

6th Thematic Webinar
February 2025
Funding strategies for night-time economy and innovative business models for venues

7th Thematic Webinar
March 2025
Innovative urban mobility at night-time

8th Thematic Webinar
May 2025
Improving the environmental impact of the night-time economy

The thematic webinars are also promoted through the network's internal and external communication channels, and the most interesting stories and lessons that emerge from the webinars are featured in articles on the URBACT website and in posts on the network's social media channels.

Online meetings and tailored support to the partners

One-to-one meetings between the Lead Expert and the partners (especially with project managers and ULG coordinators) are organized at different stages of the network activities. Among others, specific online sessions will be organized in the phase of draft and review of Integrated Action Plan in order to clarify doubts about the methodology and the content, but also on how to better define the actions and responsibilities for implementation and link the plan to different types of funding.

A series of one-to-one calls with all the partners were also organized to consolidate the URBACT Local Groups in the Activation Phase. This type of support will continue throughout the process through regular contacts between the Lead Expert and the ULG Coordinators via email, Zoom and WhatsApp. One-to-one meetings will be also organized for the sustainment and consolidation of the URBACT Local Groups, with specific focus on the definition of stable forms of coordination of the night-time economy (night commissions and councils, etc.).

Bilateral or trilateral online meetings will be organized by the partners, with the support of the Lead Expert or of the Ad Hoc Experts, to discuss in more detail specific solutions that emerge from the Marketplace at the occasion of transnational meetings or thematic webinars. The active participation of ULG members is highly recommended for this type of meetings.

An online plenary session will be organized with all partners in the phase of co-creation of the Integrated Action Plans, to share approaches and main challenges tackled by the cities, also with the use of boards on the online collaborative tool MIRO that partners will keep updated to track the progress in the different steps of the ULG production on the ground, but also to be inspired by the action carried out by other cities.

Tailored support to the partners will be also given by the Lead Expert at the occasion of the major milestones of the network. Among these, the Lead Expert will support the partners in Testing activities with a tailor-made document containing an overview of the proposed activities, links to the European and global benchmarks, and guidance on how the approach tested with the Testing activities can be included into the Integrated Action Plans. Furthermore, the Lead Expert will support the partners in the production and review of the Integrated Action Plans, by providing notes with comments to the draft version and tailored guidance for the implementation of the IAP.

Meetings of the URBACT Local Groups

Each city will organize at least 8 meetings of the URBACT Local Group, with the objective of actively involving the local stakeholders in all the different steps of the co-production process of the Integrated Action Plans.

The meetings will ideally be organized after each transnational meeting to share the elements that have emerged from the transnational exchange, but also after bilateral meetings with other cities, in order to reflect on specific solutions that can be adapted and included in the Integrated Action Plan. Meetings of the URBACT Local Group can also be organized before a transnational meeting to prepare and highlight specific elements of interest to be discussed with the other partners.

The meetings will be structured through the use of specific methods and tools to ensure a constructive and interactive experience but also to promote mutual understanding of the challenges faced by different stakeholders working in the night-time economy. Partners will organize the first ULG meetings after dark and in different locations (possibly in places owned or managed by members of the URBACT Local Group) or combined with night walks to better understand the challenges of the night-time economy as the experience it. The meetings will also be important opportunities to utilize thematic and methodological tools shared during the transnational meetings (among these: Collective stakeholders mapping, Backcasting from vision to the IAP, Testing actions planning, Resourcing Map). The Lead Expert will support the ULG coordinators in selecting and adapting different methodologies presented during the transnational meetings in order to better adapt them to the local needs at ULG level.

The link between the transnational and local level is ensured through sharing detailed reports, prepared by the Lead Expert, with briefing notes from each transnational meeting which provide the basic elements for animating the discussion with local stakeholders, but also through active participation in online activities (such as the thematic webinars or bilateral exchanges with other cities), and sharing communication materials produced at the occasion of the transnational meeting (press releases, posts on social media, etc.) to increase visibility of the action carried out with the project partners in the local context. Furthermore, a strong link between transnational and local level is also ensured by constantly including in the transnational meeting briefing notes a series of concrete indications on how to include the cross-cutting dimensions of gender equality, digital and green transitions into the local work, both at thematic and at methodological level.

Communication

The communication and dissemination activities will play a key role in promoting the innovative approaches and practices developed by the network at external level, but also in promoting efficient horizontal coordination among the partners at internal level. The communication strategy highlights the main objectives of an action carried out at different levels and for different target groups by all the partners, with the aim of promoting the message of the night-time economy as a space for innovation, growth and sustainability.

The main target groups of the communication action are policymakers and decision makers, experts of night-time economy issues, members of night councils/commissions and research institutes, National URBACT Points, European and national institutional representatives, national and local stakeholders. Cities After Dark will deliver a series of communication outputs:

- Articles and news published on the Cities After Dark webpage on the URBACT website;
- 6 Quarterly Network Reports published on the Cities After Dark webpage on the URBACT website;
- Press releases and press kits to be translated into national languages and distributed at the occasion of transnational meetings and study visits;
- Regular updates on the LinkedIn and Instagram channels of Cities After Dark;
- Visual materials (cards, infographics, etc.) to be distributed on the LinkedIn and Instagram account of Cities After Dark, on NUPs communication channels and on social media pages managed by the project partners (official accounts of the cities, thematic accounts on night policies, etc.);

- Transnational Meetings and Study Visits Reports with briefing notes to be distributed at local level;
- Local events and/or press points at the occasion of transnational meetings and study visits and in the final phase of the network to share the results of the IAP in each city ;
- Final Publication – Guide to approaches and practices for creating better cities after dark.

Capitalization activities on night-time economy at European and global level

As the first network of cities ever funded in Europe in the field night-time economy, Cities After Dark will be very active in dissemination, capitalization and thematic exchange with cities, networks and policy initiatives which can benefit from the knowledge generated by the network. Cities After Dark will share good practices, solutions and innovative approaches developed by the cities in the network with the main objective of promoting greater awareness of the importance of the night-time dimension for sustainable growth, inclusion and quality of life in urban areas at national, European and global level.

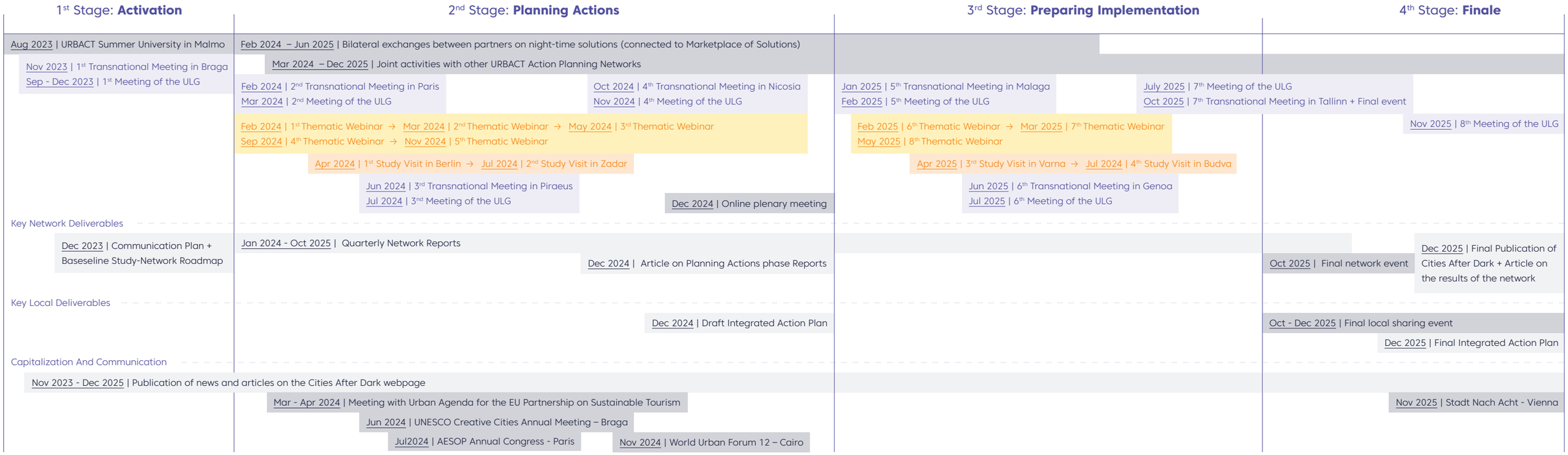
Below are some of the main interactions that will be fostered by Cities After Dark:

- Connection with other URBACT networks: Cities After Dark will share knowledge with other networks working on topics that are directly or indirectly related to different segments of the debate on night-time economy: among others, the networks FEMACT Cities, Remote-It and Cities@Heart will be invited to participate in thematic webinars and thematic sessions of transnational meetings and study visits to compare approaches and foster mutual learning.
- Connection with European Urban Initiative and Urban Agenda for the EU: Cities After Dark will network with EUI and previous UIA projects (such as Time2Adapt of Lille Metropole and ToNite of Turin) covering topics related to the night-time economy, time-based urbanism and night services for local communities, involving them in thematic webinars and cross-fertilization joint initiatives as well as the production of contents for the EU platform on sustainable urban development PORTICO. In addition, Cities After Dark will establish links with thematic partnerships of the Urban Agenda for the EU, such as the Partnership on sustainable tourism, for discussing the inclusion of principles and practices related to the night-time economy into the Action Plan and pilot actions of the partnership.
- Connection with urban and thematic networks: Cities After Dark will promote its cutting-edge approach on night policies through knowledge exchanges with European and global networks which are already carrying out initiatives on the topic or are willing to develop new strands of action on night-time economy. Among these, Eurocities and the Global Parliament of Mayors will be invited in specific sessions of transnational meetings and thematic webinars dedicated to share the knowledge developed by Cities After Dark. UN-Habitat was part of the first Transnational meeting, bringing the experience of the Safer Cities Programme which is focusing on night-time policies: Cities After Dark will be also part of the Safer Cities Global Peer Review, which is promoting a global exchange on policies and practices to develop safe and vibrant neighbourhoods. Networks and agencies active on night-time economy, such as Vibelab and Live DMA (the European network of live music associations) will also participate in transnational meetings and thematic webinars, providing useful inputs while helping to promote the action of Cities After Dark within their networks.
- Participation in European and global initiatives on the night-time economy: Cities After Dark will present the innovative approach and practices developed by its partners at the main European and global events on the night-time economy and urban planning. These include, among the others, the XVI UNESCO Creative Cities network Annual meeting in Braga (June 2024), the AESOP Annual Congress in Paris (July 2024), World Urban Forum XII in Cairo (November 2024), Montreal Night Summit (May 2025), Stadt Nach Acht in Vienna (November 2025).

03.3
The Network **Roadmap**

The Network Roadmap of Cities After Dark is a detailed workplan that is constantly updated at transnational and at local level to guide the cities to the co-production of the Integrated Action Plan and prepare them for its implementation. A session dedicated to the review of the Roadmap is organized at the occasion of every transnational meeting, with the use of the PDCA cycle methodology (Plan, Do, Check and Act) that will help partners in monitoring and evaluating the initial plan and make changes if any risk arises (elections, inactive stakeholders, etc.). The same methodology is used by the partners in the review sessions organized during each meeting of the URBACT Local Group, with the aim of keeping the focus on the different steps of the process and achieving active participation of all the stakeholders involved until the end of the network activities.

The Network Roadmap is conceived as a living document that will be also translated into a Roadmap template on MIRO, in order to be easily updated in collaboration with the partners at transnational level and with the stakeholders at local level serving as a point of reference for the development of the network activities.



August 2023
URBACT Summer University in Malmo

Sep – Dec 2023
1st Meeting of the ULG

Definition of the challenge and collaborative stakeholders mapping.

November 2023
1st Transnational Meeting in Braga

Joint preparation of the network workplan.

February 2024
1st Thematic Webinar

Night Mayors, Offices and Commissions: models of Governance of night-time economy.

February 2024
2nd Transnational Meeting in Paris

Elaborating the Vision and Planning Actions (Methodological Focus) + Business and cultural vibrancy and Integrated Governance of the night-time economy (Thematic Focus).

March 2024
2nd Meeting of the ULG

Elaboration of the vision on night-time economy + Creation of the framework for planning actions + Sharing ideas on how to consolidate the governance of the night-time economy.

March 2024
2nd Thematic Webinar

Gender Equality and inclusion of LGBTQI in night-time economy.

April 2024
1st Study Visit in Berlin

How to make Night-time economy a resource for economic and cultural growth.

May 2024
3rd Thematic Webinar

Active involvement of business actors, local community and mediation of conflicts through the use of urban planning tools

June 2024
3rd Transnational Meeting in Piraeus

Integrated Approach for IAP co-production (Methodological Focus) + Urban security and use of public spaces (Thematic Focus).

July 2024
3rd Meeting of the ULG

Definition of the actions to be included in the IAP + Sharing ideas on Testing Actions + Focus on urban security and public spaces.

July 2024
2nd Study Visit in Zadar

How to delocalise night-time economy activity + Participation in the KvartArt Festival.

September 2024
4th Thematic Webinar

Measuring the impact of night-time economy.

October 2024
4th Transnational Meeting in Nicosia

Testing Actions (Methodological Focus) + Creation of new services and business activities at night (Thematic Focus).

November 2024
4th Meeting of the ULG

Completing the first draft of the IAP + Defining Actions to be tested + Focus on creation of new services and business activities at night.

November 2024
5th Thematic Webinar

Night-time economy and proximity: the 15-minute city at night.

December 2024
Online Plenary Meeting

Challenges in the co-production of the Integrated Action Plans.

January 2025
5th Transnational Meeting in Malaga

Mid-Term Review and Draft IAP Review (Methodological Focus) + Night-time economy and tourism attractiveness (Thematic Focus).

February 2025
5th Meeting of the ULG

Inclusion of feedbacks and review of the IAP Draft + Sharing ideas on resources for implementing the IAP + Focus on the connection between night-time economy and attractiveness for residents and visitors.

February 2025
6th Thematic Webinar

Funding strategies for night-time economy and innovative business models for venues.

March 2025
7th Thematic Webinar

Innovative urban mobility at night-time.

April 2025
3rd Study Visit in Varna

How to extend mobility services at night-time.

May 2025
8th Thematic Webinar

Improving the environmental impact of the night-time economy.

May 2025
6th Meeting of the ULG

Refining the final version of the IAP + Evaluation of the Testing Actions + Focus on night-time economy, sustainability and green services.

June 2025
6th Transnational Meeting in Genoa

Implementation framework and resourcing (Methodological Focus) + Events, festival and cultural services at night (Thematic Focus).

July 2025
4th Study Visit in Budva

How to improve the quality of the cultural offer of local venues + Participation in the Theatre Cities festival.

July 2025
7th Meeting of the ULG

Definition of the framework for implementation and mapping of resources + Focus on connection between night-time economy, festivals/events and cultural services at night.

October 2025
7th Transnational Meeting in Tallinn

Presentation of the network results, Final conference and Night-time Festival.

November 2025
8th Meeting of the ULG

Presentation of the network results + local event with stakeholders and elected representatives + Installation of a consolidated form of governance of night-time economy (ex: transformation of the ULG into a night commission/council, etc.).

04
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Cities After Dark
Action Planning Network

→ Baseline Study and Network Roadmap

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