# METAMORPHOSIS

Transformation of neighbourhoods in a child-friendly way to increase the quality of life for all citizens

## Deliverable 2.3: Consolidated Local Analysis Report

### First Publication

# METAMORPHOSIS

## Transformation of neighbourhoods in a child-friendly way to increase the quality of life for all citizens

EU Horizon 2020 Project

MG-4.5-2016 - New ways of supporting development and implementation of neighbourhood-level and urban-district-level transport innovations

H2020-MG-2016-2017

Grant Agreement Number: 723375

## Deliverable D2.3

## Consolidated Local Analysis Report

**Dissemination level: Public**

**Status: First Publication (v1.1)**

**Executive Summary**

This document provides details of the local analysis work conducted by the seven partner cities, in conjunction with their six 'stewards', for Deliverable 2.3 of the EU Horizon 2020 Metamorphosis project, as well as an overall consolidated summary. The seven partner cities are Alba Iulia, Graz, Meran, Munich, Southampton, Tilburg and Zurich, while their corresponding stewards are FGM-AMOR, ÖKI, TUD, SOTON, NHTV and Synergo respectively, with FGM-AMOR acting as the steward for both Alba Iulia and Graz. (Note that the City of Zurich is not funded within the Metamorphosis project.)

The local analysis involved each partner city and/or their steward assessing the situation in their neighbourhoods where Metamorphosis implementation trials are planned, including analysing local characteristics and the stakeholders involved, as well as the strengths, weaknesses, opportunities and potential problems associated with the project. This includes conducting preliminary planning towards their implementation trials, as well as the development of innovative concepts, such as the engagement of children throughout as 'co-creators' as well as stakeholders in the project. The analysis suggests a wide range of measures and activities will be deployed by the seven cities in creating child-friendly neighbourhoods, although some common themes emerge, including the need for local street closures, use of schools to engage children (and with further street closures), and the co-operation with local organisations and designers to develop more vibrant and/or social neighbourhoods, as well as the use of community gardens in many cases.

Overall, from the local analysis, it is clear that each of the seven cities in the Metamorphosis Consortium is making good progress towards the next stages of the project, and that the implementation measures and activities they have planned will encompass a wide range of partners and stakeholders, including local community groups and other members of the city council/municipality, as well as parents and children. In addition, much thought has been given to how the target groups, in particular those relating to children, will be engaged in an authentic way in co-creating the implementation trials, which in many cases, build on existing initiatives for the cities. While Metamorphosis encompasses a broad range of measures and activities for creating child-friendly neighbourhoods, the local analysis also suggests that the implementation trials for each city are relatively unique to the individual circumstances of each neighbourhood where these initiatives are planned. Nonetheless, an indicative list of measure-specific indicators, which may be used by the cities as potential 'before', 'during' and 'after' baselines for measuring the success of their individual schemes, has now been produced for the use by the cities.

In addition, a preliminary SWOT analysis suggests the project has many strengths, in particular clarity over the project aims, with good project management structures and the involvement of local partners and other stakeholders, as well as potential opportunities, including greater local government inter-working, and the possibilities for future deployment. However, some weaknesses and threats have also been identified, including the potential costs/effort required in monitoring and evaluation, as well as the need for effective communications and local engagement to ensure that the planned implementation trials are effective.

**Version Chart**

| Version | Date | Comment |
|---------|------|---------|
| 1.0 | 12.4.2018 | First version for review by Consortium Partners |
| 1.1 | 27.4.2018 | First version for publication / general communication |

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*Citation:*

Metamorphosis Consortium (2018). *Consolidated Local Analysis Report: Transformation of neighbourhoods in a child-friendly way to increase the quality of life for all citizens.* EU Horizon 2020 Report.


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# 1      Introduction

The purpose of this document is to provide details, with an overall summary, of the local analysis work conducted by each of the seven partner cities for Deliverable 2.3 (D2.3), within Work Package 2 (WP2), for the EU Horizon 2020 Metamorphosis project. The analysis work involved each partner city assessing the situation in their neighbourhoods where Metamorphosis implementation trials are planned, including analysing the local characteristics and stakeholders involved, as well as the strengths, weaknesses, opportunities and potential problems associated with the project. The analysis also involved preliminary planning work towards the implementation trials, which would feed into WP3, in Vision Building (D3.1) with the stakeholders, involving especially children, and the development of each city's Implementation Plans (D3.2). The local analysis was also a first step in trying to define some of the baselines criteria which would be used for the monitoring and evaluation of the success of their projects, which is being conducted as part of WP6. Working in conjunction with the WP3- and WP6-Leaders (FGM-AMOR and TUD respectively - see section 1.2 for detailed names below), this document therefore summarises the analysis conducted by each of the partner cities, as well as provides a consolidated overview of their findings. In addition to the overall strategy, indicative project plan, and the broad results expected to be achieved, each city's local analysis report also contained details of the legal and operating framework they are working under, and information on potential issues and other factors which could impact on their projects.

This D2.3 document is part of a wider package of deliverables for WP2 (User Involvement and Analysis), which includes an overall General Analysis Report (D2.1)[1], which describes the objectives, benefits and background to the Metamorphosis project, including the associated needs of children and their development relative to the environment, and the different steps or Work Packages being undertaken by the partners in delivering, monitoring and evaluating the project; and a Catalogue of Potential Measures and Activities (D2.2)[2] that the partner cities could adopt for their implementations.

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[1] D2.1: Metamorphosis Consortium (2017). *General Analysis Report: Transformation of neighbourhoods in a child-friendly way to increase the quality of life for all citizens*. EU Horizon 2020 Report.

[2] D2.2: Metamorphosis Consortium (2017). *Catalogue of Potential Measures and Activities for Metamorphosis: Transformation of neighbourhoods in a child-friendly way to increase the quality of life for all citizens*. EU Horizon 2020 Report.

Further details of the stakeholders involved, and the specific measures and activities that each city plans to implement, are described in the deliverables for WP3 (Innovative Concepts), and WP4 (Implementation Trials). Details of the overall monitoring and evaluation approach, and each city's measurement plans are described in the deliverables for WP6 (Monitoring, Evaluation and Quality Assurance).

## 1.1 Background to Child-friendly Neighbourhoods

Urban development has historically adopted a largely top-down or 'modernist' approach to town planning and the design of buildings, which do not prioritise the needs of people and their communities, but rather encourages a car-orientated approach to connecting different buildings with their various uses, including for example, driving from home to work/school/shops/leisure facilities, and back home again. This approach is particularly harmful for children, due to the negative effects of exhaust emissions, the encouragement of non-active sedentary lifestyles, and a lack of play and social interaction, which does not help them to develop a sense of community, and a more enriching personal experience[3]. The principal purpose of the Metamorphosis project is to implement trials in seven European partner cities, that help their local communities break this top-down approach, by creating child-friendly neighbourhoods that strive to integrate urban design with sustainable travel planning, for example by providing interesting and vibrant interventions in public space that discourage car use and encourage greater sustainable mobility by *all* citizens, thereby reducing the harmful effects of motor vehicles on children, while promoting the health benefits of active travel, and improving the accessibility and community use of that space. The Metamorphosis-created child-friendly interventions are therefore welcoming, liveable and sustainable places, where children and adults alike are happy to socialise and play.

In producing this document, the contribution from all the Metamorphosis partners, and especially the seven cities, is gratefully acknowledged. Further details of the background to the project, including information on all the partners, can also be found on the main Metamorphosis EU Project website: http://www.metamorphosis-project.eu/.

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[3] For details, see D2.1: Metamorphosis Consortium (2017) *General Analysis Report: transformation of neighbourhoods in a child friendly way to increase the quality of life for all citizens*.

## 1.2    Participating Cities

There are 12 multidisciplinary organisations involved in the Metamorphosis project consortium- see Table 1.1 below. This comprises 3 universities (*NHTV Breda, University of Southampton* and *Technische Universität Dresden*), 3 small and medium enterprises (SMEs) (*Forschungsgesellschaft Mobilität, Synergo Mobilität* and *Ökoinstitut Südtirol/Alto Adige*), a neighbourhood development organisation (*Lendwirbel*), and 7 associated partner cities or municipalities, including Alba Iulia (Romania), Graz (Austria), Meran (Italy), Munich (Germany), Southampton (United Kingdom), Tilburg (Netherlands) and Zurich (Switzerland), although note the City of Zurich is not funded from within the Metamorphosis project, but is playing an active part.

*Table 1.1 Metamorphosis Consortium Partners*

| No. | Participant organisation name (and participant short name) | Country | Type of organisation |
|---|---|---|---|
| 01 | Forschungsgesellschaft Mobilität - Austrian Mobility Research - Gemeinn. GmbH (FGM-AMOR) | AT | SME |
| 02 | Synergo Mobilität - Politik - Raum GmbH (Synergo) - on behalf of City of Zurich | CH | SME |
| 03 | City of Meran (Meran) | IT | City |
| 04 | Stichting NHTV internationale hogeschool Breda |(NHTV) | NL | University |
| 05 | Southampton City Council (SCC) | UK | City |
| 06 | University of Southampton (SOTON) | UK | University |
| 07 | Alba Iulia Municipality (A.I.M.) | RO | City |
| 08 | Ökoinstitut Südtirol / Alto Adige (ÖKI) | IT | SME |
| 09 | Landeshauptstadt München, Kreisverwaltungsreferat (LHM-KVR) | DE | City |
| 10 | Technische Universität Dresden (TUD) | DE | University |
| 11 | Lendwirbel (Lendwirbel) - within the City of Graz | AT | Development organisation |
| 12 | Tilburg Municipality (Tilburg) | NL | City |

This consolidated document provides a collection of the local analysis which has been conducted by each of the seven partner cities (Alba Iulia, Graz, Meran, Munich, Southampton, Tilburg and Zurich), in conjunction with their partner 'stewards' (FGM-AMOR, ÖKI, TUD, SOTON, NHTV and Synergo respectively, although note FGM-AMOR is the steward organisation for both Alba Iulia and Graz).

## 1.3    Structure of Local Analysis Reports

In order to help each city conduct their local analysis, a 'checklist template' was developed by the overall project coordinator (FGM-AMOR), in conjunction with the WP6-Leader (TUD) and the WP2-Leader (SOTON). This template (see Appendix I) required each partner city to consider and identify, as part of their local analysis:

- The composition of their teams and the key roles involved, including third-party members as well as those from the City Council/Municipality and the City Stewards;

- The other local partners and stakeholders involved, including schools and community groups, particularly those involving children;

- Any local policy papers or guidance decisions that could help support each city's implementation trials, for example that relate to transport management policy or the local environment context;

- Their overall plans for the implementation trials, with indicative resources to be deployed and the project timelines, as well as how the schemes will be evaluated, and potentially disseminated to wider audiences;

- The characteristics and size of the neighbourhoods where trials are planned;

- Whether the trials can build on or leverage off existing projects, campaigns, activities and surveys that may already exist;

- The impact of legal, operating and ethical frameworks that exist in each city, for example local environmental laws, or those that govern road closures, and ethical requirements that dictate how children should be engaged and safeguarded;

- Other local framework conditions that govern how budgets for the implementations trials may be determined and/or prepared; and

- Other material circumstances that may affect the planning or implementation of the trials, such as any potential funding issues or the impact from other projects.

The checklist template was sent to each partner city and their stewards in August 2017, with the suggestion that they complete a draft of their Local Analysis Report by September/October 2017, and the final report to be completed by the first quarter of 2018, as each City completes their Vision Building workshops (D3.1) and start to draft their Implementation Plans (D3.2). The statuses on producing both the draft and the final versions of the Local Analysis Report (LAR) by each city is shown on the main page to the Appendices. The final versions of the individual LARs for the seven partner cities are then given in Appendices III to IX.

## 1.4    Structure of Consolidated Report

As well as containing the detailed LARs, this consolidated report provides a summary of the local analysis by the seven partner cities, as well as a compilation of the key findings overall. This compilation and summary are provided in the next section (section 2), which includes a short description of each city's local analysis, followed by an overall SWOT analysis[4] for the project, and a summary of the evaluation method and associated indicators being used for the implementation trials.

Note: The sole responsibility for the content of this document lies with the authors and the Metamorphosis Consortium, which does not necessarily represent the views and opinions of the European Commission and associated organisations, including the Innovation and Networks Executive Agency (INEA). This document is designed to inform only, and neither the European Commission, INEA nor the authors are responsible for any use that may be made based on the information contained herein.

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[4] Strengths, Weaknesses, Opportunities and Threats analysis, approach generally attributed to Albert Humphrey at the Stanford Research Institute in the 1960s, but could predates this in a different form.

## 2    Local Analysis

Overall, the Local Analysis show that the Metamorphosis cities have clear objectives for their projects, and intend to involve a diverse group of partners and stakeholders, including third party organisations such as Sustrans in the UK and Fraz Gratz in Austria, as well as local SMEs (e.g. cafes and shops), schools, regional inspectors, neighbourhood associations, and other government departments. Many projects also build on existing initiatives, for example that engage local schools in encouraging children to walk and cycle to school. However, there is relatively little discussion of the expected financial aspects to be incurred, although the implementation risks and other project considerations are generally well contemplated.

The Local Analysis also suggests that the cities and their steward partners have (or intend) to engage children and other stakeholders in vision building workshops as 'co-creators' in their implementation trials, which is a fundamental aspect of Metamorphosis - see WP3. However, there is negligible mention of using the 'Discover phase' of the appreciative inquiry method[5], which suggests this technique has not been widely applied, despite an initial trial. There is also relative modest mention of the use of innovative media and gamification, such as using mapping apps and visualisation tools, although these could be described in more detail as part of the work for WP3 and WP4. Details of the Vision Building workshops (in-depth interviews or focus groups), as well as the cities' Implementation Plans, are described in D3.1 and 3.2 respectively.

Note: The nature of the Metamorphosis project also requires that each city partner and steward develops procedures which ensure children (and other vulnerable groups) who are engaged in the project are properly safeguarded, and that these processes follow local, national and EU-provided regulations and guidelines. The implementation of these procedures and processes have been discussed at length (see minutes of the Metamorphosis Management Committee meetings), including the necessary application to local ethics commissions and other oversight bodies which ensure that the relevant controls and methods are in place for each city location. Details of these processes and the local/country associated approvals which have been obtained will be described in D2.4, Ethical Framework Report and as part of the work for WP8, Ethics Requirements.

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[5] See D2.1: Metamorphosis Consortium (2017). *General Analysis Report: Transformation of neighbourhoods in a child-friendly way to increase the quality of life for all citizens*.

## 2.1 Summaries by City

Sections 2.1.1 to 2.1.7 below summarise the key points arising from the Local Analysis conducted by each of the partner cities and/or their stewards. This is followed by a SWOT analysis of the overall key findings in section 2.2, and a consideration of the measure-specific evaluation indicators required in Section 2.3.

### 2.1.1 Alba Iulia

The Alba Iulia Municipality (A.I.M.) has a population of 63,000, and aspires to transform into a competitive, inclusive and sustainable future 'green city'. It is partnered with FGM-AMOR as its steward for the Metamorphosis project, which will be overseen by the City Manager. The project includes several other partners and comprises local street closures, community urban gardens, school schemes, public breakfasts and other interventions in public space, including:

- Neighbourhood street closures, including a major street closure event for three days, where a main boulevard within the city is given over to pedestrians, with other interventions in public space to show how a 'city for people' could look;

- Partnering with four primary schools in using the Traffic Snake Game (TSG) to encourage children, parents and teachers to walk and cycle to school;

- Arranging with local Kindergartens to organise living labs to raise awareness of child-friendly neighbourhoods;

- Developing a network of five community shared gardens around the schools and kindergartens, with sponsorship from a national supermarket chain (Kaufland Supermarkets), which can be used to promote urban gardening and as a learning space, and where local citizens can adopt their own plot to take care of;

- Partnering with a neighbourhood coffee shop to provide public breakfasts and act as a local Metamorphosis hub, which is located en route for parents who walk their children to school;

- Working with the Creative Quarter Carolina (CCC) Association of urbanists, architects and artists in implementing some of these Metamorphosis activities;

- Working with Șezi, a local design company, to create an urban library project, where small libraries will be placed in public space, and the books are available to children and adults alike; and

- Engaging the Owners Associations of local apartments, who will be asked to contribute ideas on how they would like to transform their neighborhoods to become more child-friendly.

The street closures and public interventions are centred on two neighbourhoods, with the first situated on a dense-traffic artery road near Parcuk Unirii (Monument of the Union Park) - see Figure 2.1, which is expected to involve the participation of more than 5,000 people. The second involves the closure of two smaller streets (Figure 2.1) near the previously-discussed schools and kindergartens, which is expected to affect a minimum of 500 children.
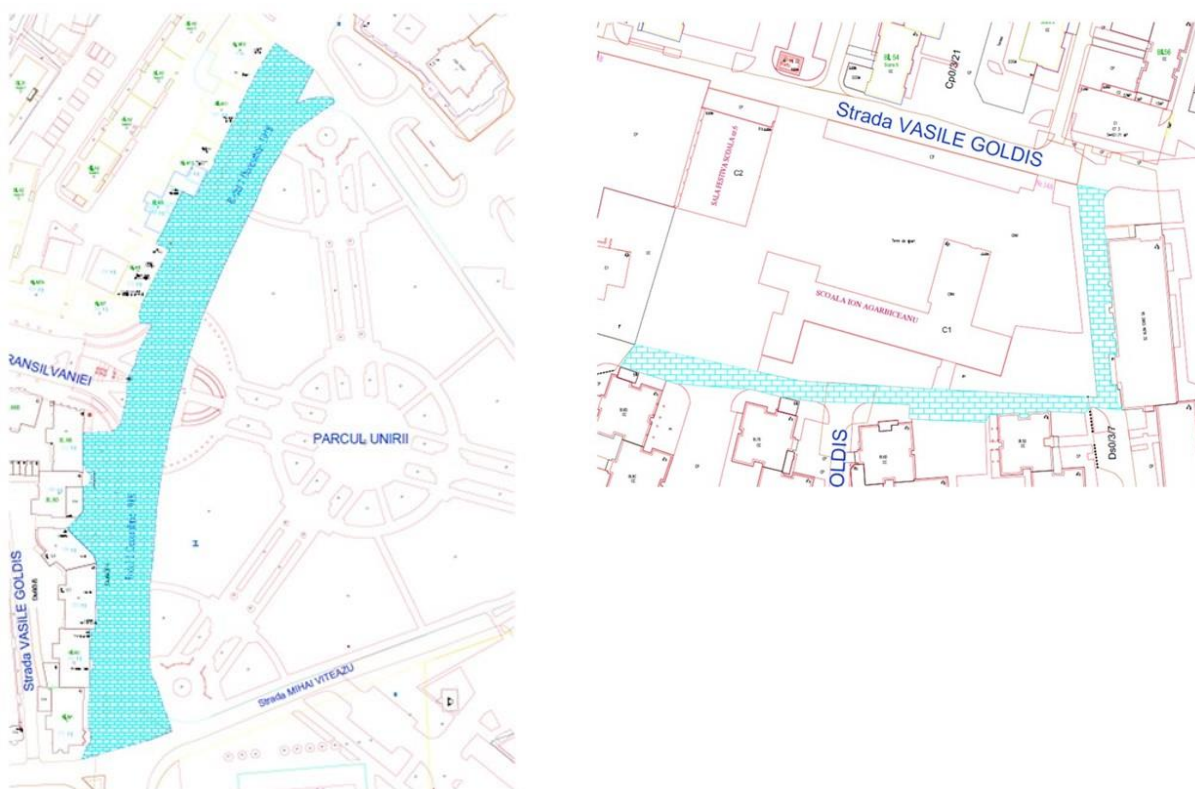


*Figure 2.1 Planned Street Closures in Two Neighbourhoods in Alba Iulia*

For the urban gardens, four of these will also be around the partner schools, while one will be within the citadel area, and at least one such garden is expected to be set up within the first year. The coffee shop and public breakfasts are expected to increase the number of children playing in the streets by 50% for a one-day event taking place in April 2018. These project activities are in addition to two vision building workshops that were held with children and teachers, and with the local community in November 2017 (see D3.1). The activities will also build on the work of the 'Local Communitarian Barometer', which is a professional, scientific and sociologic instrument that is used to assist the city in monitoring and evaluating the impacts and the perception of local citizens over the municipality's projects, services and urban development policies.

### 2.1.2   Graz

The Graz Metamorphosis activities are centred on the Lend district, which are overseen by the local 'Lendwirbel' neighbourhood association, as well as FGM-AMOR as its steward. Other partners or stakeholders involved include the city departments, local schools, lobby groups and supporting journalists. The district has a high level of migrants (~30%), although certain areas like Lendplatz are experiencing gentrification. The neighbourhood trials are expected to affect up to 7,000 people, out of 30,000 in the district as a whole.

The overall plan is to implement pilot studies, which can be transformed later into permanent fixtures or to repeat them in other areas in Graz, for other neighbourhoods to follow. The Lendwirbel organisation team consists of a mixture of artists, shop keepers, local businesses and residence working together to transform the design of public space in a child-friendly way, and builds on the City's Mobilitätsstrategie (Mobility Strategy) to increase the share of active travel from 33 to 36% until 2021, with a corresponding reduction of motorised traffic from 47 to 40%. The project operates within a wider city framework that includes local 'encounter zones' where traffic speeds are limited to 20km/h, as well as a wider city limit of 30km/h. However, one of the other project aims is to streamline the district's public order processes, including preparing a guidebook that will make it easier for citizens to apply for temporary street closures, and hold events and associated interventions in public space. A summary of the Graz Metamorphosis project is shown in Figure 2.2, which is followed by a summary of the implementation trials planned.

**GRAZ**

**Background City and Neighbourhood**
- Medium sized city with 280,000 inhabitants
- Urban, densely district with high percentage of migrants

**Key Partners**
Lendwirbel
FGM-AMOR
City of Graz
FrazGraz (Child association)

**Areas of main activities**
Street and neighbourhood transformation, driven by SMEs

**Types of innovation**
- Social innovation
- Workplace innovation
- Educational innovation
- Design, creativity, public sector innovation
- Open innovation

**Outputs**
- 5 – 10 Hybrid Zones with involvement of at least 50 local SMEs
- Up to 25 Interventions in public space with travelling trees, the movable parking space vehicle and cargo bikes as street furniture.
- 5 - 10 temporary street closures
- 1-2 Living labs around schools in the district
- Up to 5 Urban Gardening interventions
- Educational innovation tools for school and kindergartens (awareness raising, teaching aids and migrant involvement)
- Empowerment activities for active mobility: Up to 100 bicycle trainings in real traffic, 10 bicycle repair courses and up to 5 courses for migrant children
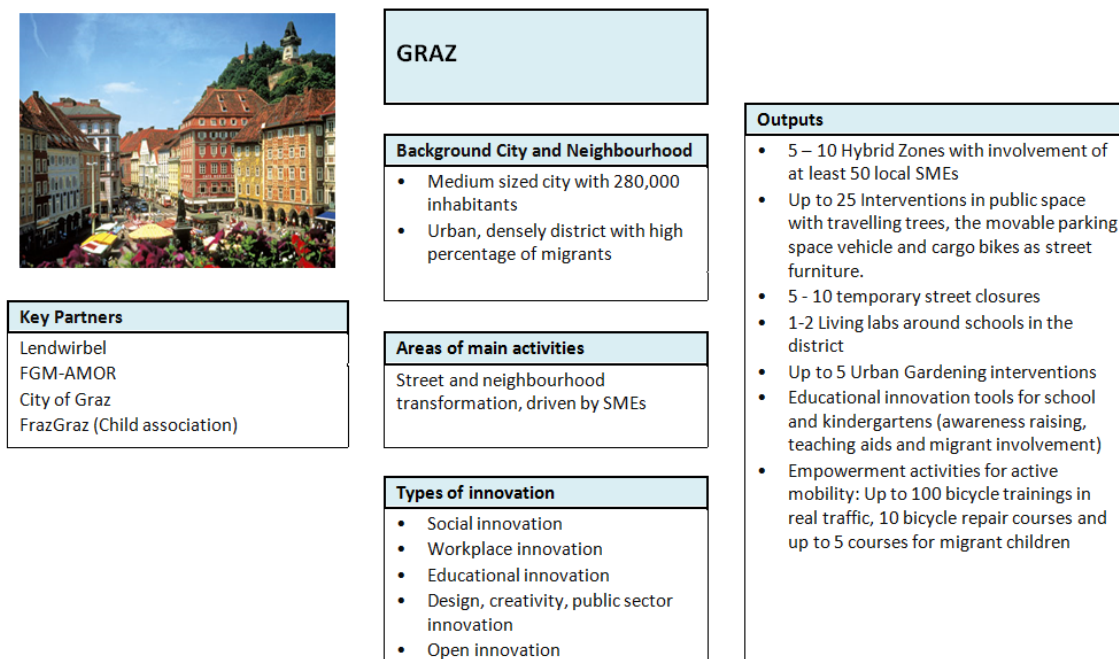
*Figure 2.2 Summary of Graz Metamorphosis Project*

The implementation trials comprise one or more measures in three designated neighbourhood zones, including:

- Temporary street closures;

- Hybrid zones;

- Urban gardening;

- Public space intervention - art in public space;

- Public space intervention - urban re-design;

- Living labs around schools;

- Educational tools;

- Parking space interventions;

- Empowerment activities for active mobility;

- Street closures around schools; and

- Other ad-hoc interventions.

### 2.1.3  Meran

Meran (or Merano) in South Tyrol, Italy, has long been known as a multi-lingual health resort, with a population of about 40,000, but now suffers badly from traffic like many other cities. It is working with their steward partner, the Öko-institut in Bozen, as well as other local groups and the Università Popolare delle Alpi Dolomitiche (UPAD) in developing their Metamorphosis initiatives, which is aimed at improving sustainable mobility and revitalising public space through the creation of child-friendly neighbourhoods, which will be integrated with the development of their new Masterplan, a strategic document for the urban planning of the city. The Meran measures are divided into three categories, which will be implemented in five neighbourhoods. The three categories comprise:

- The extension of existing ideas such as the street closure around schools, and the 'pedibus-project' which are already in use, and involving students of local primary schools, with a correlated workshop to increase the emotional connection and impact of these implementations;

- Socialisation-type project, such as urban gardening, and a UPAD-developed participation project aimed specifically at immigrants and those on lower income;

- Other projects, such as novel ideas for reaching a new school complex in a safe and smart way, and the reorganisation of a local square to connect with people.

The five neighbourhoods comprise:

- *Steinach-Viertel*, which is the smallest area, but very receptive to artists, and where everyone knows each other. The initiatives planned include games and incentives designed to lengthen the dwell time on streets and to connect pedestrians between several districts, and an urban gardening project where herbs will be plant on a square;

- *Obermais / Brunnenplatz*: a proud neighborhood with a long tradition, where there is a farmer's market once a week on the Brunnenplatz, along with regular shops, cafes, bus stops, a taxi rank, etc. This square will be used to connect with different generations of people through a round table where they may converse, and there is also an intention to connect with people through the surrounding primary schools;

- *Sinich / Sinigo*: a neighbourhood built in the 1940's, with small houses for industrial workers, and there is still a big division between native German and Italian speakers. A new school complex is being developed, which will help unite the two language group speakers in a single building near the district-library. The main square is also going to be re-planned through a citizen participation workshop, although this will not involve children as such;

- *Wolkenstein*: involving a school project starting in autumn 2018, where students use the existing pedibus-network to schools and can transform the collection points into more attractive waiting areas (green parking lots, bright colours, forms etc.);

- *Vigilviertel - S. Vigilio*: a big area built in the 1960's, with lots of tall buildings, although there is no traffic inside the area, and the population of which are now mainly in the lower income groups. The plan is to improve community adhesion through promotions with UPAD and the children living in the area.

### 2.1.4 Munich

The City of Munich comprises 1.5 million inhabitants, with a further 2.5 million people who live in the greater metropolitan area, and the city council has already developed a master plan for sustainable multi-modal mobility management, with an emphasis on targeting children and teenagers in kindergartens and schools. The city's Metamorphosis project is driven by the Department of Public Order, in conjunction with its steward partner TUD, which requires the support of many other local groups, as well as several city departments, including the Departments of Education and Sports (in particular BildungsLokale), Urban Planning and Building Regulations, Social Services, Construction, and Environment and

Health. The measures planned are intended to create the idea of a 'mobility biography' (i.e. from the cradle to the grave) for children and young people, with the aim of shaping their attitudes towards sustainable travel, by raising awareness at an early stage and to promote appropriate transport choices based on the situation. Therefore, the Metamorphosis measures will not focus only on one area, but rather a city-wide implementation involving a variety of neighbourhoods with different characteristics, including for example Neuaubing-Westkreuz and Riem. These measures are based on previously-proven innovative activities, including those from the BAMBINI project, Walking Bus, Fair Move, On My Way, School Tour and Go!Family. The implementations planned for 2018 include:

- An interactive mobility quiz as part of the Streetlife Festival,taking place on 5th-6th May and 8th-9th September;

- A bike to school competition between 4th-24th June;

- A cycling rally on 16th September;

- An interactive walking game planned for October; and

- Using 'Flocki', or the story of a snow rabbit named Flocki, as a motivation action for primary school children to walk to school, planned for the 2018/ 2019 school year.


### 2.1.5  Southampton

Southampton is the second largest city in the South East of England, with a population of around 250,000. The City Council has built up strong expertise working with partners on award-winning projects such as the successful 'MyJourney' behaviour change programme, which focused heavily on improving mobility management in schools (including the Modeshift STARS programme), extensive community engagement, and the design and delivery of innovative campaigns focussing on the promotion of active travel and sustainable urban logistics. For Metamorphosis, the interventions are centred on the Southampton 'Travel to Work' area, which includes the city centre as well as key routes from Totton to the West, Hedge End/Botley to the East, and Chandlers Ford to the North, and focusing in particular on the Sholing area in the east, as well as The Avenue (A33 main road) from the city centre towards the north.

To deliver these implementations, the City Council is working with its steward, the University of Southampton (Transportation Research Group), as well as several other partners, including local schools, a community hub, and in particular Sustran, a UK-based sustainable mobility advocate organisation. The project has three main work streams, which are designed to:

- Increase 'Street Party' applications, or facilitate community-led street closures for the purposes of encouraging children to play outside, including creating resources and ideas on how to use the reclaimed street space;

- Provide summer cycling festivals in 2018, 2019 and 2020, which are fun, free, and a good family 'day out' for everyone to enjoy, and where there will be accessible and traffic-free routes involving road closures and parks in the city centre, with lots of activities along the way;

- Provide four temporary street closures in the Sholing area, involving Valentine Primary School and Monty's Community Hub, and which includes a trial period where colourful street furniture will be left in place. These street works will be created by urban designers in conjunction with school pupils, parents/carers and local residents, and consultations will be held with all stakeholders to mitigate the resistance to the road closures. The street works and closures will build on knowledge gained from previous 'pilot' trials conducted at Fairisle School in the North of the City (and funded outside Metamorphosis) in September 2017, to test the wider applicability of child-friendly 'school street' schemes for this project. Alongside the four planned street closures, children and parents will be encouraged to travel by sustainable modes (walking, cycling and scooting), as the reduction in car trips will improve the local air quality, as well as children's physical and mental health.

Although these initiatives are also all intended to be trials, there is an intention to make them more permanent, if appropriate, and assuming (other) continued operational funding is made available.

### 2.1.6 Tilburg

The Municipality of Tilburg has a population of about 210,000 inhabitants and a major aim of the Metamorphosis project is help make Tilburg a leading mobility city within the EU. For the project, the main partners are NHTV Breda, acting as the steward, local primary schools, and people living in the city, particularly children who are the 'end users'. Other local stakeholders include Interpolis, Veilig-Verkeer-Nederland, Gemeenschappelijke Gezondheidsdienst and neighbourhood organisations. The Metamorphosis project will build on two existing Tilburg initiatives:

- Tilburg veilig naar school (TVNS); and

- Tilburg Mobility Road Map (SUMP)

TVNS focuses on the safety of children when commuting to and from schools, and Metamorphosis will build on the strong existing community partnerships with schools to

benefit children as the end user. The city has also created a sustainable urban mobility plan (SUMP) for their 2040 vision, which is known as the Tilburg Mobility Road Map. This SUMP provides a clear framework to help guide Tilburg on the six key themes which need to be improved in order to achieve their 2040 vision on sustainable mobility - see Figure 2.3.



*Figure 2.3 Six Themes of Tilburg's Sustainable Urban Mobility Plan*

Metamorphosis will focus at least three of the SUMP themes, including: (i) quality of life and attractiveness, (ii) transport health and safety, and (iii) innovation and pioneering, with a particular emphasis on children being involved in bottom-up planning. The project will also focus on the city's residential districts in terms of developing the implementation trials, in particular those with primary schools, and with the Brabant verkeersveiligheidslabel (BVL) schools participating initially. This should lead other schools which are not participating to realise that the plans are beneficial, and that they could get involved as well. The main goal is to encourage people, especially children, to conduct more walking and cycling by placing the human aspect at the centre of implementation design, and including people in the process of policy and project development as a form of social innovation, starting with vision building workshops in 2017-2018. This will be followed by specific implementation schemes in school year 2018-2019, that include the use of 'travelling trees', school environment 'scan+' workshops, GPS trackers for children, safe-to-school initiatives involving children, bike doctor (reward children who go to school by bike) and virtual reality experiments involving Interpolis, where children can walk/cycle through their virtual school environment to experience different and potentially hazardous situations in relative safety.

### 2.1.7 Zurich

Zürich is the largest city in Switzerland, with 400,000 inhabitants. The Metamorphosis city driver starts from the civil engineering department, working in partnership with Synergo as the steward, and involving other government partners, schools, community centres and retailers. Other stakeholders include local politicians, opinion leaders, neighbourhood leaders, settlement estates managers and journalists. The aim of the project is to develop child-friendly neighbourhoods in two settlements, to strengthen the community feeling and support the use of sustainable mobility tools, particularly involving children aged from 5 to 12 years, and their parents, and which is part of a wider plan to integrate otherwise hard to reach target groups (such as migrants). The project encompasses a wide programme of different implementation measures from spring 2018 to late summer 2019, including:

- Mobility share points, which also act as 'crystallisation points', where inhabitants are encouraged to bring their own 'mobility tools' for sharing, and where other community events, activities, and conversations can occur;

- School mobility project weeks ('Mobilität erleben');

- Bike repair workshops in schools and settlements;

- Transformation of a parking spot for a day, which involves children being given a choice of materials with which to develop their ideas, e.g. for a 'walking vehicle' ('Gehzeug');

- Neighbourhood analysis, where children are able to analyse their neighbourhood qualities and weaknesses, under the guidance of a children's participation expert, and in turn catalogue insecure places in the street 'net' (with plan and photos), and search for possible solutions;

- Guided bike tour, provided through the partner bicycle association 'Pro Velo Zürich';

- Development of a neighbourhood walk, where children reveal their favourite spots in the neighbourhood and create a walk that connects these spots; and

- One-day temporary street closures in two settlements, in order to have a mobility street party, and develop ideas with children on how to use the street instead.

The city of Zürich also has a SUMP in place ('Stadtverkehr 2025') - see Tilburg above, and together with Synergo have developed a wide range of evaluation indicators for assessing the success of their project. This includes social-demographic data such as the size/composition/situation in their neighbourhoods, as well as measure-specific indicators, including the number of children/participants, and various mobility and social perception measurements (see Appendix VIII). These indicators provided an important contribution to the analysis for Work Package 6 (see section 2.3 below).

## 2.2    SWOT Analysis

A preliminary, high-level SWOT analysis of the project has been conducted, based on the cities' Local Analysis Reports. This is shown in Figure 2.4, and described in more detail further below.
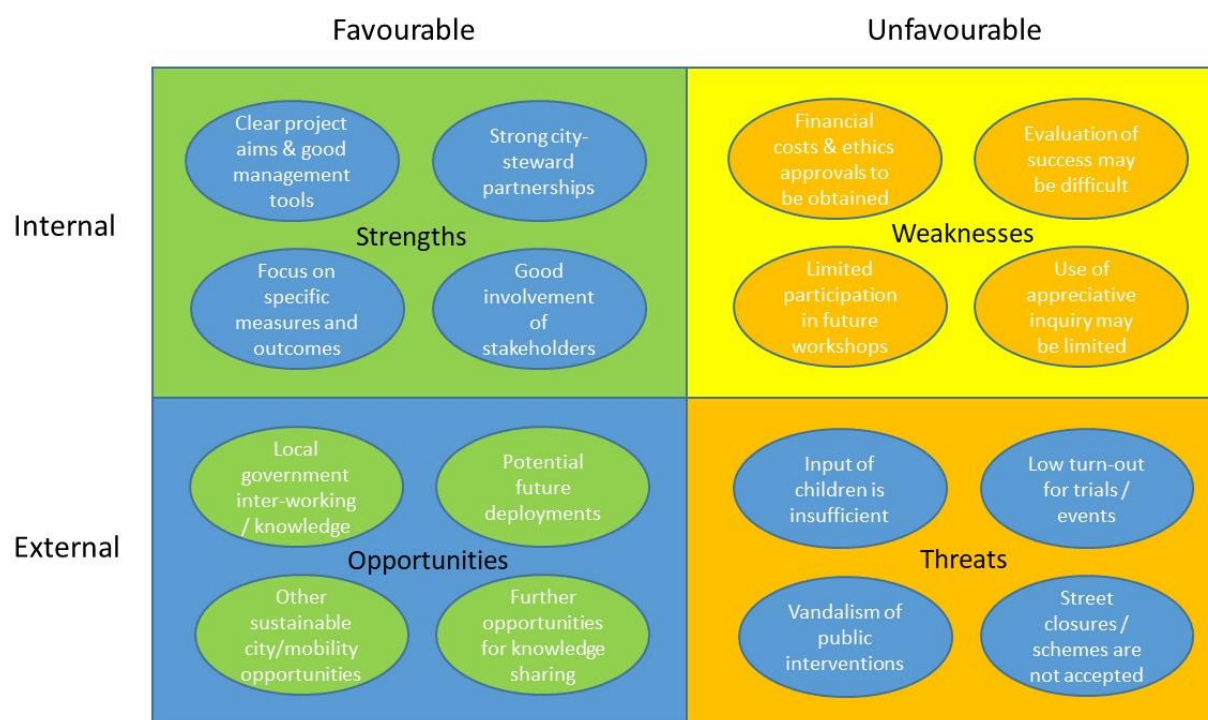


*Figure 2.4 SWOT Analysis based on Local Analysis Reports*

Strengths
- All the project teams show good understanding of what the project is about, and they are clear on their overall aims and objectives, including the important engagement and participation of children in the project. In addition, effective management tools and structures have been established for the project, which enable the consortium to take countermeasures, and develop mitigation strategies early, should problems arise. This includes the use of regular monthly teleconferences, for example among the Management Committee members, and separately to discuss implementation issues (see WP3 and 4 for further details);
- The establishment also of strong city-steward partnerships, which provide a good interdisciplinary working model going forward, with teams of different strengths and backgrounds being involved at the city or municipality level, that collaborate effectively towards delivering the Metamorphosis tasks;

- There is also good involvement of local officials, schools and other government and non-government organisations in planning, which is apparent in the list of stakeholders/ partners involved, and the outline description of the projects. The project as a whole could also play an important role in potentially developing international city relations (see 'Opportunities' below); and

- The Local Analysis Reports provide clarity over the individual project measures and activities, and the associated desired outcomes, which are described in some depth (see Appendices II-VIII).

Weaknesses

- Details of the financial costs involved in the implementation trials are still to be worked out in many cases, although the overall project allocations for each partner are predetermined - these details are expected to be firmed up as the Implementation Plans (D3.2) are developed. In addition, the need to obtain local and national ethics approvals for the project as require by the European Commission has delayed the working processes in some cities, where such local procedures do not exist (other than for medical-related projects), or where the national Ethics Commissions do not feel responsible and/or state this need for the Metamorphosis implementation measures is considered excessive. This work is currently on-going;

- The evaluation of success for some city schemes may also be difficult, due to the innovative nature of the schemes, which has a focus on children and the need for play and interventions in public space. For example, many of the indicator measurements (see Appendix IX) require the use of surveys or counting techniques, which can be expensive or difficult to achieve, particularly in collecting data for 'before', 'during' and 'after' the events, or else over long periods of time, and some project teams may not be geared up for this;

- The use of 'appreciative enquiry' has been tried in some cases, and although parts of the technique has been employed (e.g. to emphasize the positives of public interventions), there may not be a place to use this method more widely in Metamorphosis - as there are no further mentions of this in the cities' Local Analysis Reports; and

- The overall project plan includes two 'training'-orientated consortium workshops at the outset of the project (held in Meran and Munich), which have been very useful for wider team-building and knowledge-sharing. However, further workshops will be limited to one representative per partner, and this could restrict opportunities for wider Metamorphosis project team building, and cross-location knowledge sharing, as the individual city projects progress.

Opportunities

- The involvement of many different partners at the local level (including different city government departments) presents a material risk for the the project. However, provided effective working relationships are put into place, these could also increase the mutual understanding between the different partners, and provide further opportunities for streamlining planning and other local government processes;

- The Local Analysis Reports are centred on events and activities planned during 2018, and as the project develops, these can be fine-tuned for deployment in future years (as applicable). There are also likely to be additional opportunities for the partner cities to implement further measures and trials once Metamorphosis is complete, and these potential opportunities for future deployment should be reviewed towards the end of the project;

- The local street closures, school-related activities, and other public interventions also provide good opportunities for wider public engagement beyond the scope of Metamorphosis, for example to inspire wider music festivals which can also help to reinforce a sense of community, and encourage more local walking and cycling instead of car use, and these should also be considered as the local schemes develop in 2018; and

- Wider engagement of the project partners, both within each city/country, and across the Metamorphosis consortium, could provide further opportunities for knowledge sharing, and improving international relations between the cities/partners.

Threats

- There is a possibility that children are insufficiently engaged in vision building or defining their requirements for child-friendly neighbourhoods, which requires the use of specific techniques tailored to engaging children (see Work Package 3);

- Potential low turn-out to trial events, which require targeted communications campaigns to interest local communities/groups. This risk of low acceptance and/or lack of participation is also true of longer-term measures, such as community gardens, which can fall out over neglect and long term under-use;

- Major street closures may also not be well accepted, with potentially many complaints, which require local awareness campaigns on the importance of reducing car traffic, to improve air quality and for wider public health benefits; and

- Vandalism of public interventions, such as the destruction of parklets and urban garden beds, which require local 'heroes', key persons and certain groups to be involved to provide oversight and some protection of these measures, as well as wider information about the purpose of the interventions, and to reinforce the community benefits.

## 2.3    Evaluation Indicators

While Metamorphosis encompasses a broad range of measures and activities for creating child-friendly neighbourhoods, the Local Analysis suggests that implementation trials for each city are relatively unique to the individual circumstances of each neighbourhood where these initiatives are planned. Nonetheless, in order to help with the evaluation analysis, it was suggested that the Work Package leader for Monitoring and Evaluation (WP6 Leader - TUD) should produce a list of measure-specific indicators, which may be used by the cities as potential baselines ('before', 'during' and 'after') for measuring the success of their individual schemes. However, the compilation of these indicators (see Appendix IX) occurred in parallel to the local analysis conducted by the partners, and hence it was not always possible for the cities to include some of these indicators in their Local Analysis Report. However, the WP6 Leader was given opportunities to review the Local Analysis Report of each city before they were finalised, and provided them with evaluation feedback, which should be reflected in the subsequent Implementation Plans (D3.2) being developed by the partner cities for their trials - see Conclusions section below.

Further details of the monitoring and evaluation approach to be deployed by the partner cities, and overall, are described in Work Package 6 (D6.1 and D6.2).

# 3    Conclusions

From the Local Analysis, it is clear that each of the seven cities in the Metamorphosis Consortium is making good progress towards planning for Innovative Concepts and their Implementation Trials, which are the next two stages of the project (WP3 and WP4 respectively). The measures and activities planned will encompass a wide range of partners and stakeholders, including children, as well as local community groups and members of the local city council/municipality. In addition, much thought has been given to how the target groups, in particular those relating to children, will be engaged in an authentic way in co-creating the implementation trials, which build on existing initiatives for many cities.

A SWOT analysis conducted from the Local Analysis Reports suggest the project has many strengths, in particular clarity over the project aims, with good involvement of local partners and other stakeholders, as well as potential opportunities, including greater local government inter-working, and the possibilities for future deployment. However, some weaknesses and threats have also been identified, including the potential costs/effort required for survey counts in monitoring and evaluation, as well as the need for effective communications and local engagement to ensure that the planned implementation trials are effective. The cities and their steward partners have also considered how their trials will be monitored and evaluated, and while the evaluation indicators are distinct to each location, there is also a common set of indicators which cuts across all locations, which will help wider programme evaluation, as well as the assessment of relative success for the different trials in each city.

# APPENDICES

This section contains:

- Appendix I - the checklist template originally supplied to the Metamorphosis consortium partners to help them with their local analysis;
- the individual Local Analysis Reports submitted by each of the seven partner Cities for this consolidated report, listed as follows:

| Appendix | City, Country | Draft of Local Analysis Report Submitted on | Final Local Analysis Report Submitted on | Final Report Submitted by |
|----------|---------------|---------------------------------------------|------------------------------------------|---------------------------|
| II | Alba Iulia, RO | 22/10/17 | 12/04/18 | Cristiana Fica |
| III | Graz, AT | 25/09/17 | 09/04/18 | Susanne Wrighton |
| IV | Meran, IT | 17/10/17 | 09/04/18 | Philip Kleewein |
| V | Munich, D | 20/09/17 | 09/04/18 | Anja Grade |
| VI | Southampton, UK | 17/11/17 | 10/04/18 | Carolyn Ireland |
| VII | Tilburg, NL | 19/09/17 | 06/04/18 | Inez Rastovac |
| VIII | Zurich, CH | 14/09/17 | 10/04/18 | Barbara Kieser |

- Appendix IX - a list of recommend evaluation indicators for selected measures and activities for partner cities to consider in asessing their implementation trials.

Note:

- These Appendices contain the final versions of each partner city's Local Analysis Report, although the earlier draft versions are available from the overall Metamorphosis Project Coordinator (FGM-AMOR) on request.
- For consistency, various headings, formatting and references from these documents have been modified for the purpose of this consolidated report. However, these superficial changes do not affect the content of what each city has submitted, nor the summaries as described in the earlier sections.

**Appendix I - Local Analysis Checklist Template**

# Checklist for Local Analysis

### Composition of local teams, roles

Who are the persons that will work in a continuous way and what are their roles in this team?

- Steward partner persons
- City partner persons
- Other organisations, e.g.
  - Local opinion leaders, „local heroes", to whom people listen
  - Leaders of key organisations: school directors, kindergarten directors
  - Initiatives doing similar work
  - Key persons in „other" city departments (not the one directly in Metamorphosis)

### Who will be your local partners/Stakeholders (with a special focus on bodies working with children)?

Those people not involved in the direct work, but important to have as support or to avoid as adversaries

- Relevant city departments
- Lobby Groups, NGOs
- Key persons (e.g. Politicians)
- Journalists (whom you think are open for the topic and would support you)
- Persons known to ask critical and uncomfortable questions

### What favourable policy papers or decisions do you have in your city that could support Meta implementation?

- Environmental programme
- Road policy guidelines

### What is the general idea of what you want to implement?

- Do you already know or are you still developing?
- What do you want to achieve – what is the story? (target group?)
- Where will you be in 3 years? In 2? In 5?
- Does it conform to the implementation description in the Annex (starting p49)
- How much money and which other resources will you need during the process? Are these resources already assured?
- Which major risks could severely endanger your project? Concerning those risks: How can you counter or prevent them?

### What will be the rough time plan?

- Local "start-up" or "kick off"
- Vision building
- Involvement of children, schools, parents
- Involvement of city departments
- Implementation
- Evaluation (baseline, interim, final) (possible (children specific) indicators? involvement of children in the evaluation process? possible indicators for process evaluation?)
- Dissemination (journalists)
- How often will you meet, or at least talk (preferred would be about every two months and more often when necessary and less if not necessary)

**What is the area of the neighbourhood you plan to work with?**

- Size (map would be helpful, number of people)
- Characteristics (rich, poor, densely populated, many cars, migrants, etc.)

**Do any existing projects, campaigns, activities and/or survey results exist that your planned implementations can be based on?**

**What are the legal and ethical frameworks in your city that will have an impact?**

- Road code
- Environmental laws
- Laws concerning public events
- Ethical issues concerning children

**What are the framework conditions in the municipality / district to prepare and decide a budget for the implementations?**

- Is there a hierarchy of decision makers?
- How long before does it need to be approved?
- Which departments are involved?

**Any other open points, e.g.**

- Metamorphosis meeting
- Funding problems
- Other funding
- Other projects

# Local Analysis Alba Iulia

**Composition of local teams, roles / Who will be your local partners/Stakeholders? (with a special focus on bodies working with children)**

Who are the persons that will work in a continuous way and what are their roles in this team?

The persons that will be involved in the implementation of the project at local level will be Mr Ovidiu Podaru and Mrs Cristiana Fica that would be in charge of implementing the activities assumed in the proposal by Alba Iulia Municipality. Mr Moldovan Nicolaie the City Manager of Alba Iulia will coordinate the team and will be involved as a decision maker. Moreover the team will be completed with a person taking care of the dissemination activities and a person that would be in charge with the financial aspects of the project.

The steward partner for Alba Iulia Municipality is FGM Amor.

At local level Alba Iulia Municipality will work closely for the implementation of the activities with CCC Association (Creative Quarter Carolina) which is a group of urbanists, architects, artists from different fields that are very involved in the community life by organizing workshops/labs with different thematic.

Regarding schools and kindergartens, Alba Iulia already has partnerships with 4 schools that were actively involved in the campaign The Traffic Snake Game (TSG) which is a campaign developed to encourage walking and cycling to school, with primary school children, and parents and teachers being the main target group.

Partnerships with kindergartens will be developed in order to organize living labs together for raising awareness on the topic of children friendly neighbourhoods.

Moreover at this moment Alba Iulia Municipality is willing to create a partnership with a chain of supermarkets that is implementing the concept of urban shared gardens at national level.

In this regard we plan to create a network of urban gardens around schools and kindergartens within the city where children and teachers can promote urban gardening and could use the gardens as a learning space as well. The urban gardens will be developed within the neighbourhoods of the city as well and in this regard the citizens could adopt their own plot to take care for.

Another stakeholder involved is **Şezi** a local design company that would be involved in an urban library project. Through the project several small libraries will be placed on public space and the books will be available for children and adults as well.

**Who will be your local partners/Stakeholders? (with a special focus on bodies working with children)**

Apart from the above mentioned NGOs, schools and kindergartens we will work with Owners Associations of the apartment buildings situated in the neighbourhoods where we will have activities. From the Owners Associations we would like to collect ideas on how they would like to transform the neighbourhoods in order to be more child friendly.

**What favourable policy papers or decisions do you have in your city that could support Meta implementation or that they**

The existing policy papers that could support the implementation of the project are the **Sustainable Urban Mobility Plan**, **The Traffic Study** and the **Gehl Architects Study – Alba Iulia towards a city for people and culture**.

**What is the general idea of what you want to implement?**

At this point we plan to implement several street closures, public interventions, public breakfasts and urban gardening projects.

We plan to build a network of 5 community urban gardens, 4 urban gardens around schools and 1 urban garden within the citadel. At least one urban garden will be set up in the first year of the project. The target group is a minimum of 500 children from 2 kindergartens and 2 schools from Alba Iulia and the goal is to build a learning space for schools and kindergartens.

In terms of resources, or getting all the approvals needed from local level an amount of about 100 euro will be allocated and regarding the costs for the urban gardens (wood, plants, vegetables) we will try to obtain a sponsorship from Kaufland Supermarkets which are involved in this project at the national level. At this point we are in discussions with the representatives of the supermarket chain.

The risk that could be encountered during the implementation of the urban gardening projects is that on a long term period the urban gardens could be underused but to overcome this risk we plan to have awareness targeted campaigns. Another risk could be the destruction of beds destruction and in this regard we plan to involve local heroes, local key persons and certain groups, provide printed information about the project in order to overcome this possible scenario.

Another implementation would be the street closures and our attention goes to a big event, a street closure for three days having a big impact.

We will choose a main boulevard within the city and „give it" to pedestrians who can come with ideas on how to build a smart city, along with stakeholders, NGOs, etc., who can implement their solutions.

The targets are to create a city experience in order to present to both the citizens and the tourists how a „city for people" could look; Create a more pleasant, smarter and more sustainable habitat, for citizens and tourists and to "transform" the city in a community where people understand that the city belongs to the pedestrians.

The target group consists of children, citizens of the city, tourists, developers/programmers/makers/ designers.

We will try to involve private companies and to obtain sponsorships.
Regarding the risks we think that there could be a low interest towards the event and to overcome this risk we will have targeted campaigns on social media and smart marketing campaigns and moreover there is possible that the street closure won`t be very well accepted and we are thinking to organize awareness campaigns on the importance of reducing car traffic.

By organizing public breakfasts at local level we want to increasing the number with 50% of children playing in the streets in an one day event taking place in April 2018; Convincing people that public spaces should be transformed in order to be more suitable for walking and for the children instead of parking places and in this regard we will increase the number of public interventions in urban spaces with 20%; Increasing the number with 30% of people that would actively involve in initiatives promoted by the administration;

We will identify one coffee shop which is located on a main route used by parents who take their children to school by walking. We will approach the owner of the coffee shop by explaining the project objectives, goals and the activities that we want to implement as a partner project. The target group consists of children, citizens of the city, cyclists and pedestrians.

We could encounter some risks during the implementation such as low participation of children in this kind of activity but we will plan some campaigns and presentations in schools and kindergartens.

All the above mentioned activities are conforming with the implementation description in the Annex.

**What will be the rough time plan?**

Two vision building workshops were already organized. The first one took place on 25.11.2017, 30 children and their teachers participated at this workshop. The workshop was focused on experiencing a living lab with the children from different schools within the city. This workshop was structured as a living lab involving several schools within the city and through the Urbingo game the children discovered the city in an innovative way.

The second vision building workshop took place on 29.11.2017 and the discussions within the workshop were focused around a general topic on how to make the neighbourhoods within the city more child-friendly. Specific interventions in public spaces were also discussed. 11 persons from various fields of activity participated at the workshop. Among the participants were planners, architects, artists, representatives from housing associations.

We will have meetings with representatives from different city departments, teachers, planners, urbanists, architects every two months or more often if needed especially when we are planning street closures or other kind of implementation activities. The street closures and public breakfasts are planned for April/May.

Regarding the dissemination of the activities and implementations we will use our dissemination channels, website, official Facebook page, press list, awareness campaigns and moreover we have direct access to relevant projects with outreach potential both at national and international level.

**What is the area of the neighbourhood you plan to work with?**

Attached to this document there are 2 maps of the neighbourhoods we plan to work with. There are other neighbourhoods that we intend to work with, during Metamorphosis project but we highlighted for now in the maps just the ones that we intend to involved in different kind of actions in the coming months. For the first one (the big boulevard) situated near "PARCUL UNIRII" we expect to have in the street more than 5000 people during that days when the event will take place. The second one, the closure of two smaller streets, as you can see in the attached document will be organized as a smaller event which will be addressed especially for the children assigned to the school and kindergarten located exactly in the middle of those two streets that we intend to close. For this closure of the streets we approximate a number of min 500 children.

For the first event which will take place on the big boulevard we talk about a very heavy traffic because it is a main artery of the city and very densely populated with a lot of cars and parking places but no migrants. Regarding the financial status of those who live in the area or those who will attend the event we can't give any details. For the second event (street closure) which will take place near the one neighbourhood school and one kindergarten the characteristics are a little different because the streets are not heavily circulated by cars and the place is more appropriate and familiar for the children by being located exactly near the school. The neighbourhood is also densely populated like the big boulevard with no migrants. Also regarding the financial status we can't give any details.
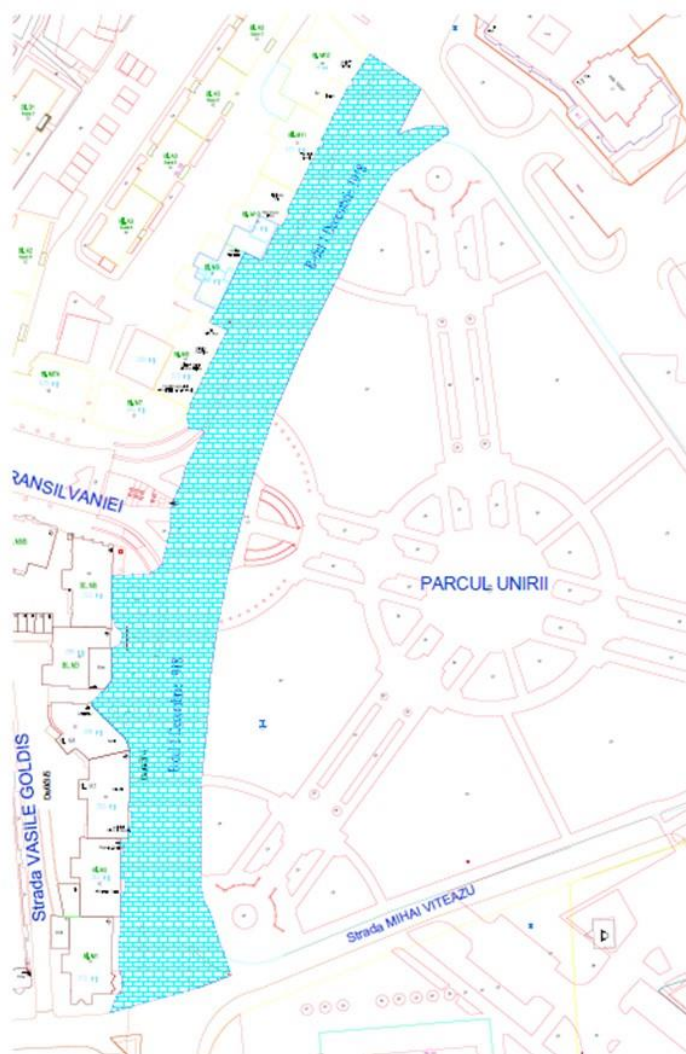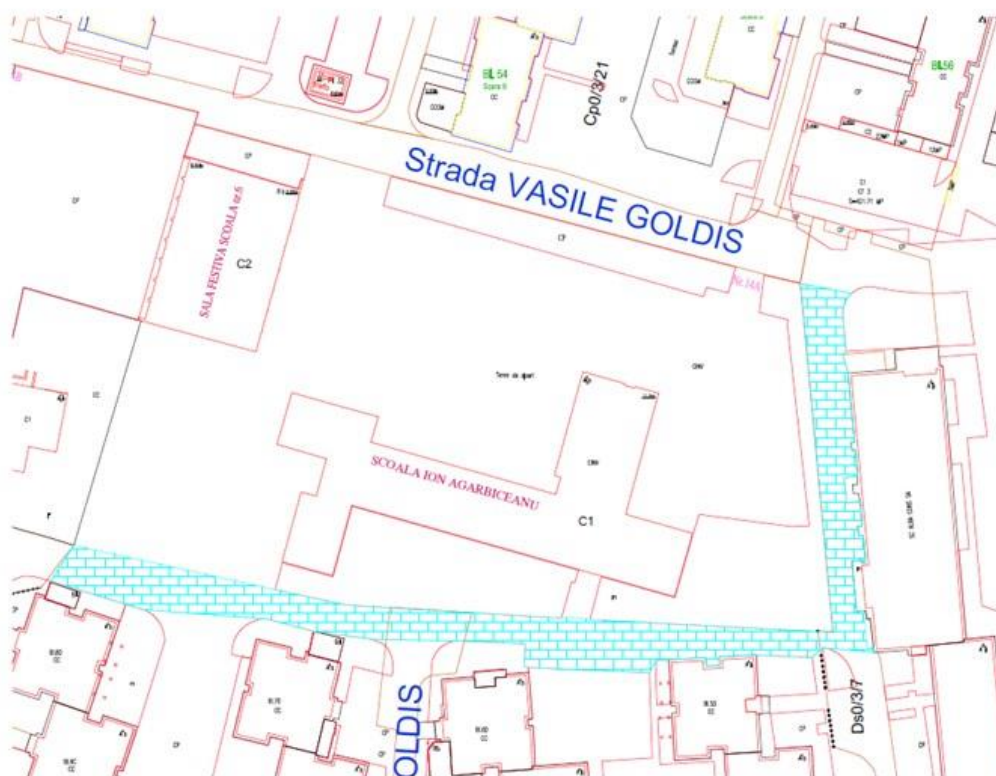
**Do any existing projects, campaigns, activities and/or survey results exist that your planned implementations can be based on? What are the legal and ethical frameworks in your city that will have an impact?**

The implementations could be based on the results of an existing survey. In Alba Iulia for several years now are evaluated and monitored, systematically, the impact of the projects on the city and the perception of the citizens over the municipality's projects and over the public policies at local level. Starting from 2014, the local community Barometer – an unique project amongst the 320 Romanian urban authorities. The Barometer is realized by the Center for Sociology of the University of Alba Iulia.

The Local Communitarian Barometer is a sociologic instrument, professional, which helps us to have a correct overview, faithful and systematic on the perceptions of the civil society which participates actively to the communitarian life. The evaluations are done annually.

Thus the municipality benefits through the Local Communitarian Barometer from a rapid and complex report over the needs, options and priorities of the community which can be then integrated into the justification of some policies, projects and measures for local development.

The Local Communitarian Barometer has the following purposes:

- The scientific knowledge of the citizens' perception over the urban development process;
- The complex measurement of the city's citizens' satisfaction over the services of the local public administration, over the cultural events organized annually, over the economic development towards the needs of the local business environment, respectively towards the workforce;

- The takeover of structured proposals from the city's citizens over the urban development projects;
- Knowing the quality life and its evolution among the key occupational and residential layers in the municipality;
- Knowing the social cohesion through the establishment of a multi-methodological annual research which envisages the organization of 3 focus groups, a direct inquiry in each year's October and an online inquiry (on representative samples) for the whole year period, who's results are made public and are meant to increase the trust in the local administrative process.

The Local Communitarian Barometer, through all the dissemination formulas of the results of the research (online posting of the research data, dissemination through the mass-media or direct communication of the results through meetings with the citizens), will become an instrument of public awareness through which citizens will realize the themes and projects on the communitarian agenda.


**What are the framework conditions in the municipality / district to prepare and decide a budget for the implementations?**

Usually the budget for a project or for different type of activities are approved in Local Council meetings which take place every month. The departments involved depend on the topic of the project approved.

### Appendix III - Local Analysis Report - Graz

# Local Analysis Graz

## Composition of local teams, roles

Who are the persons that will work in a continuous way and what are their roles in this team?

- *Steward partner persons*: Karl Reiter, Susanne Wrighton, Karl-Heinz Posch,
- *City partner person*: Anna Resch, David Steinwender, Manuel Schöndorfer and Andreas Flach.
- Other organisations: e.g.Fratz Graz (subcontractor and advisory board member),
- *Leaders of key organisations*: school directors, Kindergarden directors: Directors of the following schools: Klex School, Afritsch School, Fröbelschule, Gabelsberger Schule; Kindergarten Kinkgasse
- *Initiatives doing similar work*: Gries, Jakomini, Geidorf Grätzlinitiative Magerlbad;
- *Key persons in „other" city departments* (not the one directly in Metamorphosis): Thomas Fischer (Road Department), Werner Prutsch (Environmental Department), Andrea Keimel (Department of Economics), Heimo Maieritsch (City Manager), Bertram Werle (director of urban development department), Ingrid Kramer (Department for youth and family); Simone Reiss (Urban development department).

## Who will be your local partners/Stakeholders? (with special focus on bodies working with children)

Those people not involved in the direct work, but important to have as support or to avoid as adversaries
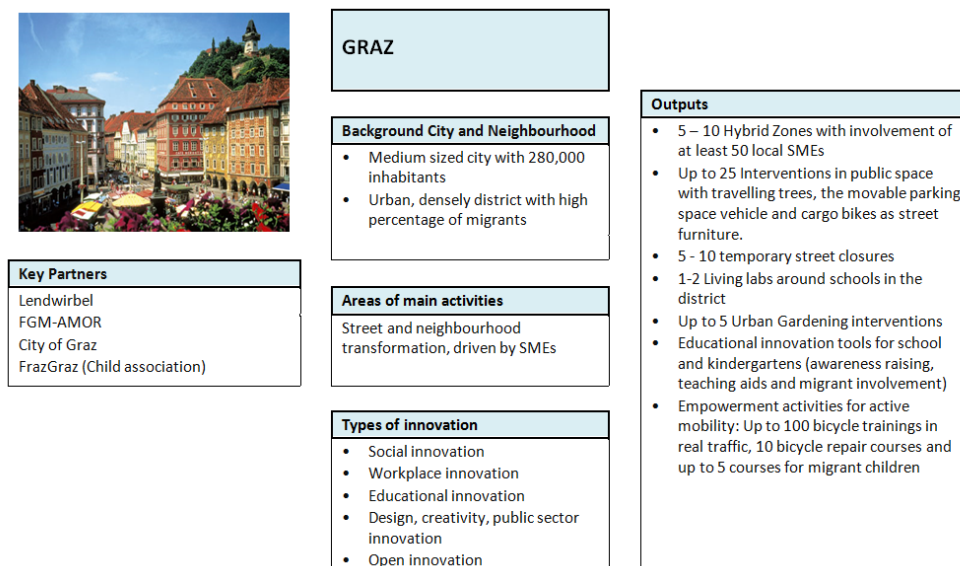
- *Relevant city departments*: Wolfgang Wehap (representative of city councillor), Wolfgang Krainer (district councillor); Barbara Urban (department of transport planning);
- *Lobby Groups, NGOs*: Kinderbüro, Radlobby,
- *Key persons* (e.g. Politicians): Elke Kahr (transport councillor), Tina Wirnsberger (Councilor for environment)
- *Journalists* (whom you think are open for the topic and would support you): Wolfgang Wehap, Gerald Winter-Pölsner (Kleine Zeitung), Andrea Rieger (Kleine Zeitung), Sigrid Hroch (ORF Steiermark), Matthias Bernhold (W24 und Wiener Zeitung), Colette M. Schmidt (der Standard); Eva Tinsobin (der Standard), Alois Pumhösel (der Standard), Rainer Hennig (die Presse) and Christian Höller (VCÖ-Zeitung);
- *Persons known to ask critical and uncomfortable questions*: Thomas Fischer (Head of Road Department), Gerfried Cebrat (EUC);

## What favourable policy papers or decisions do you have in your city that could support Meta implementation

- Verkehrspolitische Leitlinien: The road policy guidelines of the city of Graz state that a comprehensive environmental protection programme, traffic safety and the protection of residential areas have to restrict non-sustainable mobility options whenever the protection of the common good takes priority. Children as representatives of future generations should receive increased attention.

- **Mobilitätsstrategie:** the aims of the mobility strategy of the City of Graz determines that the share active mobility should be increased from 33% to 36% until 2021. Likewise, the share of motorised traffic shall be reduced from 47% to 40%.
- **Stadtentwicklungskonzept:** the city development concept stipulates that city development has to be sustainable. This means, in the interest of future generations all developments have to be judged by their long-term correlation. This might mean provisions regarding settlement and transport developments (e.g. increased support of sustainable mobility options) as well as city-owned building projects as role-models.
- **ÖKO-Stadt Graz** Programme: Graz as an Eco-city (ÖKO-City) states that children and young people are our future and that they are important multipliers within family and peer-groups. Therefore, it is particularly important to motivate children and young people for topics relating to sustainable living, environmental protection, etc.
- **Smart City Programme:** Smart City Graz has the aim to create high-quality living space but also high-quality public space. In this regard the establishment of attractive infrastructure for walking, cycling and public transport is a primary concern, just like the reduction of motorised transport options.
- **Children's Parliament Graz:** The City of Graz supports the Children's Parliament which considers itself as the mouthpiece of children. It enables children to share their ideas and needs and supports them in the planning of specific projects.
- **Nationaler Aktionsplan Bewegung:** The Austrian Ministry of Health has developed a national action plan for physical activity. Part of this action plan focuses on transport and how the share of active mobility should be increased for positive effects on health of children and adults. Regional planning is also an issue and the strategy to shorten trips and to create room for movement, sport and play for all communities. Activity-friendly organisation of settlement areas is a priority.

**What is the general idea of what you want to implement?**



**GRAZ**

**Background City and Neighbourhood**
- Medium sized city with 280,000 inhabitants
- Urban, densely district with high percentage of migrants

**Key Partners**
Lendwirbel
FGM-AMOR
City of Graz
FrazGraz (Child association)

**Areas of main activities**
Street and neighbourhood transformation, driven by SMEs

**Types of innovation**
- Social innovation
- Workplace innovation
- Educational innovation
- Design, creativity, public sector innovation
- Open innovation

**Outputs**
- 5 – 10 Hybrid Zones with involvement of at least 50 local SMEs
- Up to 25 Interventions in public space with travelling trees, the movable parking space vehicle and cargo bikes as street furniture.
- 5 - 10 temporary street closures
- 1-2 Living labs around schools in the district
- Up to 5 Urban Gardening interventions
- Educational innovation tools for school and kindergartens (awareness raising, teaching aids and migrant involvement)
- Empowerment activities for active mobility: Up to 100 bicycle trainings in real traffic, 10 bicycle repair courses and up to 5 courses for migrant children

- The measures implemented in Graz will comply with the outputs listed in Annex 1. The fine-tuning of the measures will be a continuous process. For all measures listed as outputs in the annex detailed implementation plans will be developed Additional measures might be implemented, following the vision building and planning phase and might be of a more ad-hoc type.

- Target groups: children, parents, schools, Kindergartens, general public, decision makers
- The aim is to transform the measures which will first be implemented and studied as pilots into permanent fixtures or to repeat them in other areas, locations and neighbourhoods in Graz.
- The funding for most of the planned measures is assured In part through the Metamorphosis project and in part through the City of Graz (Lendwirbel). Further actions could need additional funding.

**What will be the rough time plan?**

- Local Kick-off and site-visits to establish the main locations for Metamorphosis implementations
- Project presentation during meetings with the key stakeholders of the city:
    o Urban Development Department
    o Environmental Department
    o City Management
    o Department of Economics
    o Department for Youth and Family
    o Road Department
    o Relevant NGOs
    o City and district Councilors for transport and environment.
- Vision building Activities
- Implementation planning with plans for the following measures:
    o Hybrid zones
    o Temporary Street closures
    o Urban Gardening
    o Public Space Intervention – Art in public space
    o Public Space Intervention – Urban design
    o Living Labs around schools
    o Educational Tools
    o Parking space interventions
    o Empowerment activities for active mobility
    o Street closures around schools

    Ín addition, ad-hoc interventions will be carried out. E.g. Student seminar project for child friendly street planning, Car free day activities in the district of Lend, etc. These activities will be described and evaluated when they happen.

- Implementation phase (see planned and ad-hoc measures)
- Evaluation phase

**What is the area of the neighbourhood you plan to work with?**

- Size (map would be helpful, number of people)
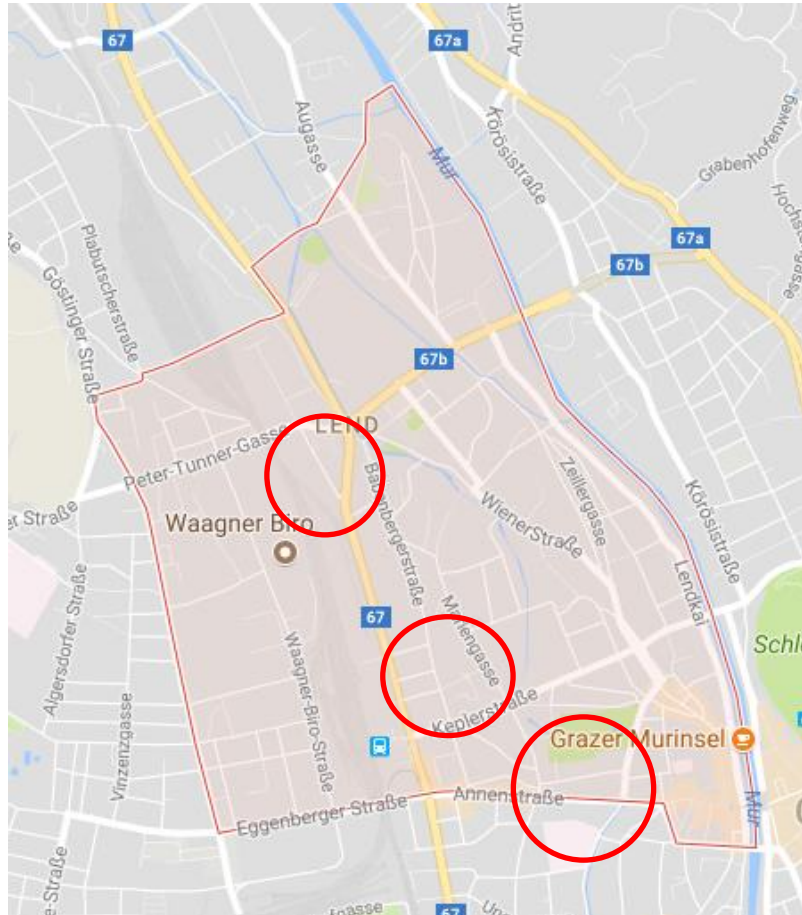


- In the three above areas (red circles) activities will be implemented. The entire district of Lend has 30.000 residents. In the above areas live around 5.000 to 7.000 people
- *Characteristics*: The entire district has a high level of migrants. Certain areas like Lendplatz currently experience a certain level of gentrification.
- Do any existing projects, campaigns, activities and/or survey results exist that your planned implementations can be based on?
  The neighbourhood association has implemented one-week long activities since 10 years. But until now the event was more a music festival and did not have a neighbourhood focus.

**Sociodemographic data and satisfaction**

The district of Lend where most implementations during the project will happen

| Inhabitants (01.01.2016) | 30.891 |
|---|---|
| Area | 3,70km$^2$ |
| Population density per km$^2$ | 8.349 |

71% of the population in Lend is from Austria, and 29% are migrants or residents with a foreign citizenship. This is considerably above the city average with 82% Austrians.

In 2013 an analysis of the quality of life was carried out in Graz. The results about the district of Lend are as follows:

- 85% of the inhabitants enjoy living in their neighbourhood in Lend. Thus, Lend is second to last. Only the results in the district of Gries were worse. The happiest people (98,3) live in Mariatrost, which is a district with a lot of green.
- 43% of the inhabitants in Lend state that the quality of life in the district decreased over the last five years. And 53,5% would like to change their housing situation within the next five to ten years.
- Ratings for the following topics are particularly bad:
  o  Lend (like the districts of Gries and Puntigam) have large deficit in ecological quality indicators
  o Living situation regarding house or apartment
  o Security, particularly around the area of the train station
  o Recreational and leisure options
  o With the area of coexistence, the inhabitants are particularly dissatisfied
- Positive feedback is given regarding work situation, educational facilities and childcare opportunities. The situation around local suppliesis excellent

Both, living costs and transport situation is critically evaluated in all of Graz.

## What are the legal and ethical frameworks in your city that will have an impact?

- Speed limit of 30km/h city-wide in Graz since 1992 (first city to do so in Europe).
- Road traffic regulations in Austria enable the implementation of encounter zones. These are zones with a speed limit of 20km/h.
- Road law policies and events guidelines for public order are well known by partner Lendwirbel. These policies will be a topic within the Metamorphosis project. It is an aim to try and streamline and simplify them during the project lifetime. Another aim is to prepare a guidebook for the public to make the application for temporary closures, street events and interventions in public space easier.
- Ethical issues concerning children: The relevant ethics commission for the Metamorphosis project in Graz is the Ethics Commission at the Medical University in Graz. An application for the necessary ethics approval will be submitted there.

## What are the framework conditions in the municipality / district to prepare and decide a budget for the implementations?

Districts in Graz have a very, very low budget. They are supported by different departments of the city (e.g. environment, culture, planning, etc.)

- Is there a hierarchy of decision makers?
  Mayor and city government (councillors for transport, environment and culture).
- How long before does it need to be approved?
  New budget is created yearly, every autumn for the next year. The distribution is governed by the leading coalition. But there is money foreseen for all areas of responsibility of different councillors.
- Which departments are involved? See above.

## Appendix IV - Local Analysis Report - Meran

# Local Analysis Meran/o

### Composition of local teams, roles

Who are the persons that will work in a continuous way and what are their roles in this team?

- Steward partner persons: ÖKOINSTITUT Bozen, Elisabeth Mair, Carlotta Petolicchio and Irene Senfter
- City partner persons: City of Merano; Philip Kleewein (Project Manager) Katia de Gennaro (Team member and Communication); Monica Carmen (Team Member); Angelika Burtscher (Team Member)
- Other organizations: City Administration: Renzo Longhino  - dep. of decentralization – Madeleine Rohrer (city council) - Neighbourhood Councils; School department directors

### Who will be your local partners/Stakeholders? (with a special focus on bodies working with children)

Those people not involved in the direct work, but important to have as support or to avoid as adversaries

- Relevant city departments: City of Merano, Department of Urban Planning and Building Regulations, Department of Social Services, Department of Construction and Infrastructure
- Lobby Groups, NGOs: VKE – Playing Fields Association and Recreation;
- Others: UPAD: (Università Popolare delle Alpi Dolomitiche);
- SOU ?? (school of architecture for Children – Sicily, Italy for a workshop – depends on the costs … still waiting for a financial offer

### What favorable policy papers or decisions do you have in your city that could support Meta Implementation?

- New mobility plan is going to be elaborated in 2018
- Road – show E-mobility (STA)
- Communication and marketing campaign for cycling (FahrRAD in Meran)

### What is the general idea of what you want to implement?

- Actually we are developing our strategies, but in general we can divide our measures in three main categories:
    - Extension of ideas with students of primary schools, which are already in use (street closure around schools, pedibus-project) and a correlated workshop to increase the sensation of adapted implementations
    - Socialization- projects like an urban gardening project in a small neighbourhood and a participation by an initiative of UPAD in another district which is characterised by a population of lower income and a big group of immigrants.
    - Realization of some new ideas of reaching in a safe and smart way a new school complex which will be finished to be build up in 2019 and a reorganization of a square where actually there is a weekly rural market and on the other day wild parking area, even if not allowed.

- Our aim is to contribute to a sustainable and greener mobility beginning by the smallest children who shall be the teachers of a new way of living and moving in Merano, being more conscious of the neighbourhood and feeling some more responsibility for the town and the environment. The city of Merano was for a long time known as an air-health-resort, nowadays it is suffering on traffic like all other cities.
- Another aim is to be able to build up a catalogue of ideas about child-friendly neighbourhoods, things which are to be respected in a good planning for new building areas or for valorise neighbourhoods – this ideas should be integrated in the new master-development-plan
- Does it conform to the implementation description in the Annex (starting p49): yes
- Financial resources not yet defined, financial planning as next step, so as the final implementation plans and the next steps in realisation of our plans.
- Which major risks could severely endanger your project? Concerning those risks: How can you counter or prevent them?
  - Coordination and planning with other city departments and local partners might be complicated and cause delays. We try to involve the persons in charge as soon as possible.
  - Lack of acceptance for projects / soft measures and questioning of effectiveness of these measures. Counter with evaluation results.

**What will be the rough time plan?**

- Local "start-up" or "kick off": spring 2018 - summer 2018 -> different initiatives will start on different periods in 2018 – hopefully all project will begin until autumn 2018 (exception could be the school project with the new routes to school)
- Vision building: April/May 2018
- Involvement of children, schools, parents: autumn 2018
- Involvement of city departments: spring 2018
- Implementation: summer/ autumn 2018
- Evaluation:
- The evaluation should start by getting as much as possible from the municipality of Merano, they are counting (automatically and also by hand) in several districts vehicles and hopefully also persons passing a section. In spring 2018 they are doing an extended counting for the new urban traffic plan and we are trying to get as fast as possible these data. Additionally we have for sure to do some qualitative and quantitative investigations and interviews to get some more aspects of our main focus – group, the children of the city aged between 6 and 10 years.
- We try to find out their needs, their way of thinking and the typical routes to school and for leisure activities in the afternoon. Also interesting could be the summer-holiday which last three month in Italy - what do children in these period of the year? Are all districts approaching it in the same way?
- The received data in 2018 should be valued before and after the implementation on a similar day or period at the same section… and hopefully we get persons twice for an interview to hear what they feel about the interventions done by Metamorphosis
- Dissemination (journalists): ongoing / not yet defined
- Meeting with our stewards should be more regularly than actually, but we try to see each other every 6 weeks, but if necessary also more often, telephone conferences with steward are possible at every time

### What is the area of the neighbourhood you plan to work with?

Nearly city-wide implementation of measures to allow a variety of neighbourhoods with different characteristics to benefit from our projects/offers.

**Steinach-Viertel**: smallest neighbourhood in Merano with only a few inhabitants, but they are very reactive and a sort of artists; Small buildings and roads, everybody knows each other. Street games should help to lengthen the dwelling time on the street. This should be incentivized by a street game initiative on direct connection for pedestrians between several districts and the urban gardening project where herbs will be plant on a square.

**Obermais / Brunnenplatz**: a neighbourhood with a long tradition, where people seem to be very proud of being part of it. The square where we will interact (Brunnenplatz) is dedicated once a week for a farmer market, the other days there is a wild parking area. We will bring the square to a connection point of all generations and needs. There are still detail-shops, cafes, bus stops, a taxi position ecc, so we plan to speak to each other on a round table and we would like to connect also the surrounding primary schools

**Sinich /Sinigo:** a neighbourhood built in the 1940 with small houses for industrial workers, there is still a big scission between German and Italian speaking population. There will be build up a new school complex uniting the both languages in a single school building near the district-library. Also the main square is actually going to be re-planned by a citizen participation workshop (without including children)

**Wolkenstein:** school project starting in autumn with students using already the "pedibus-network" which leads to the schools or which are interested in an extension by transforming the collecting points in more attractive waiting areas (green parking lots, colours, forms etc.) Details are going to be discussed soon with the school director

**Vigilviertel – S. Vigilio**: a big area with a lot of tall buildings without traffic inside the area, but build in 1960 and nowadays the main population living there are from the lower financial stratum or even immigrants. So social community has to be improved again, a sort of "meet each other" has to be installed! This can be promoted by our partner UPAD and the children living in the area.

### Do any existing projects, campaigns, activities and/or survey results exist that your planned implementations can be based on?

Existing PEDIBUS-projects in Merano can help us to get reference-numbers

### What are the legal and ethical frameworks in your city that will have an impact?

Laws regulating events in public space
Ethical problems: we actually didn't find the right partner for the ethical problems in South Tirol – nobody will support our theme, because all ethical issues will be based on a medical question, which our Metamorphosis-Project doesn't request.

### What are the framework conditions in the municipality / district to prepare and decide a budget for the implementations?

- Is there a hierarchy of decision makers? Yes, head of department or city council has to decide about all implementation and also about all the financial resources going over the budget we actually have.
- How long before does it need to be approved? Varies from case to case.
- Which departments are involved? Mostly Department of Public Order.

## Appendix V - Local Analysis Report - Munich

# Local Analysis Munich

### Composition of local teams, roles

Who are the persons that will work in a continuous way and what are their roles in this team?

- Steward partner persons: Udo Becker, Rosemarie Baldauf (TU Dresden)
- City partner persons: Bianca Kazcor, Anja Grade, Eva Meyer (City of Munich Department of Public Order)
- Other organizations: none

### Who will be your local partners/Stakeholders? (with a special focus on bodies working with children)

Those people not involved in the direct work, but important to have as support or to avoid as adversaries
- Relevant city departments
  - o Department of Education and Sports – in particular the BildungsLokale (educational service institutions within several neighbourhoods)
  - o Department of Urban Planning and Building Regulations
  - o Department of Social Services – in particular the office of the children's representative
  - o Department of Construction
  - o Department of Environment and Health
- Lobby Groups, NGOs: Green City e.V. (local environmental organization); Ökoprojekt MobilSpiel e.V. (local organization for education of sustainable development);
- Others: Munich Transport Corporation, Munich company for urban renewal (MGS GmbH)

### What favourable policy papers or decisions do you have in your city that could support Meta Implementation?

- Mobility Management Programme for Munich (München – Gscheid mobil)
- Communication and marketing campaign for cycling (Radlhauptstadt München)
- The Integrated Action Programme for Climate Protection in Munich
- Munich future perspective (urban development plan)

### What is the general idea of what you want to implement?

- Do you already know or are you still developing?
  Existing measures will be adapted and extended; some new measures will be tested and introduced e.g. an interactive walking game and a bike to school competition. Safety on the way to school will be a big issue for further idea development.
- What do you want to achieve – what is the story? (target group?)
  We want to complete our idea of a 'mobility biography' (from the cradle to the grave) focusing on children and young as our future generation. The aim is to shape the attitude

towards mobility in a sustainable manner by raising awareness at an early stage and to promote a choice of transport mode that is appropriate to the situation and the city. We see sustainable mobility as key factor for sustainable and child-friendly neighbourhoods.

- Where will you be in 3 years? In 2? In 5?
  Our goal is to reach as many children (and their parents/ families) as possible from birth to school graduation with our projects and offers. Ideally in three years from now, most citizens in our target group are sensitized and travel in an eco-friendly way. Best case, for our target group travelling in a sustainable way feels 'totally normal' and therefore they keep on travelling this way in the future.

- Does it conform to the implementation description in the Annex (starting p49)?
  Yes.

- How much money and which other resources will you need during the process? Are these resources already assured?
  Financial resources are partly secured (limited in time and scope), so that we can pilot first projects. For a permanent adoption and for some other projects a city council resolution is required (but has not yet been decided) or rather financial support is still open.

- Which major risks could severely endanger your project? Concerning those risks: How can you counter or prevent them?
  Coordination and planning with other city departments and local partners might be complicated and cause delays. We try to involve the persons in charge as soon as possible. Another risk could be the lack of acceptance for our projects or soft measures in general and questioning of effectiveness of these measures. We would counter that with evaluation results.

### What will be the rough time plan?

- Local "start-up" or "kick off": October 2017
- Vision building (including involvement of children): October 2017
- Involvement of city departments: ongoing/ demand-oriented
- Implementations planned for 2018:
  - interactive mobility quiz on Streetlife Festival, 5th/ 6th May 2018, 8th/ 9th September 2018
  - bike to school competition, 4th-24th June 2018
  - cycling rally, 16th September 2018
  - interactive walking game, presumably October 2018
  - "Flocki": motivating action for primary schools to walk to school about the story of a snow rabbit named Flocki, presumably school year 2018/ 2019
- Evaluation (baseline, interim, final) (possible (children specific) indicators? involvement of children in the evaluation process? possible indicators for process evaluation?):
  Due to our limited resources, an in-depth evaluation will carry out only for a few projects focusing on satisfaction, participation and modal shift. Children are in some cases actively involved e.g. by a survey. During the individual project processes we will pay attention to the compliance with the time schedule and the adequacy of resources applied.
- Dissemination (journalists): The public will be informed when launching the first projects. Moreover we will present our first project progresses on expert conferences
- How often will you meet, or at least talk (preferred would be about every two months and more often when necessary and less if not necessary)?
  We will hold regular telephone conference with our steward every 8 weeks or call when necessary.

**What is the area of the neighbourhood you plan to work with?**

With Metamorphosis we will not only focus on one neighbourhood. For our measures we see rather a city-wide implementation to allow a variety of neighbourhoods with different characteristics to benefit from our projects/ offers, amongst others Neuaubing-Westkreuz, Riem.

**Do any existing projects, campaigns, activities and/or survey results exist that your planned implementations can be based on?**

Yes, our measures for Metamorphosis will be based on already proven measures within our Mobility Management Programme this includes amongst others the projects BAMBINI, Walking Bus, Fair Move, On My Way, School tour and Go!Family.

**What are the legal and ethical frameworks in your city that will have an impact?**

In particular, (permanent) traffic regulations for e.g. for the realisation of zebra crossings and laws regulating events in public space will have an impact on the implementation of street closures.

**What are the framework conditions in the municipality / district to prepare and decide a budget for the implementations?**

- Is there a hierarchy of decision makers?
  Yes, head of department or city council has to decide about the financial resources depending on amount.
- How long before does it need to be approved?
  This varies from case to case.
- Which departments are involved?
  Primarily our own department, the Department of Public Order, will be involved.

**Appendix VI - Local Analysis Report - Southampton**

# Local Analysis Southampton

## Local team, partners and stakeholders

The following table sets out the persons that will work on the Metamorphosis project in Southampton in a continuous way and their roles in this team:

| Local team | Role |
|---|---|
| Southampton City Council (Sustainable City & Transport Delivery teams)<br><br>- Neil Tuck<br>- Carolyn Ireland<br>- Wade Holmes | City partner<br><br><br>- Team Leader<br>- Project Co-ordinator<br>- Transport Delivery |
| University of Southampton (Transportation Research Group)<br><br>- Alan Wong<br>- John Preston | Steward partner |
| Balfour Beatty<br>- Rob James | Highways partner<br>- Streetworks Co-ordinator |
| Sustrans<br>- Patrick Williams<br>- Flo Marshall<br>- Benedicte Dubiez | In-house consultants (Child-Friendly Streets)<br>- Urban Designer<br>- Urban Designer<br>- Project Officer |
| Monty's Community Hub<br>- Josh Allen | Neighbourhood community group: local base with 'local heroes'<br>- Bike Hub Manager |
| Valentine Primary School<br>- Headteacher<br>- Children & parents | Focus area of first Sholing intervention<br>- Show Senior Management support<br>- End users |

The following table details those people not involved in the direct work, but important to have as support or to avoid as adversaries:

| Local partners/stakeholders | Role |
|---|---|
| Southampton City Council<br><br>- Ravita Taheem & Rachael Marsh<br>- Steve Guppy<br>- John Showalter & Maz Garside | Relevant City departments<br><br>- Public Health<br>- Scientific Services<br>- Comms |
| Clean Air Network | Local network of businesses, charities, educational institutions and individuals with an interest in air quality. |
| Clean Air Southampton | Lobby Group on air quality |
| Southampton Cycling Campaign | Lobby Group on cycling |
| Dangerous Ideas Southampton | Ideas for grassroots social change |
| Councillors<br><br>- Cllr Rayment<br>- Cllr Hammond<br>- Cllr Kaur | <br><br>- Cabinet member for Environment & Transport<br>- Cabinet member for Sustainable Living<br>- Cabinet member for Communities, Culture & Leisure |
| ITV Meridian | Supportive journalists (local TV news channel which featured Fairisle Child Friendly Streets project) |

## What is the general idea of what you want to implement?

**Introduction**

The Metamorphosis project in Southampton will consist of 3 main workstreams:

Firstly, we will facilitate community-led street closures for the purposes of child play, including creating resources with ideas on how to use the reclaimed street space.

Secondly, we will hold a summer festival of cycling designed to be a fun, free, family day out for everyone to enjoy. There will be an accessible traffic-free route on closed roads and parks in the city centre and lots of activities along the way.

Finally, we will conduct 4 temporary street closures in the Sholing area including in front of Valentine Primary School and Monty's Community Hub. These will all be followed by a trial period where

colourful street furniture is left in place. The street design will be created together with urban designers, school pupils, parents/carers and local residents. This consultation process with all stakeholders will help to mitigate any resistance to road closures. Alongside the closures we will encourage children and parents to travel by sustainable modes (walking, cycling and scooting).

**Aspirations for the project**

In 2018 we hope to see at least 5 community-led street closures for street play and 10 such closures in 2019. This number is on top of any SCC-led closures in the Sholing area and streets closed under the Street Party application process.

The aim of street trials outside Valentine's school and in the local area is to make the journey to school more child-friendly. Temporary road closures will show parents, residents and pupils that travelling to school is safer and more fun when car access all the way to the school gates is restricted. A reduction in car trips to school will improve the local air quality which is a priority for the city and will help to counter opposition to road closures. In the long term these community-led street designs will be used by Southampton City Council for permanent implementation if appropriate and when funding is available.

City centre streets will be closed for the mass HSBC Let's Ride Southampton every year for 3 years guaranteed. We will push for wider and more visible street closures during this event to serve as a statement of intent from SCC- that the City is open to removing vehicular traffic from our city centre to streets to make them more child-friendly.

**Area of implementation**

Across all interventions we plan to work within the Southampton Travel to Work Area, which stretches as far as Totton in the west, Chandlers Ford in the north and Botley in the east (see map below). We will focus implementation around locations along the 3 key corridors which feed into the city centre. The city of Southampton has a population of around 250,000, though this does not take into account those living on the edge of the Travel to Work Area.
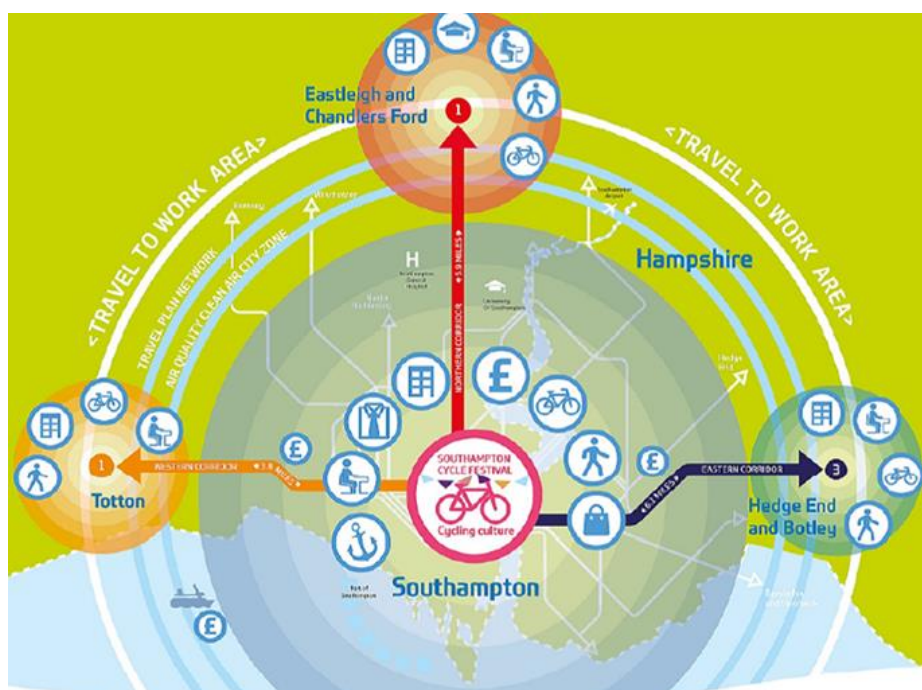
Different implementation plans will be focused around different areas. Our urban street design project including 4 temporary street closures each culminating in a trial period where "street kit" will be left in place on the Highway is to take place in Sholing. Some of the reasons for choosing this neighbourhood are:

- We have an existing good relationship with the local school (Valentine Primary) through our School Travel Plan Officer and Bike It Officer. The school has already shown a strong level of commitment to promoting active travel to pupils and parents/carers which is demonstrated by its STARS Silver accreditation;
- There is a base in the neighbourhood (Monty's Community Hub) which we can use for community engagement and consultation, as well as making use of the bike workshop facilities;
- Despite the best efforts of the school the area still suffers from inconsiderate parking, dangerous driving, congestion and "rat-running" at drop-off and pick-up times, so there is room for improvement through making changes to the design of the streets themselves;
- The local road network is suitable for temporary closures with a relatively short lead-in time e.g. no major bus route diversions required;
- The neighbourhood sits on the eastern Travel to Work corridor. The Metamorphosis project will complement cycle infrastructure investments along A3024 Bursledon Road into the city centre and development of Quietways linking the neighbourhood to the improved city cycle network.

Let's Ride Southampton will take place on streets in the city centre in order to encourage as many people as possible to attend. The city centre is connected to Southampton's different neighbourhoods by public transport including trains and buses, a road network and cycle network. Most of Southampton's iconic landmarks and parks are situated in or near to the city centre so it will also give the ride a striking backdrop and mean that a variety of different activities are available on the day.

**Existing projects**

Southampton City Council has previous and existing projects, campaigns and activities on which we can base our planned implementations.

Access Fund initiatives promote sustainable travel for trips within the Southampton Travel to Work Area and work directly with schools in partnership with Sustrans and Hampshire County Council. Modeshift Stars encourages schools to engage as they can gain accreditation. 'Bike It' is a project aimed at increasing levels of walking, scooting and cycling to school. Access Fund Officers also work on active travel projects outside of schools, including in workplaces, with jobseekers and with community groups.

Child-Friendly Streets involves working with students, parents/carers and residents to review school street issues and opportunities, co-designing interventions to make the area more child-friendly and improve air quality. In October 2017 we closed the school street Fairisle Road to test designs created together with pupils, parents and residents to make the street more child-friendly. Over 250 students were involved, plus more than 50 parents and 40 residents. Participants were surveyed for their opinions on the designs, which showed:

- 85% thought the designs would improve road safety
- 95% thought the designs would make the street more attractive
- 74% felt the designs would encourage more use of Park & Stride

## Legal and ethical frameworks

### Ethical issues concerning children

We will engage with children through existing partners who already have safeguarding procedures in place such as Sustrans and schools.

All Sustrans staff working with children and young people will be DBS checked, and all Sustrans staff will complete specific training relating to working with children and vulnerable people.

Schools have a Self-Guiding Policy in place and the City Council works within these boundaries.

If a DBS is not going to be applied for, strict measures should be in place, in order that no member of staff is left alone with a child or in the company of children. If the child's teacher or parent is always present, then there may not be a need for the DBS.

We need to be aware of filming and photographing taking place, seek adequate consent and ascertain who the data will belong to/be shared with. The UK Data Protection Act must be adhered to.

### Laws concerning public events

Events in public spaces require an Events Permit which will be issued if and when the Event Management Plan is approved by the Events Safety Advisory Group (consisting of representatives from the Police, Fire and Ambulance services as well as relevant Council departments such as Licensing and Highways). The Events Manager at SCC can advise us further on Events Permits as well as arranging slots at the monthly ESAG meeting if necessary.

### Road code

Temporary TROs (Traffic Regulation Orders) will be required for street closures and will be granted by Balfour Beatty, SCC's Highway Partner. Applications should be sent via the Transport Delivery Team Leader at SCC.

Residents can close streets for Street Parties at no cost provided the application is received 6 weeks before the first day of the month of the party. Full guidelines and the application form can be found on the SCC website: https://www.southampton.gov.uk/people-places/community-involvement/street-parties.aspx

### Favourable policies

SCC has several policy papers which could both support and be supported by Metamorphosis implementation including the Clean Air Strategy, Cycling Strategy and Local Transport Plan 4.

**Appendix VII - Local Analysis Report - Tilburg**

# Local Analysis Tilburg

### Introduction

This document is created as a deliverable of work package 2 for the participants and team of Metamorphosis to follow and evaluate how Tilburg is approaching this phase. This document will consist of a local analysis report that will explore the various topics of the deliverable 2.3 in order to understand the fundamentals for what metamorphosis can and will stand for in Tilburg. The local analysis will explore the necessary knowledge that is needed when planning and considering for the further steps towards the planning, implementation and realisation of metamorphosis in Tilburg. The report will give a detailed base of information to what is happening and what is going to happen with metamorphosis in the surrounding neighbourhoods of Tilburg, a clear guideline will therefore be framed with initiatives that have been taken and need to be taken in order for the implementations of metamorphosis to be successful, applicable and reasoned.

The following document will cover task 2.3 of work package 2, providing insightful knowledge to try and create a smooth transition into the next work packages. Considering the vision building phase which will take place after this phase, in work package 3 as task 3.2, the local analysis consists up of very useful and necessary information. The base, task 2.3, will therefore consist of the following chapters;

Chapter one, which will explore a small background investigation, constructing an introduction for the paper. The chapter will be about the participants, their roles as participants and the objectives of metamorphosis in Tilburg. This can be seen as some fundamental material considering who makes up the team for developments in Tilburg.

Next, chapter two will cover what Tilburg's situation is today. Not per see in the broad sense, but in a concentrated sense, leaning more towards what Tilburg is or has today in regard to metamorphosis. This will include projects or developments which dip into the same kind of objectives as metamorphosis, things such as 'Tilburg veilig naar school' (will be explored further on in the document) and the 'Sustainable Urban Mobility Plan' (SUMP) of Tilburg. This insight will be relevant as it will broaden the context into how Tilburg is already participating for the causes of metamorphosis and what their mobility plan is for 2040.

After chapter two, chapter three will explore the general vision. The general vision will revolve itself around the general idea for the vision, how this is approached, where this could be implemented and, with what kind of time plan this can be expected to occur. This general vision is what the municipality envisions for the execution of metamorphosis, not yet having created a proper vision with the end users.

Chapter four will then shift towards the implementation part. The chapter implementation will mainly focus on the framework and the approach to how the vision would be able to be implemented. Besides this, chapter four will also evaluate the reality of the implementations against the ambitions. Finishing the chapter with a small context about implementable ideas and plans.

### Background

A small part about the background information of metamorphosis and Tilburg is relevant information as it will give context to what metamorphosis and why metamorphosis is an opportunity for Tilburg. Let's begin with why Tilburg joined the metamorphosis plans. There are three main reasons which drive and stimulate Tilburg to why they joined the consortium. Those reasons being;

- ✓ Process of moving towards child-friendly mobility solutions where the end users stand central
- ✓ To test diverse (innovative) mobility solutions and strategies in the various neighbourhoods of Tilburg, ultimately implementing the best solutions in all the neighbourhoods of Tilburg
- ✓ For Tilburg as a city to strengthen its relation and recognition on the international scale. Striding in becoming a leading mobility city in the European Union

**Team composition, stakeholders and local partners**

This chapter will explore who the team, stakeholders and local partners are for Tilburg. Aside from all the metamorphosis participants, mentioned in list 1, there are a few more participants. List 1 is the list of participants which was taken from the original proposal. All the cities and participating parties are mentioned here. They are relative to this chapter and the local analysis because, as they may not be located in Tilburg, they still have the obligation of being part of metamorphosis and thus, part of Tilburg's plans and process.

| Part. N° | Participant organisation name \| Participant short name | Country |
|---|---|---|
| 01 \| CO | Forschungsgesellschaft Mobilität -Austrian Mobility Research – Gemeinn. GmbH \| FGM-AMOR | AT |
| 02 | University of Southampton \| SOTON | UK |
| 03 | synergo Mobilität – Politik – Raum GmbH \| synergo (City of Zurich) | CH |
| 04 | Stichting NHTV internationale hogeschool Breda \| NHTV | NL |
| 05 | Technische Universität Dresden \| TUD | DE |
| 06 | Ökoinstitut Südtirol / Alto Adige \| OKI | IT |
| 07 | Alba Iulia Municipality \| A.I.M. | RO |
| 08 | Landeshauptstadt München, Kreisverwaltungsreferat \|LHM-KVR | DE |
| 09 | Lendwirbel \| Lendwirbel (City of Graz) | AT |
| 10 | Southampton City Council \|SCC | UK |
| 11 | City of Meran \| Meran | IT |
| 12 | Tilburg Municipality \| Tilburg | NL |

*List 1 - Participant list directly to metamorphosis*

Aside from these, directly involved to metamorphosis participants, there are the local partners and stakeholders. The local team and stakeholders consists of;

- **Local Team;**
  - NHTV university of applied sciences, Breda
  - The city of Tilburg (the end users)
  - Municipality of Tilburg
  - Primary schools of Tilburg (children as end users)

- **Local Stakeholders;**
  - Interpolis
  - Veilig-Verkeer-Nederland
  - Gemeenschappelijke Gezondheidsdienst
  - Neighbourhood organisations

**Roles of the participants**

The local team and stakeholders have various roles according to their participation to metamorphosis and developments for Tilburg. Those consisting of;

| Participants local team | Role |
|---|---|
| NHTV | Workpackage 2 & 3 (user involvement &analysis + innovative concepts) |
| City of Tilburg (focus on children) | End users, large amount of participation |
| Municipality of Tilburg | Communication, guiding, implementing the plans of Tilburg |
| Primary schools Tilburg | Participation, support, drive |

*Table 1 - Participants name and role local team*

| Participant local stakeholders | Role |
|---|---|
| Interpolis | Participation, advice |
| Veilig-verkeer- Noord Brabant | Participation |
| Gemeenschappelijke Gezondheidsdienst | Participation, advice |
| Neighbourhood organisations | Participation, advice |

*Table 2 - Participant name and role stakeholders*

**Tilburg today**

Chapter two will explore the situation currently at hand in Tilburg. The project of metamorphosis might be relatively new and unfamiliar however, the developments don't have to start from scratch. With this is meant that there are currently already existing plans which could be seen as comparative to metamorphosis. This is because those already existing projects or plans are considered to have the same perspective as metamorphosis. Considering Tilburg, the following two plans apply. Those consisting of the already initialised project 'Tilburg veilig naar school' (TVNS) and the sustainable urban mobility plan (SUMP) of Tilburg, both which will be further explored in the next two sub chapters. These plans are interesting and important to keep in mind due to the fact that they are close to conveying the same message which metamorphosis wants to do, having many similarities between the plans which can support and strengthen the implementation to Tilburg.

**Tilburg veilig naar school (TVNS)**

Tilburg veilig naar school is an already existing project focused on the safety of children when commuting to and from schools. This key focus of safety is of course also a theme in the metamorphosis project. Therefore metamorphosis and Tilburg veilig naar school can be combined as one for the city of Tilburg. Combining the two ideas and goals of metamorphosis and TVNS, a great step can be made towards the orientation of children on the street regarding their quality of life. This

combination will also create some clarity for Tilburg and its stakeholders, as having two different projects with obscure names, which actually are quite similar to each other can cause confusion and misinterpretation for the schools of Tilburg.

Tilburg veilig naar school is a great initial step which metamorphosis can bloom on. As Tilburg already has an interactive community with schools already participating in projects which benefit the children as end user. This suggests positive feedback before even having implemented metamorphosis in the neighbourhoods as the neighbourhoods, and predominantly schools, are already working towards a brighter future for children.

Another benefit of such a project as TVNS while metamorphosis is being implemented is that there already is a great base for metamorphosis to work with. The municipality has strong connections and communication with the schools participating in the TVNS so therefore the municipality can implement and convey messages across to the schools easier. Having this base connection between the schools, municipality and the projects allows for an easier and strong cooperation and collaboration to take place. It also shows that there is good cooperation between schools and the municipality as there can be said that they work together to try to create the best outcomes for the children. Which can be key towards a great implementation of metamorphosis, because children are central as the end users and their opinions and suggestions are what can be considered most important.

**Tilburg Mobility Road Map (SUMP)**

In 2016, Tilburg created a sustainable urban mobility plan (SUMP) for their 2040 vision, which is officially called the Tilburg Mobility Road Map. The SUMP creates a clear framework to help guide Tilburg with the topic/ themes of which they want to improve in, with regard to sustainable mobility, to achieve the 2040 vision. The SUMP is a very detailed document which has analysed the past and present mobility situation, in order to produce the most valid and valuable plans for the future mobility vision of 2040. The SUMP is a framework which the municipality uses to help guide them to the mobility vision of 2040, recruiting projects and implementations which will work towards their vision. Metamorphosis is a project which will approach a few elements for the SUMP's vision of Tilburg and will be explored in more detail further on. This chapter will dip into the details of the SUMP by exploring what the themes/ topics of the 2040 vision are. As well as that, this chapter will explore the relation between metamorphosis and the SUMP, basically why metamorphosis is a project that fits into the 2040 SUMP plans.

For starters, the SUMP exists out of six different topics/ themes that tackle various subjects to improve the general sustainable mobility. These topics/ themes are divided into the six groups because they approach different qualities about having sustainable mobility, these qualities all approach Tilburg with various projects to help the 2040 vision (metamorphosis being one of the projects touching upon three of these topics). The six topics/ themes are displayed below in Figure 1;

*Figure 1 - Topics/ Themes of Tilburg's SUMP*

These topics/ themes are what Tilburg orientates itself around when thinking of improving the mobility for 2040. After having explored the various topics/ themes where Tilburg wants to improve in, in figure 1, the SUMP locates various locations where these improvements will take place. Not every topic/theme can be tackled in every location. The six different locations consist of;

1. Inner city (city centre)

2. Education clusters (universities)

3. Working hubs (business hubs)

4. City parks (green zones, recreational green)

5. Care clusters (health care areas)

6. Living districts (primary schools included → link to metamorphosis)

Point number 6 is where metamorphosis can fall under. As that is where primary schools and the surroundings are considered.

In the location of Living districts there is room for improvement, considering the surroundings of schools, the SUMP clearly states four different features. Those consisting of;

1. High requirements of traffic safety and quality of life around primary schools

2. Traffic safety focus on slow/active transport modes. (mainly biking and walking)

3. Restrictions/ boundary setting for car usage. (f.e. 30kmph zones)

4. Promoting the awareness towards traffic safety, especially considering children and their own responsibility to choices and usage of mobility. (verkeersestafette: 1 year mobility program for primary schools)

The four points above are what are going to be approached around the Living districts in 2040 mobility wise. Considering the four points above, metamorphosis falls into place very nicely within the SUMP projections. Being one of the projects which will take initiatives towards the primary schools and its surroundings in the Living districts. Thus probably a great reason for metamorphosis to be realised in Tilburg, it links up well with the SUMP plans. For the Living districts the SUMP states that the main themes which will be improved and developed are those of Environmental Conditions & Energy Consumption, Transport Health & Safety and Accessibility of Facilities & Services.

The SUMP explores various topics, themes and measures where metamorphosis's vision will tackle some of (where plausible). For example considering metamorphosis, a project which will put the end users in a central position in regard to the planning and decision making involved in the plans. This is also exactly what the SUMP wants. The SUMP clearly states that the base of its 2040 vision is approached by putting the end users in a central role. With metamorphosis, end users will also have involved roles with the planning of the vision which will be implemented. Another example can be that metamorphosis is seeking to improve quality of life, just like what the SUMP also wants to improve, with its theme of Quality of Life & Attractiveness.

Metamorphosis is a project which conforms very well to the themes/ topics of the SUMP, and is therefore a project which was chosen by the municipality, acting as one of the pilot projects for the 2040 vision. Metamorphosis's main outputs will be to develop a better quality of life in surrounding neighbourhoods and put the end user in a central position, stimulating bottom-up planning. These outputs are perfect in consideration of the goals of the Tilburg Mobility Road Map. Considering metamorphosis, it is a very handy project to proceed the development of having the end user in a central. Projects like this will help form the approach to how measures from the input of the end users can be put into context, as bottom-up planning is still a phenomenon which needs to be understood before being able to be valuable. Considering the people(social), planet(ecological), profit(economy) approach of the SUMP, metamorphosis has its main focus with the people-social area, improving quality of life and implementing bottom-up planning however, a knock-on effect is most likely to occur. Meaning that by improving the people-social characteristics with solutions, an in-direct or direct effect will take place on the planet and profit subjects. After all it is a project which is part of the 2040 vision, meaning it may not have direct short term impacts on the economy or environment for example, but in the long run will be believed to bring beneficial development towards the 2040 vision.

**General vision**

Below are a few points to help highlight the main arguments of what is trying to be envisioned.

- Stimulation of sustainable and active mobility modes in residential neighbourhoods and areas around primary schools.
- Children involved in planning and creating ideas, end users having great influence on decisions made. Transformations done for and by the end users.
- Development of Tilburg's orgware, software and hardware (SWUMP)

- Ambitions are to have all schools in Tilburg involved with "TNS" (metamorphosis □□TVNS)
- Tilburg more involved and recognised on an EU level.

The general goal of the project is to stimulate people and especially children to use more pedestrian and biking forms of mobility, also known as active modes. The focus and end users being children. This transformation of the mobility mind set aims to have a healthier, more sustainable and happier quality of life for the neighbourhoods and its surroundings for the people in them.

Developments of the future goals and rough image of the project are becoming clearer. As metamorphosis is very orientated around children as its core priority and reducing motorised vehicles in the plans, a link to another project from the municipality can be made. The project metamorphosis overlaps frequently with its general goals to the project of 'Tilburg veilig naar school'. Therefore a great link or combination can be made between the two projects, both having relatively the same if not very comparable visions for children in the city.

The first general goal of the municipality is to try to involve as many schools as possible in the city to join the movement. In cooperation with all the stakeholders and partners, Tilburg aims to provide its population, with a focus on children, with a better quality of life in regard to their mobility and experiences on the street level. Not using a car as transport mode should be just as attractive if not even more attractive than not using one.

**General idea**

Below (next page) a general idea of which steps will be taken to achieve the best vision. The general idea consists of what steps will be taken during each school year to get to the idea and objectives of metamorphosis in Tilburg underway.

*School year 2017 - 2018*:
-        Metamorphosis first phase. Initial phase of the meta
-        Further developments of Meta under direction of TVNS
-        Collaboration of schools, children and parents. Creating suitable solutions for the mobility in the neighbourhoods and surroundings
     -  Meetings with children, schools and parents about; mobility of surroundings
         - Their ideas..
         - Vision building → workshops (end user involvement)
-        Recruiting more schools to join TVNS (aka metamorphosis)
-        Facebook/ online site to keep communication strong
-        Time and scheme plan for the coming developments of the project

*School year 2018-2019*:
-        Further developments of sustainable and active mobility initiatives.
     -  How would you (end users, children) organise the surroundings of your school?
     -  Competitions and games for schools to participate with their ideas
     -  Experimenting with 'shutting the streets down'
-        Developments in technology. Stimulation of biking and walking through apps/games.
-        Results converted into the SUMP of Tilburg. Keeping up with the SUMP progress

*School year 2019-2020*
-        Communication developments.
     -  TVNS known on a European scale
     -  Server for communication to stay clear (e.g. Facebook)
-        Out of the experimented plans, the most successful (mobility) transformations will be implemented into the neighbourhoods and surrounding of Tilburg

As now, the vision might still be a bit blurry or unclear. This is because the vision for what will literally be implemented will become clear when the workshops and vision building of work package 3 will take place. Schemes of implementation and ideas of implementation will therefore become clear during this process because the children, as end users, will illustrate to us their priorities and demands. With the demands and thoughts of the end users clear, plans can start to be created again with the involvement of end users.

## Areas of implementation (neighbourhoods)

Areas of implementation are the surrounding neighbourhoods of the primary schools of Tilburg. For now the focus lays with the surroundings of the schools participating as BVL schools, Brabant verkeersveiligheidslabel, as they are already involved. The ambitions however are to have all schools in Tilburg involved, the ambition will therefore be to implement metamorphosis to all surrounding neighbourhoods of primary schools in Tilburg. The project hopes to let the schools which aren't participating to realise the plans are beneficial and should be implemented to those not involved as well. They can then easily join in the movement with developments which will soon take place.

## Implementation

### Implementable ideas and plans

The following implementations will start in schoolyear 2018-2019:
- Travelling trees and educational activities: The traveling trees will be decorated by children and placed on strategical places in the school area to create awareness of the space that cars occupy. Kids will be involved to think about places where to put the trees so they can play, have a picnic or whatever their idea is.
- School environment scan+ workshop: Children are scanning the school area resulting in tips and tops about the (built) environment. After the children placed several tips and tops by means of red and green given thumbs, they will visualize these at a roadmap and will create a draft of their futuristic neighbourhood.
- GPS Trackers: During a period of two weeks children will carry a Gps-tracker with them to research on the multiple transport modalities within the primary school surroundings and neighbourhood. The will used it only from their home's to school and the other way around. Kids will be involved and placed in a central role as they are directly responsible for the quantitative outcome of this research.
- In case of the place making workshop: the Gps-tracker is an addition on the place making workshop Tilburg did before, and with the outcome of this, quantitative- and qualitative research can be combined and a clear vision of the primary school surrounded area can be made. In other cases, this measure gives insights within the traffic intensities in surrounded primary school areas and thus creates awareness.
- Safe to school: Children cooperating with police officers/ maintainers, attending and rewarding the behaviour of motorists around primary schools by means off thumbs up/ down depends on the situation.
- Bike doctor: By means of some bicycle control ones a year, the primary school tries to stimulate and increase the number of children who arrive by bike by rewarding them.
- Virtual reality experiment with Interpolis: Children walk/ cycle through their virtual school environment and they experience different (dangerous) situations. How do they react?

### Appendix VIII - Local Analysis Report - Zurich

# Local Analysis Zurich

## Composition of local teams, roles

Who are the persons that will work in a continuous way and what are their roles in this team?

- Steward partner persons:

The project in Zurich is led by Roberto De Tommasi and Barbara Kieser from Synergo. They are the steward partner persons for the city of Zurich.

- City partner persons:

The two responsible persons at the civil engineering department of the city of Zurich are Ruth Furrer and Theres Kuster.

- Other organisations, e.g.:

Local opinion leaders, „local heroes", to whom people listen:

- Settlement of Tiefenbrunnen: Simone Graves (president of the settlement association), Migues Fernandes (janitor), Beat Kessler (social worker)
- Settlement of Bändli: Ernst Walder, Alfred Hess, Tanja Elrawashdy-Bättig (settlement association), Susanne Holzer (social worker), René Rösli (janitor)

Leaders of key organisations, e.g. school directors, kindergarten directors:

- Neighbourhood of Riesbach (Tiefenbrunnen): Markus Kick (community center), Hans Frey (president neighbourhood association), Jang Hoffmann (school teacher), Gabriele Köhler (neighbourhood coordinators)
- Neighbourhood of Grünau (Bändll): Birgit Stegmeier (community center), Vreni Bazzan (neighbourhood association), Nico Mätzler (school teacher), Valentina Sala (neighbourhood coordinator)

Initiatives doing similar work/local partners:

- real estate management of the settlements (BEP, Städtische Liegenschaftenverwaltung), settlement associations, neighbourhood associations, community centres, providers of mobility solutions (Pro Velo Zürich, Züri rollt, mobility, carvelo2go), local retailers, local experts like Forschungs- und Dokumentationsstelle „Kind und Umwelt" (Marco Hüttenmoser)

Key persons in „other" city departments (not the one directly in Metamorphosis):

- Andrea Leuenberger, Roberto Raniele (civil engineering department – urban space)

## Who will be your local partners/Stakeholders? (with a special focus on bodies working with children)

- Relevant city departments: city development, school department, neighbourhood coordinators (social department), security department (traffic, encounter zones)
- Lobby Groups, NGOs: Infoklick.ch, Fussverkehr Schweiz, Pro Juventute Schweiz, Unicef Schweiz, okaj, VLP-ASPAN (as multiplicators of our findings)

- Key persons (e.g. Politicians): local politicians tbd
- Journalists/Publications: Simon Jacoby, tsueri.ch; Tagblatt Zürich; Irène Troxler, Adi Kälin, NZZ; Corsin Zander, Martin Sturzenegger, Tages-Anzeiger; WOZ; Schweizer Gemeinde (Gemeindeverband); focus (Städteverband), Forum Raumentwicklung (ARE)
- Persons known to ask critical and uncomfortable questions: Right-wing party SVP ("waste of tax payers' money")

## What is the general idea of what you want to implement?

- Do you already know or are you still developing?

We developed a concept with goals, target groups and with a description of the measures that we want to implement.

- What do you want to achieve – what is the story? (target group?):

The aim of the project in Zurich is to develop a child-friendly surrounding in two settlements, to strengthen the neighbourhood feeling and to support the use of sustainable mobility tools.

Main target group are children between 5 and 12 years and their parents. Main partners are the real estate management, the city municipality, settlement and neighbourhood associations, community centers, schools, provider of mobility solutions and local retailers.

Main measures:

### M1: Implementation of a mobility share point

The goal is to encourage inhabitants of the settlement to bring their own "mobility tools" that they no longer use regularly, to add to the project's bikes and e-bikes.

In the second settlement, it became evident that there is no need for additional bikes. The representatives of the settlement suggested to start with 1 e-cargo-bike and possibly 1 e-bike and to evaluate the demand before adding additional bikes.

The use of the mobility tools is free of charge. The e-bikes and the e-cargo-bike can be booked ahead. After using the bikes, the user is asked to charge the battery at a plug provided in the share point.

The mobility share point is supposed to act as crystallisation point in the project, i.e. many of the other planned activities will take place in or around the share point, and by using the mobility tools. The share point should also act as a place of information.

Ideally, the share point is managed by a group of inhabitants.

### M2: Bike repair workshops

Settlements:

A professional bike mechanic and some helpers will be present in the two settlements for 2 to 3 hours. They demonstrate how to carry out minor repairs, e.g. how to oil the chain, adjust the brakes, change the tyre etc. The inhabitants can then work on their bikes under the supervision of the bike mechanic.

The first repair workshop takes place at the opening of the share points in the two settlements. In spring 2019 the repair workshop will take place a second time. If the demand is very high, an additional workshop can take place at the mobility event/temporary street closure (see M8).

Schools:

As part of measure M3 (school mobility week), we will invite a bike mechanics team from a

reintegration programme of the city of Zurich ("Züri rollt"). "Züri rollt" offers their services for schools as part of the existing mobility education week "Mobilität erleben".

They will be present in the school yard for 2 hours and carry out minor repairs and show the children how to do it.

The repair workshops will take place in 2 schools, in each of them in spring 2018 and 2019.

**M3: School mobility weeks**

The city of Zurich offers schools a programme for project weeks on mobility ("Mobilität erleben"). For the purposes of Metamorphosis, the programme will be slightly adapted to include the topic "public space". The project week is conducted in the schools that most children of the neighbour visit. We will conduct a vision building session, a transformation of a parking spot (see M4) and a bike repair workshop (see M2) as part of these project weeks.

Programme:

- Monday: Vision Building/neighbourhood analysis
- Tuesday: Transformation of a parking spot
- Wednesday: Bike park
- Thursday: Public transport parcours / bike repair workshop
- Friday: Mobility quiz / presentation of analysis/party on the parking spot

The project weeks will take place in 2 school classes, in each of them in spring 2018 and spring 2019.

**M4: Transformation of a parking spot**

As part of the school project weeks (see M3), we conduct a transformation of a parking spot. In the morning, we give an introduction on the topic public space, afterwards we develop ideas for the transformation of a parking spot. In the afternoon, we carry out the transformation.

As we have only one day, we have to set rather strict limitations to the possible transformation ideas. We will have to give the children a choice of materials based on which they can develop ideas. One idea is to build a "walking vehicle" ("Gehzeug") with a group of children.

The parking spot will stay transformed until the last day of the week where parents and other school classes are invited for a closing ceremony.

The transformation of the parking spots will take place in 2 school classes, in each of them in spring 2018 and spring 2019 (4 realisations). We will probably transform a teacher's parking spot on the school yard, not a public one.

**M5: Neighbourhood analysis**

Under guidance of a children's participation expert, the children living in the two settlements will analyse their neighbourhood regarding its qualities and its weaknesses. They will catalogue insecure places in the street net (plan and photos) and they will search possible solutions.

The participation expert and Synergo will gather all results and summarise them in a presentation. The children will then present the findings to either the head of the department of civil engineering (member of the city council) or the city engineer and to the responsible people of the real estate management. The media are invited to the event as well. The city representatives and the real estate management will comment on the findings and discuss what measures are possible.

At the mobility event on the temporarily closed street (see M8), the agreed measures will be presented to the inhabitants of the two neighbourhoods.

**M6: Guided bike tour**

We offer a guided bike tour in the neighbourhood to encourage inhabitants of the two settlements

to use their bikes more often and to show them that the neighbourhood offers many attractive spots. The bicycle association "Pro Velo Zürich" guides the tour. It will last around 2 to 3 hours and will lead to several nice spots in the neighbourhood. On the way, the guides will also demonstrate how to deal with difficult traffic situations, e.g. difficult crossings.

Children are encouraged to participate with their parents.

**M7: Development of a neighbourhood walk**

The children of the two neighbourhoods reveal their favourite spots in the neighbourhood and create a walk that connects these spots. The walk is sketched in a map and the favourite spots are described. The walk is augmented by the game "Urbingo": on some of the favourite spots a photo is taken and turned into a playing card. The goal of the game is to find all the objects portrayed in the photos in the least possible time.

The map and the playing cards will be professionally designed and printed. At the mobility event on the temporarily closed street (see M8), the children will present the walk and the game and distribute it to all inhabitants. On that day and also on later occasions, the children will offer guided walks.

The measure is directed not only at the children of the two settlements, but at the children of the whole neighbourhood. Therefore we work together with the community centre and the neighbourhood association, concerning the invitation of the children, the implementation, but also the promotion of the walk and the game.

**M8: Temporary street closure**

We will temporarily close a street in the two settlements, in order to have a mobility party on the street, provided the city of Zurich grants the permit. The street will be closed for one day.

We will develop ideas on how to use the street during the street party with the children from the two settlements. All inhabitants are invited to implement their own ideas, e.g. a music band or a bar. The settlement associations are partners in organising the events.

In one of the settlements, a cooperation with the city project "Piazza Pop-up" is examined at the moment. The project aims at encouraging the use of the public space by providing movable furniture and plants. If a cooperation is possible, we will furnish a spot just outside the settlement. Related to that, an implementation of a "Begegnungszone" (=max. 20 km/h, right of way for pedestrians) or the implementation of "one-way" on the street is discussed (limited in time to half a year). In this case, the temporary street closure might be adapted to using the furniture.

- Where will you be in 3 years? In 2? In 5?

In 2 years it will be half-time of the implementation in the two settlements. The inhabitants are sensibilised to the topic and have participated in several activities. We want to celebrate a mobility party in the settlement.

In 3 years, the project in the settlements is finished. The inhabitants feel comfortable using sustainable mobility tools, they have gotten to know each other better and have come closer.

In 5 years, the neighbourhood feeling is still strong, the mobility share point is still in use. Some of the activities have been continued with. The experiences of Metamorphosis have been diffused among other cities in Switzerland.

- Does it conform to the implementation description in the Annex (starting p49):

The foreseen measures conform to the implementation description with minor changes in the number of realisations

- How much money and which other resources will you need during the process? Are these resources already assured?

Yes, they are assured, we compiled a budget plan for the implementation. Personal costs will be around 120'000 Swiss francs, third party costs will be around 110'000 Swiss francs.

- Which major risks could severely endanger your project? Concerning those risks: How can you counter or prevent them?:

Not finding neighbourhoods that want to participate; inhabitants not wanting to participate in the activities. -> Clear communication on why the project takes place, what are its goals and why their participation is important. Involvement of the relevant stakeholders (e.g. neighbourhood association).

**What will be the rough time plan?**

- Local "start-up" or "kick off":

with the project team: August 2017. With the real estate managements and the settlements: January 2018. In the settlements: April 2018

- Vision building:

Vision building will take place separately for grown-ups and children. In January, a vision building events takes places with the project teams of the two neighbourhoods (representatives of the real estate management, of the city, of the community centre, and of the settlement). This event is partly information event, partly vision building. In the spring time, we will hold a vision building event in the two participating schools, focussing on children only.

- Involvement of children, schools, parents:

Apart from the vision building, many activities are planned in a way to ensure the involvement of children (neighbourhood analysis, development of neighbourhood walks, transformation of parking spots, but also parts of the evaluation), so involvement should happen during the whole project.

- Involvement of city departments:

the civil engineering department is continuously involved, the other departments (school department, neighbourhood coordinators (social department), security department (traffic, encounter zones)) occasionally.

- Implementation:

From spring 2018 to late summer 2019, with a focus on the spring/summer time.

- Evaluation (baseline, final) (possible (children specific) indicators? involvement of children in the evaluation process? possible indicators for process evaluation?):

We conduct a survey before the start of the implementation and at the end of it. We developed a special version for children and the youth. We also evaluate the measures.

**Indicators of the main survey (**see also separate implementation plan on the survey; some indicators are only asked from adults, others only from children):

- Type and number of mobility tools in a household
- Modal split of inhabitants in terms of frequency in general, regarding the way to work/school, to groceries, and in leisure time
- Use of bicycles, e-bikes or e-cargo-bikes in terms of frequency, regarding different types of shopping and leisure activities
- Importance of open spaces in the two settlements
- Use of specific public spaces in the settlement in terms of frequency

- Satisfaction with specific public spaces in the settlement
- Type of use of the specific public spaces in the settlement
- Use of specific public spaces in the neighbourhood in terms of frequency
- Satisfaction with specific public spaces in the neighbourhood
- Importance of contact to the neighbours of the settlement
- Frequency of contact to neighbours
- Rating of the neighbourhood atmosphere in the settlement
- Specific types of interaction with neighbours in terms of frequency
- Number of friends in the neighbourhood
- Favourite place to meet with friends from the neighbourhood
- Composition of the household
- Age
- Sex
- Length of rental period in the settlement
- Gross annual income of the household
- Highest level of education
- Current place of education
- nationality
- birth place of the respondent and his parents

## Indicators of the specific measures:

M1: Implementation of a mobility share point

- % of inhabitants of the two settlements using the share point and absolute number
- Rental frequency of each mobility tool (how many times per day/week) and absolute numbers
- Level of satisfaction with the share point and the tools, hints for improving
- Reason for using the bikes
- Car trips replaced
- Modal split of inhabitants in terms of frequency

M2: Bike repair workshops

- Feeling of having learnt something in the workshops
- Percentage of the inhabitants participating in the workshop (only settlements)
- Level of satisfaction with the repair workshops

M3: School mobility weeks

- Level of satisfaction with the project week
- Knowledge and awareness about the topic

M4: Transformation of a parking spot

- Level of satisfaction with the transformation
- Kinds of ideas for the transformation
- Kinds of activities on the parking spot (playing, talking…)
- Knowledge about the requirement of space for parking spots/Awareness

M5: Neighbourhood analysis

- Number of children participating
- Level of satisfaction with the guided tour
- Level of satisfaction with the environment, the neighbourhood
- Number and kind of tips collected by the children

- Numbers of implemented measures (tips from the children) by the real estate Mgmt.. and the city
- Level of satisfaction with the measure "neighbourhood analysis"
- Level of satisfaction with the environment, the neighbourhood after the implementation of the tips of the children

M6: Guided bike tour

- Number of participants
- Level of satisfaction with the guided tour
- Level of satisfaction with the offer of bike tours

M7: Development of a neighbourhood walk

- Level of satisfaction with the development of the walk
- Number of children participating
- Number of participants at the offered guided walks
- Number of distributed maps and games at the community centres (measuring demand)
- Level of satisfaction with the designed map and game

M8: Temporary street closure

- Number of inhabitants contributing to the event
- Level of satisfaction with the idea workshop
- Number of children participating in the idea workshop
- Number of people on the closed street
- Level of satisfaction with the street closure
- Kinds and number of activities on the closed street (playing, talking…)
- Level of satisfaction with the street closure


- Dissemination (journalists):

On-going, but especially at the beginning, in the middle and in the end of the implementation (i.e. when the mobility events take place). We use the media distributor of the city of Zurich.

- How often will you meet, or at least talk (preferred would be about every two months and more often when necessary and less if not necessary):

On at least a monthly basis.


**What is the area of the neighbourhood you plan to work with?**

- Size
    - Settlement of Bändli: around 400 inhabitants
    - Neighbourhood of Grünau: about 4'000 inhabitants
    - Settlement of Tiefenbrunnen: around 400 inhabitants
    - Neighbourhood of Riesbach: around 16'000 inhabitants
- Characteristics
    - Bändli/Grünau: The settlement is in a rather poor area of Zurich where a lot of migrants live. It is next to a highway, and cars are very present. Most of the inhabitants of the settlement own a car.
    - Tiefenbrunnen/Riesbach: The settlement is in a very rich area of Zurich, characterised by a process of gentrification. Many people are well educated.

**Do any existing projects, campaigns, activities and/or survey results exist that your planned implementations can be based on?**

In Zurich, there already exists a programme for school project weeks on mobility that we will use in the implementation. The neighbourhood analysis and the development of a neighbourhood walking tour are also already existing programmes that we can adopt for Metamorphosis.


**What are the legal and ethical frameworks in your city that will have an impact on the implementation of Metamorphosis?**

- SUMP: The strategy paper "Stadtverkehr 2025" of the city of Zurich (https://www.stadt-zuerich.ch/ted/de/index/stadtverkehr2025.html)
- Laws concerning public events: There are regulations on the use of public space and on events (https://www.stadt-zuerich.ch/portal/de/index/politik_u_recht/amtliche_sammlung/inhaltsverzeichnis/5/551/210/210-verordnung-ueber-die-benutzung-des-oeffentlichen-grundes--be.html / https://www.stadt-zuerich.ch/portal/de/index/politik_u_recht/amtliche_sammlung/inhaltsverzeichnis/5/551/280.html)
- Parking spots: There are regulations on private parking spots: https://www.stadt-zuerich.ch/portal/de/index/politik_u_recht/amtliche_sammlung/inhaltsverzeichnis/7/741/500.html
- Ethical issues concerning children: The project Metamorphosis does not require an ethical approval of the cantonal ethics commission because it does not include research involving human beings. The law in question (Federal Act on Research involving Human Beings, see attachment) is not applicable.


**What favourable policy papers or decisions do you have in your city that could support Metamorphosis implementation?**

- SUMP: supports the goal of promoting sustainable mobility
- Road policy guidelines: The possibility of transforming streets into encounter zones.


**What are the framework conditions in the municipality / district to prepare and decide a budget for the implementations?**

-> not relevant for pilot in Zurich since the implementation is funded by the project budget, financed by Switzerland

## Appendix IX - Recommended Indicators for Selected Measures

# Recommended Evaluation Indicators for Selected Measures

The measures that are being implemented within the Metamorphosis project, as well as the targets and the conditions for implementation, are very individual to each city. Each city will define their appropriate indicators and methods for collecting data. To guarantee a basic level of comparability between the outcomes of the cities however, TUD recommends some Key Indicators and Measure Specific Indicators to use, which can be found in the General Evaluation Report (D 6.1). In the following tables, some further measure-specific indicator sets are given. However, these measures as well as the implementation conditions are still very much unique to each city/case. This means that not every city will use all these indicators, and some will use others not listed here. As the focus of Metamorphosis is on developing child-friendly neighbourhoods, it is recommended that cities involve children also in the evaluation process whenever possible, e.g. in collecting data. In general, it is also recommended that cities collect data *before* and *after* the implementation phase of each measure. It is good evaluation practice to collect data also *during* the implementations, especially for temporary measures.

| **1) Interventions in public space (e.g. street closure, transformation of parking spots, hybrid zones)** | | | | |
|---|---|---|---|---|
| **Indicator** | Method for collecting data (example) | Measurement **before** implementation | Measurement **during** implementation | Measurement **after** implementation (only if the intervention is periodically or permanent) |
| **Number of children and other persons seen in the affected area/ use the offer** | Counting | x | x | x |
| **Number and type of people's interaction (also onlookers)** | Counting | x | x | x |
| **Average time spent in the affected area per child/ person** | Time measurement | x | x | x |
| **Number and type of activities (e.g. playing, talking)** | Silent observation | x | x | x |
| **Number of bicycles passing the affected area** | Counting | x | x | x |
| **Number of motorised vehicles driving on street** | Traffic count | x | x | x |
| **Traffic speed** | Measuring | x | x | x |
| **Area dedicated for the intervention** | Measuring | | x | x |
| **Area dedicated for cars (street and parking) in the affected area** | Counting of cars / measuring of area | x | x | x |

| Modal split of school children (especially if the intervention is in front of a school; in combination with distance) | (Hands-up) survey | x | x | x |
|---|---|---|---|---|
| Modal split of the inhabitants of the neighbourhood (in combination with distance, if the environmental effects are relevant) | Survey | x | x | x |
| Perception of noise, air pollution, safety | Survey | x | x | x |
| (Feeling of) safety | Analysing already existing conflicts/ accident documentation, survey | x | x | x |
| (Children's) satisfaction with the intervention | Survey | | x | x |
| Attractiveness of the urban design | Survey | x | x | x |
| Local identity | Survey | x | x | x |
| Perception of greenery | Survey | x | x | x |
| Waiting times | Time measurement | x | x | x |
| Connectivity/ accessibility | Survey | x | x | x |

| 2) Workshops, Trainings, mobility games, information offers (e.g. bike repair workshops, safe to school workshops, walking bus, information stand at festivals) | | | | |
|---|---|---|---|---|
| **Indicator** | Method for collecting data (example) | Measurement **before** implementation | Measurement **during** implementation | Measurement **after** implementation |
| Percentage/ number of the inhabitants participating | Counting | | x | |
| Knowledge about the topic | Quiz, questionnaire | x | x | x |
| Modal split of the participants (in combination with distance) | (Hands-up) survey | x | x | x |
| (Children's) satisfaction with the offer/ tips for improving | Survey | | (x) | x |
| Reasons for not participating | Survey among the citizens in the neighbourhood | | | x |

**3) New mobility offers (e.g. bikes at share points)**

| Indicator | Method for collecting data (example) | Measurement **before** implementation | Measurement **during** implementation (only if the offer is temporarily) | Measurement **after** implementation (for monitoring: at several times) |
|---|---|---|---|---|
| **Number of persons/ households using the mobility offer** | Counting, questionnaire, analysis of accounting data | | x | x |
| **Rental frequency of the mobility offer/ tools (e.g. rentals per week)** | Counting, questionnaire, analysis of accounting data | | x | x |
| **Modal split of the users (in combination with distance)** | Survey | (x) | x | x |
| **Modal split of the inhabitants of the neighbourhood  if the intervention of the offer is high (in combination with distance)** | Survey | x | x | x |
| **(Children's) satisfaction with the offer/ tips for improving** | Survey | | x | x |
| **Reasons for not using the offer** | Survey among the inhabitants of the neighbourhood | | x | x |

| 4) Urban gardening | | | | |
|---|---|---|---|---|
| **Indicator** | Method for collecting data (example) | Measurement **before** implementation | Measurement **during** implementation (only if the offer is temporarily) | Measurement **after** implementation (for monitoring: at several times) |
| **Number of children and other persons seen in closed area** | Counting | x | x | x |
| **Number and type of people's interaction** | Counting | x | x | x |
| **Average time spent on the street per child/ person** | Time measurement | x | x | x |
| **Number and type of activities (gardening, playing, talking)** | Silent observation | x | x | x |
| **Number of people/ children involved in urban gardening activities** | Counting/ questionnaire | x | x | x |
| **(Children's) satisfaction with the urban gardening intervention/ tips for improving** | Survey | x | x | x |
| **Destruction level (e.g. number of beds where people still can eat the plants)** | Regular checks | | x | x |
| **Area temporarily transformed (m²)** | Measuring | | x | |
| **Area permanently transformed (m²)** | Measuring | | | x |
| **(Area dedicated for urban green)** | Measuring | x | x | x |
| **Attractiveness of the urban design** | Survey | x | x | x |
| **Local identity** | Survey | x | x | x |
| **Perception of greenery** | Survey | x | x | x |