



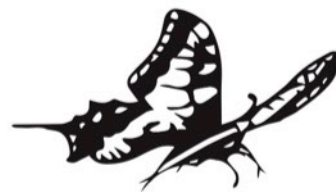
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# METAMORPHOSIS

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

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## Project partners

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Gemeente Tilburg (TILBURG)	The Netherlands

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## 1. Introduction

The purpose of this document is to provide an overview of how the Metamorphosis project goals have been integrated into different partner cities' longer-term sustainable mobility plans. To improve neighbourhoods, and implement projects such as the Metamorphosis, it is important to understand that cities plan on a long-term basis. Also if we are to implement the ideas each city has for the Metamorphosis project – such as urban gardening, cycling workshops, promote crystallisation points – to reach these changes in a city, it needs to happen on a different and more strategic level. Most cities work with visions (long term), complemented by strategic papers (medium-term), and try to implement small projects, like those associated with the Metamorphosis project, to see what is working, and to resolve pressing problems. It is the goal of Metamorphosis to transform car-oriented neighbourhoods into child-friendly places through innovative temporary interventions that should eventually lead to, for example, permanent road closures for motorised transport or improved sustainable travel solutions for local residents. This report seeks to discuss the possibilities of the integration of these short-term ideas into medium-term documents that can be taken forward more strategically.

The central work-package of the Metamorphosis project, “WP4 Implementation Trials”, defines its objectives as the following: The consolidation of the learned processes (lessons learnt, improved processes, innovations) into working strategies described in internal reports to be utilised by subsequent work packages, WP5 (capacity building) and WP7 (dissemination). In other words, the goal is to learn from the carried-out implementations, and give advice about what implementations worked and why, so that other (follower) cities can apply them too. But it goes further than that. For this Deliverable 4.2. the main aspect will be the question of how to integrate these working strategies into a SUMP (see below), to guarantee a medium-term change.

To do so, this report first explains the definition and goals of SUMP (chapter two). The report then describes the goals of the Metamorphosis project focusing on relevant measurements for the planning instruments of cities (chapter three). In chapter four, the developed measures to analyse the SUMP are described; these criteria focus on the goals of the Metamorphosis project and follow the question: “What activity fields should a city SUMP contain to reach the Metamorphosis goals?” The state of the different city SUMP is then briefly described in chapter five. Using that information as the basis, the main chapter in this document (chapter 6) is about the analysis of the partner-cities with reference to the developed measures, and provide some recommendations on how to integrate any missing measures into their strategic papers. Therefore, the question of how to improve planning procedures is part of this chapter as well. Some best practice examples round off this report in chapter seven, followed by the time-line of the state of integration.



## 2. SUMPs content and their role in city-policies

When it comes to city development, a lot of challenges have to be faced. Due to the growing pressure on land-use in cities and the tendency of centralistic living, mobility planning has to be sustainable as well as economically viable. Sustainable planning involves maintaining a high quality of life while also creating an attractive environment for people and business. The goal is to restrict traffic because this reduces congestion, improves air quality and provides a better local environment, but to still ensure the mobility of citizens, goods and people. To deal with this complexity, the European commission developed the concept of the „Sustainable Urban Mobility Plan”, or “SUMP”. The central aspect of a SUMP is the integrated approach to planning. The SUMP is central to the “Mobility Package” of the European commission, and can be defined as follows:

*“Strategic plans designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles.”<sup>1</sup>*

The goals of SUMP are to improve the accessibility of urban areas, and to provide high-quality and sustainable mobility and transport, both through and within the urban area. It looks at the needs of the 'functioning city' and its hinterland rather than a municipal administrative region. Further, it is key that the SUMP is linked to and based on a long-term strategy for the future development of an urban area. At the same time, it also includes a delivery plan for a short-term implementation of the strategy. A SUMP is therefore not a supplementary level in mobility, but should be based on existing strategies and papers. A Sustainable Urban Mobility Plan focuses on people, and meeting their basic and strategic mobility needs. To put a SUMP into practice, Eltis – The urban mobility repository - developed guidelines to support city-planners. In essence, this process of developing and implementing a SUMP can be broken down into 11 main steps<sup>2</sup>:

- Step 1:** Determine your potential for a successful SUMP
- Step 2:** Define the development process and scope of the plan
- Step 3:** Analyse the mobility situation and develop scenarios
- Step 4:** Develop a common vision
- Step 5:** Set priorities and measurable targets
- Step 6:** Develop effective packages of measures
- Step 7:** Agree on clear responsibilities and allocate budgets
- Step 8:** Build systems for monitoring and assessment into the plan
- Step 9:** Adopt the SUMP
- Step 10:** Ensure proper management and communication (when implementing the plan)
- Step 11:** Learn the lessons

A SUMP is not mandatory, but the EU commission recommends using it to improve a city's mobility. The implementation period usually lasts between three and ten years, so a SUMP is a strategic document based on, and linked to, a longer-term vision. As you can see in the described steps above, usually no implementation details are set in the SUMP. However, the details can be defined in a delivery plan, with shorter-term implementations. A SUMP integrates all the relevant modes, such as public transport, walking, cycling, road safety, road transport and urban logistics, mobility management and smart city-systems.

The process of developing a SUMP leaves a lot of scope for incorporating ideas and visions. As can be seen below, the Metamorphosis project goals are defined in such a way that they can be integrated relatively easily into a SUMP.

<sup>1</sup> <http://www.eltis.org/guidelines/what-sustainable-urban-mobility-plan> (Access: 8.1.19)

<sup>2</sup> [http://www.eltis.org/sites/default/files/sump\\_guidelines\\_de.pdf](http://www.eltis.org/sites/default/files/sump_guidelines_de.pdf) (access: 21.01.2019)

### 3. The Metamorphosis Project

Metamorphosis is a project of the EU Horizon 2020 programme. The aim of the project is to transform designated neighbourhoods in seven cities (Alba Iulia, Romania; Graz, Austria; Merano, Italy; Munich, Germany; Southampton, UK; Tilburg, Netherlands; and Zurich, Switzerland) away from being car-oriented places, through a focus on the needs of its children, to improve the physical and mental health, and quality of life for all its citizens. This is enabled through the premise that when an urban neighbourhood has many children in its public spaces, this is a major indicator that it is well designed as a people-oriented and a sustainable neighbourhood. Metamorphosis is not about building new urban spaces, but focuses on the provision of incentives to promote cycling and walking and reduce car use. The concept of 'sustainability' is associated with the endurance and continuity of ecosystems necessary for on-going survival, and is therefore inseparably combined with children, as it implies being designed for the next generations, i.e. for the benefit of the community long term. Instead of the largely negative top down and car-orientated approach that exists up to the present day, the project favours the stimulation of more bottom-up activities. The goals of the project can be reduced to three principal points:

- promotion of cycling and walking and/or reducing car use
- creating child-friendly public spaces
- strengthen neighbourhoodness by additional community or social activities

To reach these goals, the seven Metamorphosis cities implement local trials as pilots, with the desired outcome of providing recommendations for other cities. Each of the seven cities developed implementations in different neighbourhoods to improve their streets and public places, and get closer to the project goals. All the implementations were analysed and evaluated to see if they lead to the project goals. The implementations all form one of six activity fields: (i) intervention in public space, (ii) temporary street closures, (iii) crystallisation points, (iv) educational innovation tools, (v) empowerment for active mobility and (vi) improvement of planning procedures. Based on the three project goals and the six different activity fields, thirteen measures have been developed to analyse the status of the different cities, and to compare their implementations.

## 4. Measures to achieve the Metamorphosis objectives

synergo has defined 13 valuable measures that cities could implement to achieve the Metamorphosis projects objectives. These measures cover the fields of promoting sustainable mobility, child-friendly public spaces and improving neighbourhoodness. With these thirteen measures, it is easier to assess the cities, based on their progress in terms of mobility and child-friendliness.

A criterion focusing on the promotion of public transport has been deliberately left out, even though on a long-term basis, Metamorphosis does acknowledge the promotion of public transport as an important goal in the overall topic. However, the Metamorphosis project wants to focus on the child-friendly perspective of neighbourhood-development, so the criteria focused on improving walking and cycling, reducing cars and parking spaces, and promoting play-streets and -spaces, rather than the general promotion of public transport as an alternative to cars.

### 4.1 Speed limit of 30km/h in residential areas

Speed limits are a common instrument for traffic calming. A speed limit of 30km/h is not only important for safety reasons, but it can also reduce traffic noise. Reducing speeds for vehicles results in less noise, and improved air pollution and road safety.

### 4.2 Encounter zones in residential areas

Encounter-zones are often complementary to speed restrictions of 20 km/h. The central aspect however, is the rule of precedence: cyclists and pedestrians have the right of way over cars. It is thus a road where all road users are allowed and can find a place, but priority is given to cyclists and pedestrians. Encounter zones are especially attractive for children, because they can move more freely and safely in these areas.

### 4.3 Temporary or permanent street closures

Closing a road can change its purpose: the street can become a playground, a meeting point or a festivities area. The possibility of a street closure should be supported by cities, so that residents are empowered to organise events for their neighbourhood. The easiest way is to give the population the opportunity to simply obtain permits that allow regular road closures.

### 4.4 Child-friendly design of public spaces in residential areas

When designing and developing public spaces, the child's perspective should also be considered. Child-friendly spatial development is even more important since the pressure on public space is increasing. Public space should be designed as safe, secure, stimulating, green, welcoming places that are easy to reach.

### 4.5 Strengthening of the "neighbourhood-ness"

By designing public space in such a way that it is attractive for people to linger and meet, it promotes neighbourhood-ness and social exchange. By promoting social exchange, the quality of life for local residents is increased. Neighbourly behaviour also helps children to move freely in their surroundings, and to come into contact with each other. If parents know each other, children can also spend time together more easily.

### 4.6 Dense network of footpaths and cycle lanes in residential areas

A well-developed network of cycle lanes and pedestrian paths encourages the use of active travel, and at the same time can reduce the use of cars. However, to encourage cycling and walking, it is essential to provide a good infrastructure network to encourage these modes.

### 4.7 Limited number of parking spots in new private housing projects

In order to promote car-free living, it should be possible to reduce the number of parking spaces in new buildings. In the case of new residential buildings, fewer parking spaces can be prescribed, if alternative mobility concepts are presented. Thus in city centres, more at-

tempts can be made to reduce car pollution and traffic jams by discouraging the ownership of cars through the reduction of residential parking spaces.

#### **4.8 Few parking spots on public ground (above-ground)**

In public spaces above ground, the number of parking spaces should be reduced to a minimum. Public space should where possible not be used for parking, but for purposes which everyone benefits from. The reduction of parking spaces can be used to promote the quality of public squares, promenades, etc. and encourage people to visit and linger in these places.

#### **4.9 Promotion of car sharing models**

Research suggests that cars are parked most of the time, so they are not in use and this is not an effective use of space. With car-sharing models, the unused time can be reduced, as well as the utilisation of parking areas. The promotion of car-sharing models is therefore particularly beneficial in cities when it comes to mobility management and reducing car ownership.

#### **4.10 Participatory approach to the development of neighbourhood plans, especially involving children**

With a participative approach, design and development projects of public spaces can be adapted to meet the needs of the population. In urban planning, the needs of children are often not taken into account. There is therefore a need for children to be involved, if cities are to develop genuine child-friendly neighbourhoods.

#### **4.11 Awareness raising among children and teenagers regarding sustainable and active mobility**

Children are the future, which is why raising children's awareness is important. The easiest way to do this is through schools and similar education channels, but there are other ways to bring children into contact with the topic of sustainable mobility, and these should be encouraged.

#### **4.12 Awareness raising among adults regarding sustainable and active mobility**

Structural measures are important to change behaviour, but there is also a need to sensitise the population to their mobility behaviour. Awareness raising among adults as well as children is therefore equally important

#### **4.13 Delivery/distribution centres as crystallisation points in order to reduce shopping trips**

The promotion of deliveries through distribution centres to neighbourhoods reduces domestic traffic and promotes neighbourhood-ness.

## 5. Existing SUMPs: Structure and main content

The challenge is that the different SUMP strategy papers of the Metamorphosis partner cities have different levels of detail. This makes it difficult to compare the seven cities. However, since all city-leaders had insight into this analysis, feedback from them helped to eliminate the ambiguities, and reference made to further documents if something was missing. The results presented below are based on different documents, with different topicality and time horizons.

The table below shows the documents which have been analysed:

City	Relevant Mobility Paper
Alba Iulia	Alba Iulia. Towards a city for people and culture. Health checks mini-report. Gehl. (2016)
Graz	<ul style="list-style-type: none"> <li>• Mobilitätsstrategie der Stadt Graz (2011)               <ul style="list-style-type: none"> <li>- Verkehrspolitische Leitlinie 2020 (VPL)</li> <li>- Grazer Mobilitätskonzept 2020. Ziele (Z)</li> <li>- Grazer Mobilitätskonzept 2020. Verkehrsplanungsrichtlinie (RL)</li> <li>- Grazer Mobilitätskonzept 2020. Massnahmenprogramm (MP)</li> </ul> </li> </ul>
Meran	<ul style="list-style-type: none"> <li>• Stadtverkehrsplan 2014 (VP)</li> <li>• Stadtverkehrsplan 2020. Strategien und alternative Handlungsvorschläge. (VP20)</li> <li>• Entwurf des Städtischen Verkehrsplans 2020</li> </ul>
Munich	<ul style="list-style-type: none"> <li>• München: Zukunft mit Perspektive. Strategien, Leitlinien, Projekte. Magazin zur Fortschreibung der Perspektive München. Stadtratsbeschluss vom 5. Juni 2013</li> <li>• Leitmotiv und Leitlinien der Perspektive München 2013</li> <li>• New mobility paper in preparation</li> </ul>
Southampton	Connected Southampton - Transport Strategy 2040, Draft for Consultation. July 2018
Tilburg	<ul style="list-style-type: none"> <li>• SUMP 2040 (2016)</li> <li>• MobiliteitsAgenda013 (2017)</li> </ul>
Zurich	<ul style="list-style-type: none"> <li>• Stadtverkehr 2025. Strategie für eine stadtverträgliche Mobilität (2014)</li> <li>• Richtplananpassung Verkehr: (RV) (2018)</li> </ul>

Each city also gave feedback on the thirteen measures stated in chapter four, to ensure that besides the strategic documents provided, they also contributed local knowledge of the city practices.

## 6. Analysis

The strategy papers listed in chapter 5 serve as the basis for the main analysis conducted in this report. The comments and recommendations are based on the texts analysed, which relate exclusively to medium- to long-term measures. For the current measures, the feedback from the cities has been included already.

The following tables, split into 13 subsections, show which of the thirteen measures defined by the WP4 Leader (synergo) are already being implemented in the cities. This also discusses which of the measures can be found in the objectives of the strategy papers. Some of the texts analysed refer to more long-term objectives, where the measures are included but not yet implemented.

The situation of Munich is different to all the other partner cities. Munich is currently working on a new mobility concept. It therefore made no sense to analyse the older documents. The WP4-Leader recommended Munich to incorporate the thirteen measures developed and listed above to achieve the Metamorphosis goals into their new SUMP plans. The City-Leader for Munich has forwarded this recommendation to the responsible persons, and is accompanying the process as it develops.

For the other cities, the situation is as follows:

### 6.1 Speed limit 30km/h in residential areas

Although speed limit 30 is already widespread, it is still an important tool for traffic calming. The challenge is to further strengthen and enlarge the 30 speed limit zones. The goal should be to have general 30km/h in residential areas, like it is the case in Graz and Southampton.

#### 6.1.1 Status in the cities

All cities are already implementing the measure. Some cities, however, have the potential to expand it further.

Speed limit 30km/h in residential areas			
		Notes	Recommendation
Alba Iulia	+	The Gehl paper recommends the introduction of low speed street, but without specifying extent. By the end of 2020 a pilot project tests speed limits 30km/h on a local level.	Specify the speed limit to 30km/h in the strategy, referring to the pilot project.
Graz	++	In Graz 30km/h is already the common speed limit	No recommendation
Merino	+	The city just decided to reduce the speed limit from 50km/h to 40km/h on main roads.	The city keeps limit 30km/h in residential areas.
Munich			
Southampton	++		No recommendations as there are measures that are going further than this one.
Tilburg	++	The SUMP mentions the introduction of 30km/h zones in the surroundings of schools and shopping centres.	No recommendation
Zurich	++	Part of the "Urban Transport 2025" strategy paper. It is already being implemented; almost all residential areas are already at 30 km/h. The city is in the process of reducing main roads to 30 km/h due to noise pollution.	No recommendation

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved

## 6.2 Encounter zones in residential areas

Unlike the 30km/h zones, encounter or meeting zones are not known in all countries (only France, Luxemburg, Austria, Belgium and Switzerland have experience with such implementations). Some similar concepts are implemented, such as “shared space” or “play-street” (play-streets, as they are common in Austria, are comparable to temporary street-closures. See also 6.3).

In Germany and the Netherlands the encounter zones are called “Woonerf”, which refers only to residential areas. The concept of shared space is quite common as well, but the speed limit is usually 30km/h. The heart of the idea of the encounter zone is the speed limit of 20km/h, with the right of way given to pedestrians and bicyclist.

Whatever type of encounter-zone is implemented, it is in any case a measure that promotes interaction between the various road users, and understands that the use of the road is not only for driving purposes.

### 6.2.1 Status in the cities

As visible in the table below, not all cities have encounter zones. The examples of Graz and Zürich show that it is possible to promote it – and not only in residential areas. Since not all cities know the instrument of the encounter zones, it is difficult to compare the different cities with each other. Similar instruments or measures that lead to a similar result were also assessed positively.

Encounter zones in residential areas			
City		Notes	Recommendation
Alba Iulia	+	Encounter zone specifically are not mentioned. It is mentioned however that the need for meeting zones should be taken into account.	The promotion of play streets and encounter zones complement the defined objectives, and should as such be mentioned.
Graz	++	The so-called "play streets" are mentioned in the mobility strategy as well as the application procedure.	No recommendation
Merano	+	The allowed driving speed in encounter zones is 30 km/h.	In the strategic paper encounter zones should be mentioned as streets where pedestrians and cyclists have the right of way and where cars are allowed to drive at walking pace (20 km/h).
Munich			
Southampton	++	The transport strategy suggests creating networks of active travel zones in neighbourhoods.	No recommendation
Tilburg	+	It is mentioned that cyclists and pedestrians will have priority in school environments, around shopping centres and in the city centre. Encounter zones as a type of street regime are not mentioned in the narrow sense. The "Woonerf" with 20 km/h is no longer part of national policy.	It should be considered to reintroduce the woonerf in the local SUMP.
Zurich	++	It's mentioned to strengthen the amenity value and promote encounter zones in residential zones. The focus of the city is on speed 30 zones. At the request of the population, streets in residential quarters can be turned into encounter zones. The city has a positive attitude towards such initiatives.	It is important that the population is informed about the possibility. But on this point no further recommendations.

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved



### 6.3 Temporary or permanent street closures

The instrument of road blocking is important for raising awareness about mobility, but also for caring for the neighbourhood, giving children the opportunity to move more freely and to use street space differently. The possibility to have temporary street closures is highly recommended and should be further promoted. We recommend introducing the possibility for residents to organise temporary street closures, e.g. for neighbourhood festivals. To promote this option, it is suggested that residents can apply in an easy way for street closures, e.g. via website-application.

#### 6.3.1 Status in the cities

In most cities it is possible to apply for temporary roadblocks to organise street parties or play streets. However, this possibility is often not mentioned in the strategic papers.

The possibility to have temporary or permanent street closures			
City		Notes	Recommendation
Alba Iulia	++	The paper recommends the introduction of play streets in residential areas, either temporarily as during the summer or as permanent installation by painting streets and introducing seating and playing opportunities.	No recommendation
Graz	++	In play streets cars are only allowed to arrive and leave, but not to pass. However, it is also possible to obtain a permit for a street closure.	A simplification of the administrative procedure for a permit is one aim.
Merano	++	Although new traffic calmed zones and temporary street closures on main roads during weekends are planned in the new strategy paper, temporary closures for city residents are not mentioned. During school hours, roads around the schools are temporarily closed.	Although new traffic calmed zones are planned, the application process for residence for temporary closures should be defined and policed.
Munich			
Southampton	++	The Transport Strategy defines several measures in order to temporarily or permanently close streets to cars, e.g. introduction of restrictions for certain types of vehicles, Pop-Up Play streets, School Streets or the creation of Car Free Zones within the Inner Ring Road.	No recommendation
Tilburg	+	The possibility for temporary street closures exists, even though it's not mentioned in the SUMP.	To show the value of temporary street closure, it could be mentioned in the strategic paper as well.
Zurich	+	The possibility for temporary street closures exists, even though it's not mentioned in the strategic paper.	The possibility of temporary closures should be integrated in the city strategy. The application process for temporary closures should be defined and published.

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved



## 6.4 Child-friendly design of public spaces in residential areas

Children do have different needs than adults. It is recommended that these needs should be integrated in the city-SUMP.

### 6.4.1 Status in the cities

The integration of children's needs has not yet reached planning and urban development. In many cities, child friendliness is not mentioned. In some cases, measures are implemented that are also child-friendly, but without consciously stating them.

Child-friendly design of public spaces in residential areas			
City		Notes	Recommendation
Alba Iulia	++	Child-friendliness is an important topic in the Gel paper and is mentioned on several occasions, e.g. when recommending implementing more green spaces, to downscale the size of streets, to create green pockets with good lightning at night and to install play areas.	No recommendation
Graz	-	The promotion of green areas is mentioned in the strategic paper.	The designing of child friendly public spaces is not mentioned and should be integrated in the city planning paper.
Merino	--	Not mentioned.	Child-friendly development should be part of the SUMP so that measures can be implemented to increase child-friendliness.
Munich	+	In the precedent papers it's mentioned that public spaces should be child-friendly.	No recommendation
Southampton	++	The Transport Strategy plans Pop-Up Streets with additional planting and landscaping, places to rest and public art to create a "welcoming, safe and attractive" space where children can play safely. School Streets will make the way to school safer for children.	No recommendation
Tilburg	+	Tilburg puts a focus on the promotion of slow traffic and the prioritisation of cyclists and pedestrians, which is per se child-friendly. But the SUMP doesn't mention other aspects of child-friendliness.	The introduction of "child-friendly" should be part of the SUMP, so that from the strategy some implementations can be integrated in the city policy plans.
Zurich	--	Not mentioned.	Child-friendly development should be part of the SUMP so that measures can be implemented to increase child-friendliness.

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved

## 6.5 Strengthening of the "neighbourhood-ness"

Although many measures lead to a strengthening of the neighbourhood, it is rarely explicitly stated as a goal. In line with the Metamorphosis objectives, it is desirable that the neighbourhood factor be used more consciously, also in strategic papers.

### 6.5.1 Status in the cities

Neighbourhood-ness is promoted by various factors. However, it is not explicitly regarded as a promotion value in all cities, or in some cases simply not mentioned.

Strengthening of the "neighbourhood-ness"			
City		Notes	Recommendation
Alba Iulia	++	The Gehl paper promotes the upgrade of the public realm to encourage people to stay, to spend time and to interact, and for children to play. This will lead to a strengthening of neighbourhood-ness.	Enabling temporary street closures and involving residents in the process of designing play streets.
Graz	+	Not mentioned, but the possibility of play-streets supports the neighbourhood-ness.	The possibility of participative processes to realise street closures could help strengthening neighbourhood-ness.
Merino	--	Not mentioned.	It is advisable that measures to promote neighbourhood-ness are described in the strategic paper.
Munich			
Southampton	++	The Transport Strategy promotes the upgrade of the public realm so to encourage people to stay, to spend time and to interact, and for children to play. This will lead to a strengthening of neighbourhood-ness.	No recommendation
Tilburg	++	The SUMP mentions connecting people through mobility and by including them in the "plan-making". In Tilburg participatory approaches are supported, e.g. some geographic- or theme-based community/network were built to define specific mobility goals, e.g. to have more employees go to work by bicycle.	No recommendation
Zurich	--	Not mentioned.	It is advisable that measures to promote neighbourhood-ness are described in the strategic paper.

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved

## 6.6 Dense network of footpaths and bike lanes in residential areas

As mentioned in chapter 4, well-developed pedestrian and bicycle paths are essential to promote active mobility. Such a measure is a good way to show positive action in the field of sustainable mobility: it is visible to the population and its use can be effectively proven. That is why this measure is already well integrated into cities' strategic papers.

### 6.6.1 Status in the cities

The promotion of footpaths and cycle paths is a central point in any mobility strategy. All cities mention the development and promotion of these.

Dense network of footpaths and cycle lanes in residential areas			
City		Notes	Recommendation
Alba Iulia	+	The Gehl paper recommends the introduction of a coherent bicycle network and promotes active mobility. It promotes coherent pedestrian crossings on specific roads but not a coherent footpath network in general. However, by the end of 2020 three pilot projects are planned which focus on local mobility, which also include the topic of footpaths.	The Gehl paper mentions the development of a mobility master plan: This is a good way to promote sustainable mobility. We recommend setting up a specific plan for a coherent network of cycle lanes and footpaths.
Graz	++	Increasing the number of cyclists and stabilising the number of pedestrians is a declared goal of Graz, and several concrete projects are listed in the programme of measures.	No recommendation
Merano	++	In the existing city traffic plan as well as in the strategies and proposals for action for the new city traffic plan, the establishment of a continuous and safe network of footpaths and cycle paths is a clear goal. Many concrete projects have been identified.	No recommendation
Munich	++	The promotion of walking and cycling is mentioned several times in the existing documents; a well-developed network of walking and cycling paths is a declared objective.	No recommendation
Southampton	++	The promotion of more sustainable and active mobility (mainly cycling and walking) is one of the main goals of the Transport Strategy. Important projects are the completion of the Southampton Cycle Network with 14 high quality cycle routes, the creation of a network of Active Travel Zones, the provision of good quality walking and cycling connections with places to rest, the removal of physical barriers and the provision of secure cycle parking and clear way-finding information.	No recommendation
Tilburg	++	Active mobility is a clear priority in Tilburg. The bicycle is mentioned as the main means of transport within the city. Within the city, short distances are covered by foot over broad and safe footpaths.	No recommendation
Zurich	++	A dense network of safe and obstacle-free footpaths creates direct connections for pedestrians. The goal is a continuous, safe and attractive cycle route network that increases the use of bicycles in all population groups.	No recommendation

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved

## 6.7 Limited number of parking spots in new private housing projects

Real estate investors must actively anticipate the developments of car-poor living if they want to avoid bad investments. This requires forward-looking, flexible mobility and utilization concepts. Low-vehicle and car-free projects offer solutions here. Although the trend over the last few years is visible, it is still necessary to find investors willing to build in this way and the legal foundations have to be in place.

### 6.7.1 Status in the cities

The limitation of parking spaces in new buildings is a relatively little-known measure. Even if it underlines and promotes the trend of reduced car living, it is not widespread in urban planning. This should be taken into consideration for parking regulations that are to be revised.

The possibility of car-reduced living			
City		Notes	Recommendation
Alba Iulia	-	There is no mention of ways to encourage developers of private housing projects to reduce the numbers of offered parking spots for the residents. There will be a new parking strategy though.	The inclusion of this possibility in the new parking concept is desirable.
Graz	++	The possibility of reducing the number of parking spaces in new buildings (both residential and commercial) exists in Graz. The requirement is the submission of a mobility contract or a mobility management concept.	No recommendation
Merano	--	No possibility is mentioned to reduce the number of parking spaces in new housing projects.	The legal basis for the implementation of the possibility of reduced car parking construction is the responsibility of the region, not the municipalities. Consider whether it is possible despite this fact to introduce a regulation whereby building owners can reduce the number of parking spaces when submitting a mobility concept.
Munich			
Southampton	-	No possibility is mentioned to reduce the number of parking spaces in new housing projects. Although, the strategy mentions the collaboration with developers to bring forward plans to intensify land use with constrained parking provision in the City Centre. However, the city recently produced a car-parking plan for the city. When the current parking standards document (a supplementary planning document) is updated, the recommendations can be considered and eventually picked up.	No recommendation
Tilburg	++	The possibility of parking-reduced building is laid down in the parking regulations and is therefore possible.	No recommendation
Zurich	++	The possibility to reduce parking spots in housing project is given. To do so a mobility concept is required.	No recommendation

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved

## 6.8 Few parking spots on public ground (above-ground)

While car-reduced living is still rarely implemented, the trend towards reducing the number of parking spaces on public land has already progressed further. The urban developments recognise the appreciation of the public space by the reduction of parking areas, respectively the relocation of parking areas underground, so that reclaimed parking space can be used differently, and above all more fairly for people.

### 6.8.1 Status in the cities

As can be seen from the overview below, almost all cities have included the reduction of parking spaces in their mobility strategies. This measure is being implemented and the on-going process has already shown good examples.

Few parking spots on public ground			
City		Notes	Recommendation
Alba Iulia	++	The Gehl paper recommends removing parking spots on several occasions. It recommends turning the parking spots into green pockets for residents.	No recommendation
Graz	+	There are two passages in the programme of measures, which refer to the recovery of road space as living space, but without specifying how this is to be implemented. Parking spaces are not explicitly mentioned.	It's recommended to explicitly suggest reducing parking spots to promote public space. There are different approaches in other cities.
Merano	+	In the current city traffic plan the abolition of above-ground parking lots is mentioned several times. There is a regulation according to which an above-ground parking space must be dismantled for each new underground parking space. It is the declared aim to use the areas freed up by this in favour of pedestrians, cyclists or green areas.	No recommendation
Munich			
Southampton	++	The Transport Strategy foresees cutting down the number of existing public car parking options in the city centre, and to encourage people to use public car parks close to the Inner Ring Road.	No recommendation
Tilburg	-	Not mentioned, although there is an on-going research for a parking-at-distance, where people park their cars outside the city and travel by bicycle or public transport to their destination in the city centre. That measure fits to the goal of cycling promotion.	Tilburg's goals of promoting sustainability and cycling are positive. However, it is recommended to add a paragraph in the parking regulations that states the freezing or reduction of parking spaces so that no new areas are used for parking.
Zurich	++	In the parking strategy it's mentioned that a reduction (or compensation underground) is a main goal. In the case of new buildings, which all have to build parking spaces on private property, blue zone parking spaces will be dismantled. The number of parking spaces in the city was frozen in 1998 and parking spaces were moved to car parks.	No recommendation

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved

## 6.9 Promotion of car sharing models

For the Metamorphosis Project, this measure is not directly important, in the sense that the project did not define car-Sharing as a goal, but nevertheless this is important due to the effect of reducing space for cars.

### 6.9.1 Status in the cities

Car sharing models are already widespread but are often based on private providers who also promote them. Therefore, although all cities are familiar with the model, only a few actively promote it themselves. In the overview below, however, the private providers who advertise the offer are also rated as positive for the city.

Promotion of car sharing models			
City		Notes	Recommendation
Alba Iulia	+	Not mentioned, but an on-going pilot project tests the demand of car sharing supply as part of the "smart city" project.	No recommendation
Graz	++	The car-sharing concept is mentioned. In Graz some public parking spots are transformed to car sharing parking spaces.	No recommendation
Merino	+	The support of Car-Sharing concepts is mentioned, but without becoming concrete about what the support looks like. A car-sharing provider exists.	Concretisation of the support service, e.g. by providing car-sharing spaces in car parks owned by the city.
Munich	+	Support for car sharing projects is mentioned, but no specification is given as to what this support might look like.	No recommendation
Southampton	++	The Transport Strategy promotes the expansion of sharing schemes such as Car Clubs, Floating Car Clubs and Car Sharing with a special focus on electric vehicles.	No recommendation
Tilburg	++	Not mentioned, but there are different car sharing supplier in Tilburg.	No recommendation
Zurich	++	Not mentioned on the city-level, but there is a promotion of car sharing on a national level. In Zurich, however, the Car-Sharing model works very well, which is why a promotion by the city is currently not necessary.	It is recommended to mention the promotion of Car-Sharing models in the strategic paper "Stadtverkehr 2025".

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved

## 6.10 Participatory approach to the development of neighbourhood plans, especially involving children

As the main goal of the Metamorphosis project says “transformation of neighbourhoods in a child-friendly way to increase the quality of life for all citizens”, this measure aims exactly to do that. Unfortunately, the involvement of children in planning processes is not yet implemented in most cases. One possible way of involving children in planning processes is to involve them in the SUMP evaluations.

### 6.10.1 Status in the cities

In the field of mobility planning, child participation processes are not part of the strategy in all cities. However, there are good examples of how participation can be promoted.

Participatory approach to the development of neighbourhood plans, especially involving children			
City		Notes	Recommendation
Alba Iulia	-	Not mentioned in the Gehl paper. For the measure "public breakfast" in the context of the Metamorphosis Project, this approach was chosen.	We recommend involving the residents in the process of designing a play street.
Graz	++	In the case of "important" transport policy measures, the involvement of citizens is planned "as far as possible". The platform "Zeit für Graz" would like to have a continuous citizen support campaign for projects of the city of Graz in the field of transport. This is supported by the city and creates a very effective exchange between interested people and politics.	No recommendation
Merano	++	The municipality of Merano is revising its transport plan (PUT). Residents could participate in the development of the new transport plan in three citizens' meetings. Afterwards the adoption of the PUT by the city government and publication of the documents in the citizens' network, everyone could also submit a written statement on the PUT. Working groups of citizens also worked on various topics. The municipal council finally approves the PUT.	No recommendation
Munich	++	In the current strategy paper, participation, especially by young people, is an appointed goal.	No recommendation
Southampton	++	Regarding the implementation of Active Travel Zones or pop-up street activities in neighbourhoods, the Transport Strategy plans on supporting and working with local communities. However, it is not quite clear how far the participatory approach goes, i.e. how much the residents have a say in the development of the Active Travel Zone or Play Streets, and how the process would be organised. There is no explicit mention of the participation of children.	Clarify how residents will be involved in the development of ATZ or street closures. Mention the participation of children explicitly, e.g. in developing the concept for a Play Street or a School Street.
Tilburg	++	The SUMP mentions public participation as a major goal and talks about changing from a top-down to a bottom-up approach in the relationship between the city and its residents. However, it is not specified when and how the participation should take place.	Specify the participatory approach. For example, Tilburg could introduce a specific process of designing a play street together with residents and especially children.
Zurich	-	Participatory approaches are not mentioned in the strategic paper "Stadtverkehr 2025". However, a new focus of the City Council is to promote innovative participation.	We recommend innovative participation in the process of designing neighbourhood plans, play streets etc.

Evaluation of the implementation. ++: completely achieved +: partially achieved – rather not achieved --: not achieved

## 6.11 Awareness raising among children and teenagers regarding sustainable and active mobility

The overlapping of mobility issues with education is already frequently implemented and encouraged. Especially in cities, it is important that children are introduced to the topic of active mobility at an early age in order to enable sustainable development. In addition, it promotes the independence of children if, for example, they can go to school independently.

### 6.11.1 Status in the cities

Awareness raising and mobility education are widespread, and all cities offer services in this area, especially for schools. Education and awareness rising is also a strategic objective.

Awareness raising among children and young people regarding sustainable and active mobility			
City		Notes	Recommendation
Alba Iulia	++	The launch of an education campaign and the inclusion of information about green mobility in the school curriculum are recommended in the Gehl paper. E.g. the so-called "traffic snake game" was part of a campaign that was carried out. The aim of the game was to encourage walking and cycling to school, with primary school children, and parents and teachers being the main target group.	No recommendation
Graz	++	The school mobility education is mentioned, there is also a concrete offer for schools on the part of the city.	No recommendation
Merano	+	Raising children's awareness of environmentally friendly mobility behaviour is not mentioned in the urban transport plan, but in NaMoBu it is a proposed measure (e.g. Pedibus).	No recommendation
Munich			
Southampton	++	The Transport Strategy places great emphasis on awareness raising campaigns in order to encourage children to cycle and walk, e.g. travel plans, campaigns and events such as the Let's Ride event.	No recommendation
Tilburg	++	Tilburg wants to influence the mobility use through behavioural change and marketing. The SUMP mentions informing travellers about mobility possibilities. In the SUMP section on schools, it is stated that the design of the school environment should be developed together with the students. The focus of education is on pedestrian and bicycle traffic. The mobility school project week is promoted.	No recommendation
Zurich	++	The promotion of awareness rising is set out in the transport strategy. The city also offers project weeks for schools, where the awareness raising in the topic of mobility is in the foreground.	No recommendation

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved



## 6.12 Awareness raising among adults regarding sustainable and active mobility

In order to reduce motorised traffic, the behaviour of this polluting mode of transport must be considered. Sensitisation work is therefore important.

### 6.12.1 Status in the cities

Even if we take the target group of adults, the sensitisation to one's own mobility behaviour is mentioned in the strategic papers.

Awareness raising among adults regarding sustainable and active mobility			
City		Notes	Recommendation
Alba Iulia	++	The launch of an education campaign on green mobility is recommended in the Gehl paper.	We encourage following up on the recommendation of the Gehl paper and launching an awareness raising campaign regarding sustainable and active mobility.
Graz	++	Adult awareness of sustainable mobility is mentioned in several places.	No recommendation
Merano	++	The sensitisation of adults to environmentally friendly mobility behaviour is indirectly mentioned in the urban transport plan as an objective of NaMoBu. The results of the participation in the new urban transport plan call for information campaigns.	Inclusion in the new city traffic plan: Introduction of measures to raise adults' awareness of sustainable mobility, e.g. awareness campaigns, provision of information, mobility counselling, support for company mobility management, etc.
Munich			
Southampton	++	The same applies for adults: The Transport Strategy foresees travel plans, behaviour change programmes, marketing and awareness campaigns, events and incentives in order to promote active mobility among adults.	No recommendation
Tilburg	++	Tilburg wants to influence active mobility use through behavioural change and marketing. The SUMP mentions informing travellers about mobility possibilities. With the campaign „Tilburg cycles“ the use of bicycles was promoted at various events.	No recommendation
Zurich	++	The promotion of awareness rising is set out in the transport strategy.	No recommendation

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved

### 6.13 Delivery/distribution centres as crystallisation points in order to reduce shopping trips

In order to develop a sustainable mobility concept, logistics should also be part of the concept. As cities grow, there will automatically be more traffic as more people shop and order. Creating centralised logistics centres makes sense for transport planning.

#### 6.13.1 Status in the cities

Distribution centres and logistics strategies are also an issue in most Metamorphosis cities. Such a measure is part of a sustainable mobility concept and should be included in plans.

Delivery/distribution centres as crystallisation points in order to reduce shopping trips			
City		Notes	Recommendation
Alba Iulia	--	Not mentioned	We recommend checking if Alba Iulia could support the development of delivery/distribution centres, e.g. delivery services that work outside peak hours and use small electric vehicles (e-cargo-bikes) or community hubs where deliverers can drop goods off and residents pick them up without need to go to store or delivery centres.
Graz	++	The support of consolidated delivery services and parcel boxes is mentioned in the programme of measures, but without becoming concrete about how the support looks like. In addition, a larger project has been launched to research the topic of micro hubs and to implement measures as an experiment.	No recommendation
Merano	++	Sustainable goods logistics is already an issue in the current urban transport plan and has been mentioned several times, particularly in the strategies and proposals for action for the new urban transport plan.	No recommendation
Munich	+	The issue is included in the guidelines.	
Southampton	++	The Transport Strategy promotes the introduction of local e-commerce hubs that become "local centres of economic activity" in order to reduce traffic.	No recommendation
Tilburg	++	In several passages of the SUMP, Tilburg promotes sustainable city logistics.	No recommendation
Zurich	+	The City of Zurich has carried out a study on this subject, with future perspectives and measures derived.	No recommendation

Evaluation of the implementation. ++: Completely achieved +: partially achieved – rather not achieved --: not achieved

### 6.14 Integration into SUMP

In order to optimize the planning process with regard to the Metamorphosis targets, we need to keep the process of SUMP development in mind. If we go back to chapter 2, we can see the different steps to developing a SUMP. These different steps give the leeway to integrate the Metamorphosis goals.

In step 3 and 4 of the SUMP planning, the city should analyse the mobility situation and develop different scenarios. The analysis can, for example, be compared with the Metamorphosis targets. If gaps are found, they can be closed early in the development process. With involvement of stakeholders, a new vision can then be written.

The Metamorphosis measures are also relevant to step 6n: "Develop effective packages of measures", where the SUMP defines the implementations. On the basis of the faced challenges, the SUMP tries to find solutions to solve these problems. The defined Metamorphosis measures can therefore also help here. Best practice examples also shed light on the issue of defining the level of detail required for planning.

## 7. Best practices on successful integration of Metamorphosis topics in SUMP

To reflect on the best practice, we have to differentiate between the strategic work in the SUMPs and the daily practice of implementations. The goal is to integrate the Metamorphosis criteria into the SUMPs, so that they are incorporated into the strategic policy papers. With the integration in the SUMPs, the cities commit to the development towards a child-friendly city.

The best practice examples of SUMPs are then examples where the Metamorphosis criteria are explicitly named in the SUMP.

Southampton with its strategy 2040 is a good examples of how mostly all of the Metamorphosis criteria could be integrated in a strategic paper. The transport strategy not only deals with mobility issues, but also with child friendly development and the strengthening of neighbourhood-ness. As example, there is detail about encounter zones and street closures: „This approach could be applied to through routes (...) so that they provide access for buses, cycling and walking, additional low speed environment (e.g. 20mph), other streets would be reshaped so they are less dominated by cars – less space and for parking, so people can walking and cycle. Ways of doing this include adjusting widths with narrowing and closures, bus/cycle only sections of road, expanded pedestrian only areas, having a high quality street scene (trees, benches, art etc).“ (p.69). Southampton also mentions the project itself: „Pop-Up Streets and School Streets and other activities that encourage people to stay and spend time and for children to play safely – continuation of the Metamorphosis toolkit (p.67).“

Focusing on car-reduced living and car reduction in cities, Graz provides a good example. When it comes to the reduction of parking spots, Graz can point out that this is an appointed goal. Public parking spots are getting transformed to car-sharing parking spots.

Alba Iulia is explicitly committed to children needs. In their strategy paper, its written: „As a future city for people, we should not forget that Alba Iulia should also be a city for children.“ This is a good example that many cities can follow.

As can be seen in chapter 6, the Metamorphosis objectives are partially or fully included or integrated into the SUMPs mentioned. Below, however, we would like to give examples of best practices where well-implemented measures have been “tried and tested”.

### 7.1 Encounter zones in residential areas

The inner Mariahilfer Straße, as one of the most famous shopping streets in Vienna (picture 1), connects the inner city with the Westbahnhof and extends over a length of 1.8 km. In 2014 and 2015 it was converted into a pedestrian and encounter zone. The transformation into an encounter zone in the area Andreasgasse to Kaiserstraße / Stumpergasse comprises a level design. Cycling - also against the one-way lane - is permitted.<sup>3</sup>

### 7.2 Temporary or permanent street closures

Vienna's play streets (picture 2) offer children the opportunity to use the public space in a variety of ways and to rediscover it. Selected street sections for the play streets are regularly closed to motor traffic and made available to children to play.<sup>4</sup>

<sup>3</sup> <http://www.begegnungszonen.or.at/details.php?Projektnummer=60> (access: 28.01.2019)

<sup>4</sup> <https://www.wien.gv.at/freizeit/bildungjugend/jugend/spielstrasse.html> (access: 28.01.2019)



Picture 1: Encounter Zone Mariahilfe Strasse, Vienna



Picture 2: Temporary street closure, Vienna

### 7.3 Child-friendly design of public spaces in residential areas

In addition to providing pedestrian-only streets, the city of Freiburg (Germany) features the Freiburg Bachle, little streams of water that flow through tiny canals fed by the Dreisam River (picture 3). All along the edges of its cobblestone marketplace and surrounding streets, children wade through these canals, pulling little boats on strings, or cooling feet on a warm day. Freiburg was one of the first German cities to close the city centre to traffic. Instead, the streets are treated as the city's "carpet." Geometric and flower designs, historic, cultural and business symbols, executed by traditional artisans emphasize the unique character of each street.<sup>5</sup>



Picture 3: Small channels are used as a game possibility, Freiburg

### 7.4 Limited number of parking spots in new private housing projects

The building cooperative Kalkbreite in Zurich with its 97 residential units has only 5 parking spaces, which is an average of 0.07 parking spaces per residential unit (picture 4). The concept of short distances is promoted by cultural offers as well as shopping possibilities in different large distributors and specialty shops are in the proximity. The Kalkbreite is located in central district 4 in Zurich. A tram-stop provides access to the Kalkbreite residential and commercial building with two tramlines and one bus line. The train-station is 200 metres away. A total of 300 ground level, covered bicycle parking spaces are available.<sup>6</sup>

### 7.5 Fewer parking spots on public ground (above-ground)

The first plaza to be developed in New York City under former transport commissioner Sadik-Khan's tenure was Pearl Street Triangle, a small parking lot in the DUMBO neighbourhood of Brooklyn (picture 5). In 2007, the Department of Transportation converted the space into a public plaza with full funding and support from the DUMBO Improvement District, the local business association. In 2012, the group commissioned Brooklyn artist David Elliston to paint a mural for the plaza, which significantly enlivened the area.<sup>7</sup>

<sup>5</sup> <https://www.childinthecity.org/2018/01/24/are-these-the-most-child-friendly-public-spaces/> (access: 28.01.2019)

<sup>6</sup> <https://www.kalkbreite.net> (access: 28.01.2019)

<sup>7</sup> <https://www.pbs.org/newshour/nation/urban-designers-transformed-these-five-plazas-into-pedestrian-paradise> (access: 28.01.2019)





Picture 4: Kalkbreite, Zurich



Picture 5: Pearl Street Trinagle before and after, New York

### 7.7 Delivery/distribution centres as crystallisation points in order to reduce shopping trips

A good example of this can be found in Sweden, where a car-free settlement was built in Malmö. Cykelhuset Ohboy, as the settlement is called, relies entirely on the use of bicycles for the inhabitants. The settlement has developed a concept to allow for heavier shopping. There are large delivery boxes in the entrance hall of Cykelhuset Ohboy (picture 6). After delivery, the supplier closes the delivery box and the tenant is informed by SMS. This means that bulky/heavy goods can be delivered even if nobody is at home. The goods can later be retrieved from the delivery box with a code. The delivery box service saves the need to go purchasing by car.<sup>8</sup>



Picture 6: Delivery boxes in the Cykelhuset Ohboy-settlement, Malmö

<sup>8</sup> <https://wohnbau-mobilitaet.ch/beispiele/siedlungen-europa/malmoe-cykelhuset-ohboy/#c1165> (access: 28.01.2019)

## **8. Recommendations for SUMP-Integration and improvement in partner cities**

Every city is different when it comes to the level of depth, the value-period and the details required in their SUMP. E.g. Munich is working on a new strategy paper, because the latest one is not valid anymore. This is however an opportunity for the city to integrate the Metamorphosis-criteria into the SUMP from the outset. Southampton is already one step further: the draft is already advanced, with the criteria's already integrated. The other cities' SUMP or strategy papers are typically valid till year 2020. So, when the Metamorphosis-project is finished (at the end of May 2020), the validated recommendations could be integrated into the new planning papers. The timing of the project also helps to improve strategic vision renewals, as the cities involved are now sensitive to child-friendly targets, and can incorporate them into the new strategy planning papers.

Till the draw-up of these new SUMP, we recommend the following for cities:

- Evaluate the daily used mobility-guidelines to see where if they can be adapted with new measures and ideas about sustainable mobility development.
- Individual measures can be realised, regardless the status of the SUMP.
- After the implementations of the different measures in the different activity fields, cities can see where further action is needed.
- Best practice examples can provide further guidance at both the strategic level and at the implementation level.

## 9. Conclusion

The aim of the Metamorphosis project to create more child-friendly neighbourhoods must be approached from different angles in order for these objectives to be achieved. In order to bring about a sustainable change in the area of urban mobility in a city, measures at different levels are needed: on the one hand, at a strategic level, in the vision and in the SUMP, plans can be formulated so that cities can develop in a certain direction, e.g. for the vision of a "child-friendly city". On the other hand, at an operating level, the measures defined by the project teams serve to fulfill this vision through concrete implementation plans. The focus should be on the promotion of cycling and walking (and reducing car use), creating child-friendly public spaces, and strengthening neighbourhoodness by social and community activities.

As can be seen from the main analysis, the partner cities of the Metamorphosis project are well on their way to achieving the project objectives, as many measures are already being implemented. However, in some cases, the strategic foundations are lacking, so the objectives are not set at a strategic level, but implementations are already taking place. Initiatives are therefore running at different levels, and this could potentially be confusing to the public. For the outsider, this is not necessarily visible, but the accessible documents are not consistent with the implemented measures in some cases. For residents in particular, however, it is crucial that they find all the documents they need about initiatives and measures easily and in one place. For example, it makes sense to make the application form for a road closure accessible in such a way that the population can see the strategic objectives with which this initiative coincides.

It is also interesting to note that the different cities have strengths in different areas. The Metamorphosis project enables knowledge exchanges, so that the cities can learn from each other, and therefore reduce their "weaknesses".

With regard to the project objectives, strategic papers such as SUMP can in future be drawn up in such a way that the factors mentioned in this report (the suggested measures) are covered, and thus lay the foundation for a sustainable and child-friendly city for the future.