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METAMORPHOSIS

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



Deliverable 2.2

First Publication



METAMORPHOSIS

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

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Executive Summary

This 'catalogue' of potential measures and activities, or Deliverable 2.2 (D2.2) is designed to provide 'best practice'-type case studies that may be used by the Metamorphosis consortium partners, in particular the seven implementation cities, to help them develop further ideas as they seek to transform local neighbourhoods in a child-friendly way, to increase the quality of life for all citizens, which is the primary aim of this EU Horizon 2020 project. This catalogue builds on the work conducted previously during the User Involvement and Analysis phase (Work Package 2), which resulted in a 'General Analysis Report' (D2.1), that detailed the objectives to the Metamorphosis project, including the definition and typical characteristics of child friendly neighbourhoods, with the benefits to be derived, and details of the partners involved.

The 50+ case studies described in this catalogue are drawn from the in-depth experiences of the Metamorphosis partners, as well as a combined web and literature review, which builds on some of the initial examples provided previously in the General Analysis Report. An inherent feature of creating Metamorphosis child-friendly neighbourhoods is the need to transform and/or integrate urban design with sustainable travel planning, by providing interventions in public space that discourage car use and encouraging greater sustainable mobility by all citizens, while improving the accessibility and community use of that space, which increases its vibrancy and 'liveability', and at the time ensuring that children are engaged in the design, development and/or implementation process.

The case studies listed here provide a variety of different interventions, and are categorised for simplicity into those aimed principally to transform: (1) urban planning and community engagement; (2) improving use of public spaces; (3) street closures; (4) sustainable travel and exercise; and (4) encouraging cycling; although it is recognised that some initiatives may cut across two or more categories. The first three categories address mainly the need for more effective urban planning and interventions in public space, while the last two categories address the complementary need for improving sustainable travel, which recognises the importance of integrating these two elements in the development of child-friendly neighbourhoods. In addition, the case studies are rated in terms of three 'scale of implementation' criteria, which is designed to help the partner cities - and any others who wish to follow - assess: (i) the implementation effort; (ii) costs; and (iii) level of applicability of the different schemes. These ratings vary from low, medium, and high for each criteria, and are intended as an indicative guide only. Each case study listed comprises up to seven descriptive sub-sections, including for example, the background context, details of the transformation measure and/or activity, results as available, and further sources for reference, which broadly reflects the template developed by ELTIS, another EU funded CIVITAS Project. As well as presenting some best practice examples of potential measures and activities which could be adopted, this catalogue also demonstrates the 'art of the possible', or some innovative schemes which can be used to develop child-friendly neighbourhoods, and provide inclusive methods that involve children authentically in the co-creation of these places. The next stages of the Metamorphosis project will seek to implement specific intervention trials in each of the partner cities, which may give rise to further best practice and/or innovative measures and activities in the future.

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Authors

The following participants contributed to this deliverable:

Name	Institute	Role/Chapters
Alan Wong	University of Southampton	Editor, Case Studies Contributor
John Preston	University of Southampton	Reviewer
Jennifer Alderson	University Student	Case Studies Compiler
Susanne Wrighton, Melanie Haeusel, Karl Reiner	Forschungsgesellschaft Mobilität (FGM-AMOR)	Case Studies/Ratings Guide Contributors;
Barbara Kieser, Roberto De Tommasi	Synergo	Case Studies Contributor
Anja Grade, Eva Meyer, Bianca Kaczor	Landeshauptstadt, Munich	Case Studies Contributor
David Steinwender, Andreas Flach, Anna Resch	Lendwirbel, Graz	Case Studies Contributor
Cristiana Fica, Nicolaie Moldovan, Ovidiu Podaru	Municipality of Alba Iulia	Case Studies Contributor
Hidde Westerweele, Koen Linthorst, Loek Hellebrekers, Don Guikink	NHTV Breda University of Applied Sciences	Case Studies Contributor
Sara Giona, Elisabeth Mair	Ökoinstitut Südtirol - Alto Adige	Case Studies Contributor
Carolyn Ireland, Geoff Hobbs, Neil Tuck	Southampton City Council	Case Studies Contributor

Coordinators for deliverable

Dr Alan Wong & Professor John Preston
 Transportation Research Group
 Faculty of Engineering and the Environment
 University of Southampton
 Southampton SO16 7QF
 United Kingdom

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1 Introduction

The purpose of this document is to provide ‘best practice’ examples of potential measures and activities for the Metamorphosis (EU Horizon 2020) Project, which seeks to transform the neighbourhoods of seven partner cities in a child-friendly way, to increase the quality of life for all citizens, and thereby act as beacons for other cities who wish to follow. These potential measures and activities, also known as implementation ‘schemes’, ‘interventions’, ‘initiatives’ or ‘actions’ in some countries, are designed to instil sustainable mobility, urban planning, social and/or behavioural changes in cities that enable child-friendly neighbourhoods to be developed, which in turn can provide many local benefits, not just those aimed at children. This ‘catalogue’ of potential measures and activities constitutes Deliverable 2.2 (D2.2) of the Metamorphosis project, which is presented as a grouped series of ‘case studies’, which the partner cities could choose from as part of their implementation planning and delivery. It therefore seeks to illustrate the range of diverse measures and activities which could be implemented to create or enable child-friendly neighbourhoods, and is not intended to be an exhaustive list, i.e. partner cities may develop further implementation measures and activities outside of this catalogue, some of which will be described in the next Work Package (WP3), which provides further ‘Innovative Concepts’, obtained also through a vision building process and formulated in detail in D3.2 Implementation Plans. Further details of the specific measures and activities that each city plans to implement will be described as part of the work for WP4, Implementation Trials, and collected in D4.1 Compilation of Instruments developed. For the detailed objectives to the Metamorphosis project, including the definition and typical characteristics of child friendly neighbourhoods, benefits to be derived, as well as the partner cities involved, see *D2.1: General Analysis Report: transformation of neighbourhoods in a child-friendly way to increase the quality of life for all citizens*, as published by the Metamorphosis Consortium, September 2017.

This catalogue is drawn from the in-depth experiences of the Metamorphosis partners, as well as a combined web and literature review, which builds on the initial examples previously described in the General Analysis Report (D2.1). The 50+ contributions from all the Metamorphosis partners are therefore gratefully acknowledged; and further examples of potential measures and activities (including posting credits) may be found on the main Metamorphosis EU Project website: <http://www.metamorphosis-project.eu/>.

The next chapter now provides further background context to the case studies, how the individual measures and activities have been structured in this catalogue, and indicative guides to the cost, effort and level of applicability for implementation. This is followed by detailed descriptions of the individual case studies in chapter 3.

2 Background, Structure and Indicative Scale of Implementation

2.1 Background to Child Friendly Neighbourhoods

Various definitions in the past have been used to define what constitutes ‘child friendly spaces’. For example, the United Nations¹ suggests six fundamental principles for improving the play and recreational rights of the child, by: (i) providing places that are safe and secure environments for children, which (ii) promote a stimulating and supportive environment, that are (iii) built on existing structures and capacities and (iv) use a participatory approach for their design and implementation, and that (v) provide or support integrated programmes and services, and (vi) are inclusive and non-discriminatory. However, these definitions are insufficient for the purpose of Metamorphosis, to create child friendly neighbourhoods, in that they do not adequately address the need to re-design our cities for the next generations, by creating integrated social environments that benefit both children and the community in the long term, as well as improving the play and recreational rights of the child, i.e. the issue is not solely about providing more children’s play facilities or playgrounds.

Historically, urban development has largely adopted a ‘modernist’ top-down approach to town planning and the design of buildings, which deprioritises the needs of communities and encourages a car-orientated approach in order to connect different buildings with their various uses. This approach is particularly detrimental for children², due to the effects of harmful exhaust emissions, a tendency to encourage sedentary lifestyles (that discourage walking and cycling), and a lack of social integration, where the need for play is separated from the benefits of developing a sense of community, and the wider opportunities for socialisation and enriching personal experience. Therefore, an inherent feature of creating Metamorphosis child friendly neighbourhoods is to integrate urban design with sustainable travel planning, for example by providing interventions in public space that discourage car use and/or encourage greater sustainable mobility by **all** citizens, thereby reducing the harmful effects of motor vehicles on children, while promoting the health effects of active travel (e.g. in helping to reduce obesity), and improving the accessibility and community use of public space. Metamorphosis neighbourhoods also need to be vibrant, liveable and sustainable places, where children and adults alike are happy to socialise and play.

¹ UNICEF (2009). *A Practical Guide to Developing Child Friendly Spaces*.

² For further details, see Metamorphosis (2017) *General Analysis Report: transformation of neighbourhoods in a child friendly way to increase the quality of life for all citizens*.

2.2 Structure of Catalogue

The case studies in this catalogue show a variety of different schemes aimed at the community and neighbourhood level, each offering innovative and unique concepts or improvements. While some are implemented by bodies such as municipal councils and charities, others enable the community to make or sustain the changes directly. The interventions target themes that are at the heart of the Metamorphosis project, to make local streets and neighbourhoods principally a place for people, especially children, and that provide liveable and usable spaces for improving health and quality of life, and promoting walking and cycling. For simplicity, the schemes are categorised as those principally for:

- **Urban planning and community engagement**, which includes the interventions prompted by Jan Gehl's work on urban design, and bringing communities together in ways that allow its members to create and shape it, and making streets and neighbourhoods a place for people to use and not simply pass through in cars;
- **Improving use of public spaces**, which includes innovative designs of the routes and spaces used by children, and more social and effective community use of the streetscape and other public places;
- **Street closures**, where streets are given over to the use by people and are closed to traffic for a variety of reasons, including safety during 'the school run' and for 'play streets';
- **Sustainable travel and exercise**, where schemes make sustainable travel and the associated exercise activity they promote safer and possible, such as the Kindlint ('Child Route') in Amsterdam, and group walks to school;
- **Encouraging cycling**, that encompass specific interventions targeted at encouraging the growth of cycling, which can be a means of exercise for pleasure, while commuting, and a sustainable way to travel which offers wider independence. However, cycling also requires some necessary skills from all ages, including familiarity, physical awareness, road skills and those required for maintenance and repair; hence these Interventions are aimed at making cycling safer, and enabling the learning and use of requisite skills.

The first three categories principally deal with the need for more effective urban planning and interventions in public space, while the last two categories address the complementary need for improving sustainable travel, to recognise the importance of linking these two elements in the development of child-friendly neighbourhoods.

The five categories were discussed and agreed at a partners' meeting in Munich of the Metamorphosis consortium in December 2017, and are elaborated in more detail below, with illustrative examples where necessary. Details of all the individual schemes under each category are then described in chapter 3.

2.2.1 Urban Planning and Community Engagement

This category encompasses measures and activities that push forward the changing agenda required for city planning, so that it acts as an enabler for sustainable travel (and places less emphasis on cars), as well as creating processes that engage the community (and especially children) authentically in planning, or that makes the planning processes simpler. This includes initiatives that aid community engagement, or spurs community cohesion in developing more sustainable and vibrant neighbourhoods (see category below), and/or that recognises mobility as a right for all people, not just cars. These measures include schemes such as appointing a children's mayor, who could potentially contribute to the requirements specification and design of urban neighbourhoods, and providing guidelines to planners so they are able to view the city from a child's eye level perspective.

2.2.2 Improving Use of Public Spaces

This category covers interventions in public space, which alter streets and other public spaces in a beneficial way, and in the process, creating more vibrant and liveable neighbourhoods, that draw people out of their homes, and thereby encourages greater walking and cycling. Cities can traditionally lack green and play spaces for example, which deprives people and children of opportunities to interact with nature, which can often be re-invigorated through gardening. As such, some schemes look at urban farming as a means to address this, and teach people of all ages about food and farming, and the opportunities to interact with the natural world. Other interventions provide innovative planning solutions or further community engagement opportunities that encourage people (including children) to come together to play, socialise, or simply 'sojourn' in a public space (see D2.1: General Analysis Report), as well as potentially also helping to build a sense of community.

2.2.3 Street Closures

Closing streets temporarily or permanently provides an additional level of safety for the people using them, which is especially important for children, and they form a specific type of intervention in public space that warrants its own category, as many of these schemes are now well trialled and/or have proven to be effective, including 'school streets' and 'play

streets'. For many adults living in more built up areas, memories of a time when they, or other children played in the streets are fondly reminisced or missed. Street closures offer excellent opportunities for both children and adults to make capital use of public space, with the greater fun, freedom, and safety this provides.

2.2.4 Sustainable Travel and Exercise

The three categories discussed above are aimed at improving planning, community cohesion, and the use of public space, and are therefore aimed at making neighbourhoods more liveable and accessible to pedestrians and cyclist. This category therefore focuses on initiatives for encouraging sustainable travel and exercise, in particular walking, which are vital to children's development, both for physical as well as mental health.

2.2.5 Encouraging Cycling

This last category is similar to the previous category, except it focuses on initiatives to encourage cycling, although it is acknowledged that there can sometimes also be conflicts between pedestrians and cyclists. However, it is assumed any significant conflicts would be resolved through greater cross-education and e.g. wider community cohesion, arising from schemes from the other categories. The cycling-related interventions include opportunities to gain skills in bike repair and maintenance, for children as well as adults, and that facilitates cycling to school or work, rather than driving.

2.3 Indicative Effort, Cost and Level of Applicability for Implementation

The next chapter will provide specific case study examples under each of the five categories described above. These individual measures and activities are also given a rating according to three 'scale of implementation' criteria that will help cities in their implementation planning. These ratings cover: (i) implementation effort; (ii) costs; and (iii) level of applicability. The criteria are rated on an indicative scale from one to three, where three is high and one is low, with each rating denoted by representative symbols of  (arm muscle), € (money) and  (globe) respectively, i.e.:

(ii) Implementation effort:

-  = *low* (typically individual - less than one man-week);
-   = *medium* (collective - two man-weeks or more);
-    = *high* (wide-scale, and potentially involving several parties - man-months of effort required);

(ii) Costs:

- € = *low* (reflecting effort required, typically none, apart from cost of materials and perhaps volunteer time, or else less than 500 euros or currency equivalent);
- €€ = *medium* (some external or funding by the city or municipal council may be required, typically 500 to 5,000 euros or equivalent);
- €€€ = *high* (5,000 euros or more, and potentially requiring cost-benefit analysis to be conducted beforehand);

Examples under each rating for implementation effort and cost include: converting a parking space into an art installation is typically low (i.e. requires an artist to provide the work); closing a residential street for play (provided the city council has a citizen planning-engagement process already in place) is generally medium (e.g. may need to buy signs, and have volunteers to act as stewards on the day); but 'school streets' would be high (given the wide-consultation of people required, and the possible need for pre-designed alternative routes and activities for children to walk and cycle to/from school).

 (iii) Applicability:

- 🌍 = *low* (typically for just a street or less);
- 🌍🌍 = *medium* (wider neighbourhood impact or area level);
- 🌍🌍🌍 = *high* (potentially city-wide application).

The level of applicability provides a guide to the potential scale of impact for a particular case study, which can also reflect its general social-spatial acceptance by the population and/or neighbourhood in terms of implementation. For example, school streets in this case could be designated as being in all three ratings (low, medium and high), depending on the level of application; however, it is generally better implemented as part of a wider city strategy to promote walking and cycling to schools, i.e. it should be high, although trials could involve just one or two schools to begin with.

The Metamorphosis consortium also acknowledge that these ratings for effort, costs and applicability can sometimes seem arbitrary, since individual schemes can vary widely in scale. These rankings are therefore intended only as a guide, based on the judgements of the authors as listed at the start of this document, and should not be relied on implicitly.

2.4 Case Study Listings

Each case study listed in chapter 3 can comprise up to seven descriptive sub-sections, which

cover:

- the case study title;
- a short summary of the scheme;
- the background or summary context;
- details of the transformational measure(s) and/or activity(s);
- results (where available);
- challenges, opportunities and transferability to other cities/neighbourhoods;
- 'in depth', or possible references to further material or sources.

These sub-sections are based on the template developed by ELTIS³ (another EU-funded CIVITAS project), and the intention is that the case studies presented in chapter 3 should be broadly compatible with the ELTIS format.

In total, there are more than 50 measures and activities given in this catalogue, comprising of 47 specific case studies; and even more examples may be found on the main Metamorphosis EU Project website⁴. This catalogue is therefore not intended to be an exhaustive list, but to provide illustrative examples to help with the implementation planning for cities. Indeed, for conciseness, it was necessary to omit certain examples, which have already been described previously in the General Analysis Report (D2.1), such as 'walking trees' and 'crystallisation points', or those that were considered either a 'variation on a theme', for example the many different types of 'parklets' which are potentially possible (see sub-section 3.2.4), or those initiatives which cut across many different themes, such as the Copenhagen-founded N55 Danish art collective⁵, who provide a list of manuals for creating exciting projects in the vibrant, liveable and sustainable city space.

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.

³ ELTIS: *The EU Urban Mobility Observatory*. <http://www.eltis.org/>

⁴ EU Metamorphosis Project: <http://www.metamorphosis-project.eu/>

⁵ N55 art collective: <http://www.n55.dk/MANUALS/Manuals.html>

3 Case Studies

The case studies described in this chapter are divided into 5 sections, as discussed in the previous chapter, i.e. those for (1) urban planning and community engagement, (2) improving use of public space, (3) street closures, (4) sustainable travel and exercise, and (5) for encouraging cycling. The complete list of case studies is summarised in Table 3.1 below, and colour coded by each of the five categories, with the associated indicators for effort, costs and level of applicability for implementation, also as discussed previously. Where a case study falls into more than one category, they are also given a secondary colour coding/category in Table 3.1, although note that some case studies may cover more than two categories, for example street closures will also help to encourage cycling, as well as sustainable travel and exercise. However, for simplicity, these further categories are not shown in the listing. In addition, schemes specifically targeted at children are also indicated with a sign (⊕), so they are highlighted against those which are targeted more at the public in general, including children.

The list of case studies collectively provide a type of ‘best practice’ guide of common or innovative schemes that could help enable the transformation to child-friendly neighbourhoods, through (for example) initiatives that are able to create more vibrant and liveable city spaces for children (and adults) to play and socialise, and/or which encourage sustainable travel and reduce motor vehicle use, and/or that involve children (and other stakeholders) authentically in the design and/or decision-making process. This Catalogue of Potential Measures and Activities can therefore be used by the Metamorphosis consortium partners (and potentially other cities) in helping to plan initiatives they intend to undertake for the duration of the project (e.g. for Work Package 4, and in implementation trials).

Table 3.1 List of Case Studies in this Catalogue

Listing	Case Study Title and Primary Category	Secondary Category*	Indicative Effort	Cost	Applicability
Urban Planning and Community Engagement					
3.1.1	Promoting Child-friendly City Development - Switzerland ⊕		🚶🚶🚶	€ € €	🌱🌱🌱
3.1.2	A City Designed for Young and Old - Griesheim, Germany		🚶🚶🚶	€ € €	🌱🌱🌱
3.1.3	How a City Got Rid of Cars - Pontevedra, Spain		🚶🚶🚶	€ € €	🌱🌱🌱
3.1.4	Rosengård – Malmö, Sweden		🚶🚶🚶	€ € €	🌱🌱
3.1.5	Childrens Mayor - Gouda and Leeds ⊕		🚶	€	🌱🌱
3.1.6	'Citizens and the City' - Bolgna, Italy		🚶🚶🚶	€ € €	🌱🌱🌱
3.1.7	Welcome Mat for People of New York - Gehl Project		🚶🚶🚶	€ € €	🌱🌱🌱
3.1.8	Anneviertan Flea Market - Graz, Austria		🚶🚶🚶	€ €	🌱
3.1.9	'Our Market Street' - San Francisco, USA		🚶🚶🚶	€ € €	🌱
3.1.10	Awesome Foundation		🚶	€	🌱
Improving Use of Public Spaces					
3.2.1	10 Ways to Improve Public Spaces		Varies	Varies	Varies
3.2.2	Improving Urban Public Spaces - Melbourne, Australia		🚶🚶🚶	€ € €	🌱🌱🌱
3.2.3	School Routes With Animal Sculptures - Zurich, Switzerland ⊕		🚶🚶	€ €	🌱🌱
3.2.4	Transforming Parking Spaces into Parklets		🚶	€	🌱
3.2.5	Children-guided Playground Design - Basel, Switzerland ⊕		🚶🚶	€ €	🌱
3.2.6	Pocket Park - Derbyshire Street, London, UK		🚶🚶🚶	€ € €	🌱
3.2.7	Treemail - Melbourne, Australia		🚶🚶	€ €	🌱🌱🌱
3.2.8	Urban Farming - Breda, Tilburg, 'Gradinescu' and Newark		🚶	€	🌱
3.2.9	Groen School Pleinen - Netherlands ⊕		🚶🚶	€ €	🌱
3.2.10	Vegetable Streets - Paris, France		🚶🚶	€ €	🌱🌱
3.2.11	Urban Playgrounds Netherlands / PLYGRND.city		🚶	€	🌱
3.2.12	Hippos Games and Kiddy Festival - Romania ⊕		🚶	€	🌱
3.2.13	Social Cohesion in a Neighbourhood - Switzerland		🚶🚶🚶	€ € €	🌱🌱🌱
3.2.14	Vorstadtgarten / Transition Day - Graz, Austria		🚶🚶	€ €	🌱
3.2.15	Other Community Festivals in Public Places		🚶	€	🌱
3.2.16	Street Library - Berlin and New York		🚶	€	🌱
Street Closures					
3.3.1	Play Streets - Vienna and Frankfurt ⊕		🚶🚶	€ €	🌱
3.3.2	School Streets - Bolzano and Southampton ⊕		🚶🚶🚶	€ € €	🌱🌱
3.3.3	Play and School Street - Odense Denmark ⊕		🚶🚶🚶	€ € €	🌱🌱
3.3.4	Dorpsfeets (Village Party) - Netherlands		🚶🚶	€ €	🌱
3.3.5	Equal Streets - Mumbai, India		🚶🚶🚶	€ € €	🌱🌱🌱
3.3.6	Blossoming Roads - Tyrol/South Tyrol, Austria		🚶🚶	€ €	🌱
3.3.7	Waltham Forest Mini Holland		🚶🚶🚶	€ € €	🌱🌱
Sustainable Travel and Exercise					
3.4.1	Kindlint (Child route) - Amsterdam, Netherlands ⊕		🚶🚶🚶	€ € €	🌱🌱
3.4.2	The Traffic Snake Game ⊕		🚶	€	🌱🌱
3.4.3	Walking Bus ⊕		🚶	€	🌱🌱
3.4.4	SOS Zebra ⊕		🚶	€	🌱
3.4.5	Walk Once A Week ⊕		🚶	€	🌱🌱
3.4.6	Piano Stairs		🚶	€	🌱
Encouraging Cycling					
3.5.1	Bicycle Training For School Children ⊕		🚶	€	🌱
3.5.2	Tilburg Vellig Naar School ⊕		🚶🚶	€ €	🌱🌱
3.5.3	Cycling Rally - Munich, Germany ⊕		🚶	€	🌱🌱
3.5.4	Fiets Forum Tilburg		🚶🚶	€ €	🌱🌱
3.5.5	Skirt Bike - Romania		🚶	€	🌱🌱
3.5.6	Southampton Bike Kitchen		🚶	€ €	🌱🌱
3.5.7	Monty's Bike Hub - Southampton, UK		🚶	€ €	🌱🌱
3.5.8	Critical Mass - Reclaim The Streets Worldwide		🚶	€	🌱
Guide to Colour Codes					
	Urban Planning and Community Engagement				
	Improving Use of Public Spaces				
	Street Closures				
	Sustainable Travel and Exercise				
	Encouraging Cycling				
	* Note that some case studies may cover more than two categories (not shown for simplicity)				
	⊕ = Aimed at engaging children only or specifically				

3.1 Urban Planning and Community Engagement

3.1.1 Promoting a Child-friendly City Development - Switzerland

Summary

Neighbourhoods and cities are usually planned from a grown-up's perspective. Children have different needs towards their surroundings. The guideline "Auf Augenhöhe 1.20m" ("at eye level 1.20m", i.e. at a child's eye level) developed by the canton Basel-Stadt provides inputs for the conception, planning, implementation and operating of child-friendly spaces in the children's living environment.

Context

A 9-year-old child is on average 1.20m tall. At this eye level, the world looks a lot different than from a grown-up's perspective (see Figure 2.1). Children have special requirements towards public and private spaces. Their surroundings have to be welcoming, safe and secure, they have to offer space to play and move around, and places where children can meet and spend time together (also without supervision of parents or teachers). These requirements are important for the physical, cognitive and emotional development of a child⁶. Yet today, many neighbourhoods are still planned to the liking of grown-ups and car-owners and offer few or no child-friendly spaces.



Figure 2.1 At Eye Level 1.20m

(Source: Canton de Bâle-Ville. *Prise en compte des besoins des enfants dans l'aménagement urbain*)

⁶ See Deliverable 2.1: *General Analysis Report: transformation of neighbourhoods in a child friendly way to increase the quality of life for all citizens.*

Transformational Measures and Activities

The canton Basel-Stadt in the north of Switzerland wanted to change this and developed a guideline to promote a child-friendly city development. The guideline defines eight principles that should be aimed at when developing a neighbourhood in a child-friendly way (e.g. child-friendly neighbourhood should offer possibilities for social interactions and for nature experiences, they should be safe and easy to reach, they should be developed with the participation of children...). The guideline then describes five project phases (define, design, build, run, control) and how the needs of children and the eight principles can be taken into account in these phases. The guideline also provides several best practices, a checklist and a questionnaire that help develop a neighbourhood in a child-friendly way.

The guideline is aimed at the responsible persons in municipalities for neighbourhood developments and helps them to recognise the needs of children in their daily work. The guideline is not legally binding for the cantonal and communal administrations, but they are encouraged to use it, and were trained to use it in workshops.

Results

The guideline was well-received in the cantonal and communal administrations and is in use. The initial guideline from 2009 was revised in 2014.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

To develop a relevant and practical guideline is time-consuming and requires funds. It is crucial to involve all departments that are affected, e.g. in Basel: the departments of city planning, construction and transport, education, finance, justice and security. Wherever possible, children should be involved in the development.

In Depth

The guideline, checklist and the questionnaire can be downloaded here (in German only):

<http://www.entwicklung.bs.ch/stadtteile/stadtteilentwicklung/kinderfreundliche-stadtentwicklung.html>

3.1.2 A City Designed for Young and Old - Griesheim, Germany

Summary

The city of Griesheim, Germany, has already undergone a project to redesign neighbourhood areas for children in 2008; after this, they started to focus on pedestrians who have problems to master long distances due to illness, disabilities or their age.

Context

Most cities are designed for car drivers and therefore offer few opportunities for children and senior citizens to enjoy their city. In fact, there are not enough places for children to play apart from playgrounds, which can be a distance away. Similarly, for older people, there may be only a few places locally to sit and rest. This is especially for people who are impaired due to illness or disability, who have a need for places to rest and regain some strength.

Transformational Measures or Activities

Play-able City (“Bespielbare Stadt”)

During the project to redesign ways for children, the city installed about 100 objects on school routes to give children the opportunity to experience and explore their way to school differently. Those objects were designed for children to relax, play, jump and climb, or to make the way easier to remember (see Figure 2.2).

Own-able City (“Besitzbare Stadt”)

The aim of this project was to give back urban space to people who were usually mostly ignored with regard to city design – like the elderly, disabled and ill people. The city of Griesheim wanted to be more attractive for people with special needs. They intended to change and redesign the city to give people with needs the opportunity to meet and be part of public life, as well as places to rest and relax for a brief time. The process of change was realised in three phases:

1. **Identification Phase**
First, it was important to find the places most frequented by people and where more places to stay were needed.
2. **Concretisation Phase**
Results of the Identification Phase were compared with the actual situation. Furthermore, the city was examined for more options to transform streets and places.
3. **Implementation Phase**
The city was furnished differently for people with needs. Afterwards the citizens made an evaluation of the redesigned spaces.



Figure 2.2 Griesheim Play-able city
(Source: Stadt Griesheim)

Results

- The pedestrians of Griesheim now have urban areas which correspond to their needs;
- Children have better designed school ways and opportunities to playfully explore those routes;
- The safety to master long distances increased for older people;
- The newly designed places offer objects to stay for a brief time to rest and regain strength;
- There are redesigned places to meet and take part in the public life;
- Older people are no longer excluded of public life;
- For very long distances, the city offers a flexible cab system.

Indicative Effort



Cost



Applicability



In Depth

<http://www.verkehrswende-darmstadt.de/bespielbare-stadt-vorbild-griesheim/>

<https://calendar.boell.de/en/node/103045>

<https://www.griesheim.de/bildung-kultur/besitzbare-stadt/>

http://www.lzg-bayern.de/tl_files/catalog_upload/z/zfb_bbb_111110_meyer.pdf

3.1.3 How a City Got Rid of Cars - Pontevedra, Spain

Context

Pontevedra is located in the northwest region Galicia in Spain, and was like many other western cities flooded by cars during the second half of the 20th century. By the end of the 1990s about 52,000 vehicles circulated in the city every day. This changed as Miguel Anxo Fernández Lores, head of a leftist political party, became the mayor of Pontevedra. Lores intended to give the streets back to the people and to pedestrianize the city.

Transformational Measures and Activities

Lores actions to transform the streets and to give the space back to the citizens were not a war on cars; his moves were meant to tackle different urban issues like pollution, accessibility and security.

In most of the streets they didn't build physical barriers to keep the cars out, therefore they created loops to keep people from driving through the city. With this strategy the city wants to get rid of unnecessary traffic, like people who only drive through the city and those who search for a place to park. Hourly street parking is not allowed in the central area, there are only parking spots to leave the car for 15 minutes, for example to pick up elder persons or to drop baggage after a trip. Moreover, in most places delivery vehicles and locals heading to private garages can still circulate. For a longer stay visitors have the opportunity to park for free in garages at the city fringe and take a short walk to the centre.

In the zones where the pedestrianisation process was more intense the streets have no sidewalks and were transformed into a 'single platform' (see Figure 2.2). Furthermore, the fewer cars which have to pass those streets drive in go slow and coexist peacefully with the pedestrians. In zones with a less intense process, the city expanded the sidewalks to give the citizens more room but still give cars the opportunity to drive on a single lane. Because of pedestrian crossings elevated like speed bumps on steroids the drivers are forced to reduce their pace and to make pedestrians the priority.

To encourage walking even more the city invented a city map that includes distances and approximate walking time between city points.



Figure 2.3 ‘Single Platform’ Street in Pontevedra, Spain
 (Source: Ignacio Amigo. Citiscope webpage - see link below)

Results

- Reduction of motor traffic by about 97% since 1999;
- Improved and higher quality of life;
- No traffic fatalities since 2011;
- Cleaner air;
- Significant lower CO2 emissions;
- Children play outdoor;
- Elders get around easily;
- The few passing by cars drive cautiously.

Indicative Effort



Cost



Applicability



In Depth

<http://citiscope.org/story/2017/how-city-spain-got-rid-its-cars>

3.1.4 Rosengård - Malmö, Sweden

Context

The Rosengård housing estate in Malmö was built as part of the Swedish ‘Million Homes’ programme during the 1960s and 1970s. With 10,000 apartments and 25,000 residents, it is one of the largest housing areas in Scandinavia. But Rosengård, like many large-scale schemes, turned into a socially and economically isolated area, and it counted as one of the most deprived areas in Sweden. Furthermore, less than 1% of the vast expanses between the high-rise buildings consisted of private gardens and terraces. There was also no light in the night, no place to sit and no protection from wind. Hence the Malmö’s social housing authority (MBK) invited Jan Gehl, from Gehl Architects in Copenhagen, to turn this area into a well-integrated and inviting neighbourhood.

Transformational Measures and Activities

Gehl’s job was to develop a strategy to make Rosengård an active part of Malmö. MBK wanted to invite the people who lived there to come out of their homes and also socialise with other people that were invited to this neighbourhood. Gehl selected a variety of streets and public spaces that should be transformed to foster positive feelings of ownership and belonging and to make the neighbourhood readable on a human scale. Furthermore, they tried to create space for people to gather and get to know each other. A key part of the design process was always the input of the local community.

In 2008 Gehl redesigned two neglected courtyards in Rosengård based on the ideas and dreams the people had about their own backyard (see Figure 2.4). They designed gardens in the back of the buildings with early evening sun, built bike sheds and south-facing benches. Moreover, they sheltered the courtyards from the elements and created semi-private spaces. In 2009 the new designs, with new lighting, play surfaces and a new human scale, was implemented and was a huge success.

Results

Because of Gehl’s work, the courtyard activity increased about 50-60%, and there was a saving of 16% on maintenance due to reduced vandalism. In addition, it also changed the image of the area. Even if there is no permanent solution for socially deprived housing estates, the flexible framework Gehl developed in Rosengård can provide a viable and socially sustainable way forward for creating friendly neighbourhoods in these environments.



Figure 2.4 Involving the Community in Re-designing Rosengård, Malmö
 (Source: Gehl architects - see link below)

Indicative Effort



Cost



Applicability



In Depth

<http://gehlpeople.com/cases/malmo-rosengard/>

3.1.5 Children's Mayor - Gouda and Leeds

Summary

Annually, several cities in the world are holding elections to appoint a new children's mayor. The elections have been established to involve children in cities and in their governance. The children's mayors are allowed to work with the city councils for one year, with a view to their ideas and activities being implemented in the cities.

Context

This case study presents two examples of a children's mayor:

- In Gouda, The Netherlands, primary school students may enroll for elections. They can then present themselves and their ideas to a jury consisting of children and members of the city council. Eventually, a children's mayor is elected (one a year), and he or she is allowed to work with the city council.
- In Leeds, England, this election has been held for thirteen years now. Nineteen primary schools participate in the elections.

Transformational Measures and Activities

Examples activities performed by the Gouda Children's Mayor:

- Developing a cultural market where residents of different nationalities can get to know each other better;
- Organising a special day for regional food;
- A buddy for sick children.

Examples of Leeds Children's Mayor (from their website – see below):

- Fundraising activities;
- Holding a tea party for the local community, including a performance from the school choir, and a hand-made Easter card to take home;
- Collection of toys and teddies for refugees and asylum seekers;
- Special kindness assemblies which includes talking about kindness in school, in the community and global kindness;
- Secret 'kindness ninjas' who will give out special stickers to children who make kind choices;
- Collecting donations of tins, nappies and cuddly toys for PAFRAS (Positive Action for Refugees and Asylum Seekers);
- Raising money for Guide Dogs for the Blind;
- A compliments box which pupil and staff can put compliments in, which will be read out each day.

Results

- The interests of children are represented in the city council;
- The activities and ideas that children come up with are implemented;
- It is a learning experience for the children;
- Having children in the city council is refreshing for the city council.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

This bottom-up approach can be performed in multiple cities. Cities can exchange knowledge about the guidance of the children's mayors and the activities they organise. Potential for the children's mayor to be involved in urban planning also.

In Depth

Gouda: <https://www.ad.nl/gouda/romaiassa-magouh-is-de-nieuwe-goudse-kinderburgemeester~a9f680cf/>

Leeds: <http://news.leeds.gov.uk/leeds-childrens-mayor-spreads-the-kind-minds-mission> ;
https://drive.google.com/drive/folders/0B13zGRTI7UT_OGhiTkRCT2Nwam8

3.1.6 'Citizens and the City' - Bologna, Italy

Summary

This involves the regulation on collaboration between the City of Bologna and its citizens for the care and regeneration of urban commons.

Context

It all started in 2011: a group of local women were frustrated about their initiative to donate benches to their neighbourhood park. With the help of [LabGov](#), the city administration then developed a framework that allows public-people-cooperations, and provided support for citizens to take care and modify urban commons which are defined as 'tangible, intangible and digital' goods which are 'functional to the individual and collective well-being'.

This declaration aims to enable co-operations between the city administration and engaged citizens, who want to take care and modify but also regenerate (abandoned) urban commons according to their and (general) public needs. Urban Commons are e.g. parks, children playgrounds, public squares, abandoned sites but also (neighbourhood) infrastructure like bulletin boards, fountains and also digital environments like free wi-fi and online platforms. In contrast to public-private partnerships, it is not about individual gain but public well-being. Further, the city administrative assists in bureaucratic stuff (which might be horrible for honorary workers) and provides resources. After handing in a proposal, a contract is made between the citizens group or a legal entity and the city government.

Transformational Measures and Activities

These:

- involve citizens to take responsibility to shape their neighbourhood according to their needs with the assist and support of the city administration;
- address local needs with local knowledge and ambitions;
- create new governance techniques; and
- The city administration trusts their citizens to create vital and sustainable neighbourhoods;
- There is a declaration by the city to support their citizens actively (which is a certain kind of distributing power).

Results

- Higher citizens involvement;
- Efficient and socially just approach to take care of the city / neighbourhood;
- Many initiative proposal and partnership agreements.

Indicative

Effort



Cost



Applicability



Challenges, Opportunities and Transferability

- Dismantling bureaucratic obstacles which makes it hard for citizens to do something;
- Pro-active encouragement of citizens to be part of city/neighbourhood development - processes within the city administrative have to change and be made easier;
- The city administration has to get used to this new kind of governance and loss of top-down control;
- Urban commons is a political topic since it opposes the private sphere that city politicians might not want to touch or tackle;
- Meanwhile, other Italian cities are considering this approach;
- This approach can be further extended to the planning and development processes - the process of public-citizen partnerships can be experimented in certain areas

In Depth

Declaration Document overview in English:

<http://www.comune.bo.it/media/files/bolognaregulation.pdf>

Overview of different comments about the declaration / Wiki p2p-foundation:

http://wiki.p2pfoundation.net/Bologna_Regulation_for_the_Care_and_Regeneration_of_Urban_Commons

3.1.7 Unrolling a Welcome Mat for the People of New York - a Gehl project

Context

The Department of Transport in New York wished to achieve a reduction of traffic, increase walking and cycling and to improve public life. But New York had a dominating car culture and in addition infrastructure and systems were out of date. Therefore, the Department of Transport needed experience, inspiration and concrete tools to transform New York into a sustainable city on a human scale. Through his projects and research, Gehl Architects from Copenhagen had the required prerequisites to help and to transform New York.

Transformational Measures and Activities

Gehl started the project with a Public Space/Public Life survey, because there was a lack of hard facts and figures about the experiences of the citizens in the streets of New York. It was never measured where and how people in New York walk, nor how they spent their time outside on the streets. Gehl Architects discovered that only 10% of the people on the street were children and seniors. Furthermore, they found out that 90% of the space in Times Square was reserved for cars, but 90% of the people were actually pedestrians. This survey gave Gehl Architects the baseline data to set new targets. They wanted to create a new way to move in New York, like bike lanes which connected the surrounding neighbourhoods. The analysis showed that if bike lanes are on the other side of parallel parking lanes, it makes walking and cycling safer and better.



*Figure 2.5 Transformed Times Square in New York
(Source: Gehl architects - see link below)*

The Broadway between Times Square and Herald Square was transformed by the flagship 'Broadway Boulevard' pilot in the summer of 2008. Overnight the major squares on Broadway were closed for traffic and temporary street furniture was installed instead. New

York's citizens were involved and gave a positive response to the project. Besides giving people the tools and skills to measure, test and refine ideas and design street levels, one of Gehl's key services is to simplify inclusive communication. Gehl also tried to communicate to the public why all people should care, and that it is everybody's business to.

Results

- 400,000 square meters of space in Manhattan have been reclaimed for people from traffic;
- People went out of their homes and offices to enjoy time outside;
- 86% more people stop to meet, sit down, talk or watch people;
- 26% more people leave their offices to take breaks outside;
- More plants locally, and more places to sit;
- More cyclists;
- Life has space to emerge.

In 2015, Times Square was the first key pilot location to be completely and permanently transformed (see Figure 2.5), putting the creation of people-centred spaces in New York on the city map for good. To move on from the pilot project, the Department of Design and Construction implemented the permanent design that was produced by the Norwegian architect firm Snøhetta.

Indicative Effort	Cost	Applicability
	€ € €	

In Depth

<http://gehlpeople.com/cases/new-york-usa/>

3.1.8 Annenviertel Flea Market - Graz, Austria

Summary

In spring and autumn the *Annenviertel flea-market* attracts people from whole over the city. The pop-up initiative aims to involve people living in the neighbourhood and to foster co-operations among local entrepreneurs.

Context

The Annenstraße is the main street connecting the main railway station of Graz with its city centre. Since the rise of shopping malls at the city edges, the local shops suffer from less and less customers. In 2012/13 the street was rebuilt allowing less car traffic. However, the concept of the street lacks places to accommodate people and green zones. The Annenviertel flea-market - as a part of the Annenviertel quarter initiative - therefore tries to bring people together in the streets twice a year.

Transformational Measures and Activities

The scheme:

- involves local businesses and the neighbourhood;
- fosters co-operations among locals;
- includes a one-day street closure (except to public transport and cycles) twice a year;
- enables many people to use the whole street (instead of cars).

Results

- The amount of people coming to the street rose over the years;
- The flea-market became a very important institution for the locals in the street.

Indicative

Effort	Cost	Applicability
	€ €	

Challenges, Opportunities and Transferability

- The city government/administration can be very bureaucratic, which can be a challenge for citizen's initiatives - broad public support and media coverage may help to communicate the intention behind such happenings;
- Flea markets attract many people and encourages local sharing, bargaining and communication.

In Depth (in German)

<http://annenviertel.at/category/annenviertel-flohmarkt/>

3.1.9 'Our Market Street' - San Francisco, USA

Context

The Market Street connects San Francisco Bay to the hills of the city, and downtown businesses to the surrounding neighbourhoods, and is therefore ideally located. It is one of the West Coast's most iconic streets, but hasn't realized its full potential. Hence, the city hired Gehl Architects in 2010 to lead the urban design that will reinvigorate Market Street as San Francisco's civic, cultural and economic centre.

State and federal funding was the initial impulse for the project to improve transit speed and reliability as part of a repaving project. Gehl's methods involved redressing the balance between an exclusive focus on traffic planning and creating places for people.

Transformational Measures and Activities

At the start of the project, Gehl Architects collected hard facts about the people who used Market Street and the surrounding neighbourhoods. They gathered facts about how many people used the public transport on and below Market Street and how many people walked along the street on a daily basis. Furthermore, they found that 75% of the stationary time on the street was spent waiting for public transport. The sidewalks and squares were not used to walk, talk, enjoy or to participate in the city life. With the help of the city and the other consultant teams, Gehl gathered input from local communities through public hearings, workshops, lectures and also social media and on-line debates. The basis for the "*Our Market Street*" vision were the thoughts and ideas of the people to make a more inviting, inclusive and liveable city space.

Gehl's design created a canvas for the unique culture and life of each of the six neighbourhoods along the Market Street to be expressed. To break the visual monotony of the street and to embrace its cultural diversity there was a need for differentiating design, lightning, paving materials and street furnishings in the zone as it runs along the street. The intensity of the zone was increased at carefully selected points which were activated by hubs promoting new forms of urban life along the street. The first of these for example created outdoor interactive science exhibits.

Result

In 2014 three different design options were evaluated in an Environment Impact Review. The three options distributed space along the street differently between pedestrians, cyclists,

private cars and public transport access. The concrete street designs made the potential of different priorities in planning the street very visible and gave people the opportunity to make an informed choice. The three designs were a part of the vision of a new Market Street with lively public squares, sidewalks full of cafés, good manoeuvrability for pedestrians and cyclists, and more efficient and reliable public transport. With a robust framework in place, the street can adapt to changing social, cultural, environmental and economic factors, which could also include child friendly spaces.

**Indicative
Effort**



Cost



Applicability



In Depth

<http://gehlpeople.com/cases/san-fransisco-usa/>

3.1.10 Awesome Foundation

Summary

The Awesome Foundation is a worldwide community that is creating awesome ideas! Each period a grant of \$1,000 or local equivalent is offered to the most awesome idea, no strings attached. The money is provided by micro-trustees who work on a local level.

Context

The Awesome Foundation is a worldwide network of local chapters, who provide money for community development. Each month or bi-monthly, people can pitch their 'Awesome' ideas to the micro-trustees on a local level. They judge the ideas and choose the best one. The best idea is then granted \$1,000 to implement the idea. The foundation started in 2008 in Boston and can be found in 82 cities all over the world.

Transformational Measures and Activities

The Awesome idea "Colour the city" is an example of an intervention in public space. Different locations throughout a city are used for colourful murals that brighten the city and give a location a new transformed perspective.

Results

The initiative of the Awesome Foundation results in all kind of interventions. For example in the physical domain by transforming public spaces, but also at a social level by creating neighbourhood community activities.

**Indicative
Effort***



Cost*



Applicability**



* Money and time provided by micro-trustees initially; ** Typical, per award

Challenges, Opportunities and Transferability

The Awesome foundation thrives on the help of the volunteers, the micro-trustees. They contribute in time and money to make the Awesome ideas possible. This bottom-up approach only works if the group of volunteers is dedicated and are willing to contribute to the cause of the foundation.

In Depth

<http://www.awesomefoundation.org>

3.2 Improving Use of Public Spaces

3.2.1 10 Ways to improve Public Spaces (from 'Project for Public Spaces')

Context

For a city to be successful, there is a need for good public spaces. This fact is also more and more recognized as an important factor for prosperous city-by-city administrations across Europe. Furthermore, public spaces have the ability to revitalize and create economic and social development opportunities. But for many municipal governments it is hard to find ways to build and maintain healthy public spaces. Especially because the web of streets, parks, plazas and other places that define the public realm are often poorly designed, lacking or didn't involve citizens in the design process. Hence there is a need to improve public spaces to gain back a higher quality of life and to make a city more attractive.

Transformational Measures and Activities

1. Improve Streets as public spaces

This means to design a street and places for people, not only for traffic. Because streets are an important part of public spaces; but they are often hostile to pedestrians and cyclists. It is necessary to plan streets for all users, with different types of streets to hold a balance.

2. Create Squares and Parks as Multi-Use Destinations

Well-designed parks and squares attract many people for various reasons. To relax and enjoy, or to meet people and share a public experience. Such public spaces have a big impact on social connections between citizens and their happiness.

3. Build Local Economies Through Markets

Street-markets bring various people together and give them the opportunity to exchange fresh goods and knowledge. Furthermore, street-markets are a great chance to support surrounding farmers and to stimulate the local economy.

4. Design Buildings to Support Places

Because traditional neighbourhoods are getting replaced with skyscrapers and civic institutions, like schools and libraries, often end up looking like fortresses, the fabric of cities gets damaged. Moreover, it has a negative impact on the social connection between the citizens. Hence, it is necessary to design buildings which make a place more comfortable, connect the neighbourhood and support street life.

5. Link a Public Health Agenda to a Public Space Agenda

A city is healthy if basic infrastructure, clean water and fresh food are available for citizens. Furthermore, a city is healthy if everyone – especially women and children – can walk outside without fear and can enjoy public spaces in safety and comfort. Also good streets can encourage walking and cycling with efficient transit.

6. Reinvent Community Planning

To create a sense of ownership and to ensure the success of public space projects it is important to engage the citizens, who know the community best. This gives the citizens the opportunity to have an influence on the development and design of their neighbourhood and the public spaces they use (see previous section).

7. The Power of 10

The idea is that every neighbourhood provides 10 places that are good, which would lead to a critical mass and attract a range of people. The next step would be to provide 10 such neighbourhoods, so every resident has access to outstanding public spaces within reach.

8. Create a Comprehensive Public Space Agenda

For the development, management and enhancement of public spaces there is a need for comprehensive strategies. For this it is required to make an honest assessment of how the existing public spaces are performing or under-performing. Furthermore, the assessment should involve the people who live there. Based on the assessment the public space goals can be created to support existing successes and to improve under-performing areas.

9. Lighter, Quicker, Cheaper: Start Small, Experiment

Because good public spaces are the outcome of an evolution which has increased over time, it is required to create demonstration project of light, quick and cheap improvements. These improvements can be expanded upon to suit other needs of the public. With money, time and effort it is possible that from small improvements a great public space can emerge.

10. Restructure Government to Support Public Spaces

If citizens get empowered with institutional restructuring it helps to drive all other principles necessary to create a positive public realm with health, attractive and well-used public spaces that are a true reflection of the needs and values of the community they are in.

In depth

<http://tedx.amsterdam/2012/09/10-ways-to-improve-your-city-through-public-space/>

<https://www.pps.org/reference/ten-strategies-for-transforming-cities-through-placemaking-public-spaces/>

3.2.2 Improving Urban Public Spaces - Melbourne, Australia

Context

In 1994 Jan Gehl worked with Melbourne City Council to analyse the challenges and potential of the city centre, because Melbourne had no public squares and a low quality of social life.

Transformational Measures and Activities

With the help of Public Space/Public Life surveys Gehl could measure people-oriented indicators like how and where people walk and spend time, and what else they do in public spaces at different times of the day and week. Based on Jan Gehl's findings, Melbourne's city agencies worked over the next decade to achieve an impressive number of urban improvements.

Results

In 2004 Gehl returned to make a new Public Space/Public Life survey, which showed the impressive improvements of the quality of life in Melbourne. The city had more students and residents, more people-friendly streets, squares, lanes and parks, wider sidewalks, well-designed street furniture, side streets and public art programmes. Also the number of outdoor cafés increased from less than 50 to over 600. People were invited to walk and spend time here. Plus sustainability has been prioritised, with city greening projects, better public transport and a network of bike lanes. Furthermore the City of Melbourne has been a first mover in shifting the focus of city planning from cars to people. In 2005, Gehl and the City of Melbourne shared the honour of receiving the Australian Urban Design Award for their contribution to improving the quality of city life in Australia, and the city itself was voted as the most liveable in the world by the Economist in 2011.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

The next challenge for Melbourne is to expand the positive transformation from the city also into suburbia. Although the city centre is celebrated for its innovative urban design, the city as a whole is suffering from urban sprawl.

In Depth

<http://gehlpeople.com/cases/melbourne-australia/>

<https://www.planetizen.com/node/63813>

3.2.3 School Routes with Animal Sculptures - Zurich, Switzerland

Summary

The neighbourhood 'Manessequartier' in Zurich lacked child-friendly open spaces on the way to school. The municipality decided to create a network of wooden animal sculptures to offer children orientation and places to meet on their way to school.

Context

An analysis of the use of public space by children showed that the neighbourhood 'Manessequartier' lacked child-friendly green spaces and playing fields. Two busy streets prevent the children from reaching a close-by sports pitch with an adjacent playground and constrain the safe mobility of children in the entire neighbourhood. The civil engineering department of the city of Zurich therefore launched a project to upgrade the way to school and the way to the sports pitch in a child-friendly way.

Transformational Measures and Activities

The idea of the project was to create small open and public spaces along the routes of children. These spaces should build a network of 'safe' spots along which children can orientate themselves and where they can meet. On 10 identified spots, the city placed oversize wooden animal sculptures. Six school classes from the public and the Jewish school designed the models of the animals that were then crafted from wood accordingly. After the sculptures were put in place, the children painted them. The animals were put in place so that they have 'eye contact' to each other, thereby strengthening the idea of the network. The animals can be climbed upon and offer space to sit and talk.

Results

The feedback of the neighbourhood's children was overwhelmingly positive. The animals are very popular. A thorough analysis of the project will be done in 2019.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

The participation of the children in designing the animals and painting them created a feeling of ownership. The participation of children from the public and the Jewish school brought together children that otherwise hardly meet.

3.2.4 Transform Parking Spaces into Parklets

Context

It is very difficult to find a place to sit and relax in an urban environment primarily designed for transport with asphalt roads, concrete sidewalks and built-up buildings. Hence, towns and cities are transforming parking spots and similar spaces into 'parklets' - public seating platforms that convert curb-side parking spaces into vibrant community spaces. Also known as 'pavement parks' and 'street pockets', they're mostly designed with a place to sit, greenery and sometimes bike racks, as well as places for community connection, e.g. to showcase works of art. Typically parklets are applied where narrow or congested sidewalks prevent the installation of traditional sidewalk cafés or where local property owners or residents see a need to expand the seating capacity and/or use of the public space on a given street. If done well, parklets are a creative way to reimagine street space to support a mix of 'downtown' activity. Some examples are given below.

Transformational Measures and Activities

Stuttgart, Germany

In the summer of 2016, the project "Parklets for Stuttgart" started as a real experiment. In various places in Stuttgart, students with the help of local participants designed, realized and analysed different urban interventions on parking spots. Participants were citizens, civic associations, businesses, etc., who took responsibility for a small part of a public space by taking care of "their" parklets. The aim of the project was to research the impacts those installations had on the quality of the public spaces, through observations and interviews. Furthermore, they analysed the process of realisation.

Seattle Pavement Park, USA

In Downtown Seattle, the conversion of the on-street parking in Pine Street - between Third and Fourth Avenue - has long been on the top of the list for many safe streets and street-activation advocates. The reasons for the conversion include:

- its function as a connector of the Third avenue (a very busy corridor) and the Westlake Plaza;
- for the retail core - as an entrance of the public transit tunnel;
- elevated levels of foot traffic.

Therefore, the Seattle Department of Transportation (SDOT) planned to transform the

on-street parking into a new ‘pavement park’ in November 2017. As a first step, the on-street parking possibilities were removed and the space was painted in a new blue and yellow design, to mark and beautify the new pavement park. The pavement park provides a place to sit, a protected bike lane, and a sidewalk food vending zone. The tables, chairs, planter boxes and bathroom access agreements for the park were provided by the Downtown Seattle Association (DSA), who were responsible for programming the pavement park and funding the street painting. The new sidewalk food vending zone offers space for up to two food trucks and can be used as a vending zone the whole week from 10am to 2pm. To use the vending zone the, food vendors need to own a city business license, a health department permit and insurance. Moreover, the food trucks must serve the food from the left side of the vehicle and need a special permit from the SDOT.

San Francisco, USA

In San Francisco, the streets and public rights-of-way take up about 25% of the city’s land area, which is more space than all the public parks combined. Furthermore, many streets are excessively wide and contain large underutilized areas, especially at intersections. The project “Pavement to Parks” aims to transform the underused areas of land to pedestrian spaces, to test the possibilities those areas have. Each of the transformed areas is meant to be a public laboratory for the City to work with local communities and to test temporarily new ideas in the public realm. After testing their performance, some spaces are reclaimed permanently as public open spaces. Seating, landscaping and paving treatments are common features of all projects. (See also ‘Our Market Street’ for other initiatives in San Francisco.) Parklets can be found in many other cities across North America, including Philadelphia and Vancouver (see Figure 2.6).



*Figure 2.6 Parking spaces transformed into a public seating area in Vancouver
(Source: Paul Krueger)*

Bristol Street Pockets, UK

This involves the conversion of one or two car parking spaces into a small space of community design. The project is led by the Bristol Green Capital Partnership (which has over 800 member organisations) to encourage communities to plan, coordinate and communicate ideas for their ‘street pockets’. These pockets can be a number of things, from social areas for playing or sitting, art works, greenery (trees flowers, etc.) or bicycle parking, and are permanent installations. As these are essentially community planned and designed, they reflect the needs and/or wants of the respective community. The community group submit an application and the partnership (led by Sustrans) helps them to test how the new space works for a fortnight, and after the trial(s), the partnership helps to install the successful street pockets permanently. It is anticipated that street pockets will encourage interaction within communities, by changing the character of streets, and remind passing traffic to slow down because this is a place where people live.

Vienna, Austria

In Vienna there is a project called “*Grätzloase*” which supports people who want to creatively and temporarily transform parking and public spaces into something new. The operation aims to create new opportunities to use public space together with other people, strangers, neighbours or friends and thus should promote the improvement of social interactions. Moreover, the operation should not aim to make profit. Participation is for citizens, schools and kindergartens from Vienna (see also ‘Playing Streets’ for Vienna further below).

Indicative Effort



Cost



Applicability



In Depth

<http://www.rpa.org/spotlight/turning-parking-into-parklets>

<http://parklet-stuttgart.de/realexperiment/>

<http://pavementtoparks.org/about/>

http://bristolgreencapital.org/project_cat/themes/

<http://www.grätzloase.at/>

<https://nacto.org/publication/urban-street-design-guide/interim-design-strategies/parklets/>

3.2.5 Children-guided Playground Design - Basel, Switzerland

Summary

A playground in the city of Basel had to be redesigned due to new security standards. The children of the neighbourhood were asked to participate in the redesign process. Their participation led to a strong feeling of ownership.

Context

A playground in the city of Basel no longer met the security standards and therefore had to be redesigned. When the residents of the neighbourhood approached the municipality, it was quickly agreed that the residents and especially children should participate in the redesign process. The association 'Kinderbüro Basel' ('children's office Basel') was mandated to lead the participation process.

Transformational Measures and Activities

The association approached the local primary school and the neighbourhood association and organised a participation event with one school class. The children were asked to craft their dream playground. The project team then tried to include as many wishes as possible in the implementation plan. The children and the residents were invited to participate in the construction work. They all together created a decorative mosaic on the playground.

Results

Thanks to the participation not only in the planning process but also in the construction work, the residents developed a strong feeling of ownership for the playground. (See also 'Promoting Child-friendly City Development'.)

**Indicative
Effort**



Cost



Applicability



In Depth

<http://www.kinderbuero-basel.ch/>

3.2.6 Pocket Park - Derbyshire Street, London, UK

Context

The eastern end of Derbyshire Street in London was a dead-end section of a public highway, and was primarily used for parking. There were frequent minor accidents and motorists avoided using the space. The aim of the project was to create a useable, sustainable and multifunctional space, including seating areas, a new cycle lane and cycle storage facilities, new space for the community and events, and to install a Sustainable Drainage Systems (SuDS). This ‘pocket park’ disconnects the east end of Derbyshire Street from the combined sewer system, with all surface water dealt with on site and uses various SuDS components.

Transformational Measures and Activities

The SuDS components include:

- attenuating planters;
- permeable paving;
- small scale green roofs;
- rain gardens;
- engineered tree pits;
- swale (hollow depression between ridges).

The pocket park was completed in 2014 at a total cost of £120,000, and is accessible 24 hours a day. The project also aimed to achieve biodiversity improvements through planting and making subtle adjustments in standard highway design. In addition, recycling and reusing were also a key objective of the project.

Results

Some of the benefits of the project include the use of energy-efficient LED lighting, the reuse of materials on-site, and enhanced biodiversity through nectar-rich and native planting. The local authority now sees the project as a benchmark for streetscape design. The rain garden, permeable paving, attenuating planters, green roof bike racks, bin stores and even the signage are all components that can be implemented elsewhere either individually or as a package. Furthermore, the new layout and palette of materials used create a unique sense of place that was lacking before.

Indicative Effort	Cost	Applicability
	€ € €	

In Depth

https://www.susdrain.org/case-studies/case_studies/derbyshire_street_pocket_park_london.html

3.2.7 Treemail - Melbourne, Australia

Summary

'Treemail' is an initiative undertaken in Melbourne, Australia, which has given trees around the city their own personal email address and biography. The goal of the project was for the city to try and manage the urban forest decline, raise awareness of the importance of trees, and also making it a fun subject, i.e. trees with an email address. The project initially started when a large amount of trees around the country were becoming unhealthy or at the risk of dying. The country risked losing 50% of their beautiful trees, and this would result in a very different environment for Australia (and Melbourne).

Context

Trees can be considered really great street furniture, not only do they decorate spaces beautifully, they also participate in keeping the environment clean, diverse - and now fun. Many people might think giving a tree an email address is crazy, but after evaluating the outcomes of such a simple measure, it became clear this is actually a really fun, different and, most importantly, effective measure. A really original way of involving the population with their local trees!

Transformational Measures and Activities

The project involved mapping out all the trees around Melbourne, keeping in mind the different shapes, sizes and amount of each tree species (see Figure 2.7). Each tree was then given a personal email address and a small biography about itself. The population of Melbourne could then get more involved with their trees by finding out different kinds of information about them, and being able to e-mail the tree. In addition, anything concerning a specific tree can be easily conveyed by sending an email. For example if a tree looks sick/unhealthy, someone can pick up this information and immediately raise the awareness of this by simply sending an email. Implementing the emails can be an easy job if all the information about the trees is available. A simple virtual network/server just needs to be set up and maintained.

Results

The project has received great feedback with an estimate of around 3,000 emails being sent in around a 2-year time period. Emails are received not only from residents in Melbourne, but also from people living in totally different countries. The emails would generally consist of appreciation messages or warning messages (e.g. the tree needs attention as it looks unhealthy). However, results are mainly for the appreciation of the trees. The trees are better

taken care of and better kept in mind - they are more involved in the everyday happenings of the population, other than just being grounded. On top of this, a new interactivity or program has started - people being involved with their surrounding trees, and possibly starting new networks with other 'tree huggers'.

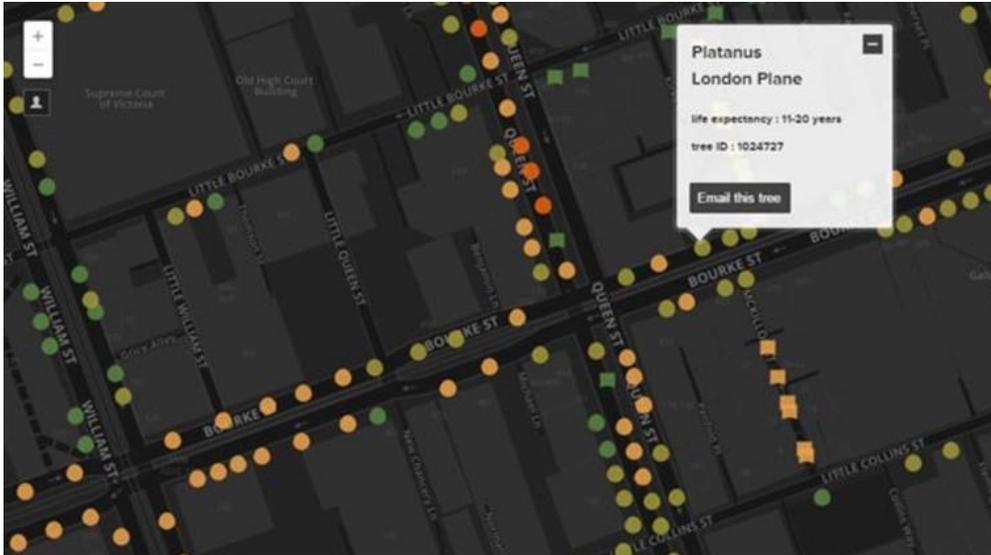


Figure 2.7 Treemail locations in Melbourne
(Source: BBC – see link below)

Indicative Effort



Cost



Applicability



Challenges, Opportunities and Transferability

This kind of a project should be transferrable easily to other cities and countries. A virtual network and server must however be established. This scheme provides an opportunity for more people to get involved with their local trees.

In Depth

<http://www.bbc.com/news/magazine-33560182>

3.2.8 Urban Farming - Breda, Tilburg, 'Gradinescu' and Newark

Context

There are many examples of urban gardening or 'neighbourhood farms', where local residents are encouraged to grow e.g. their own vegetables and plants in public space. Some examples are given below.

Transformational Measures and Activities

Neighbourhood farm - Breda, Netherlands

The neighbourhood 'Ginneken' in Breda in the South of the Netherlands is a residential area with quite a lot of green space around (the Mastbosch, the oldest cultivated forest in the country). Ginneken (5,000 inhabitants; cf. Breda 200,000 inhabitants) has quite a strong neighbourhood community with lots of activities that are being organised, either planned or spontaneously. One of the residents had taken initiative to start a neighbourhood garden in an unused part of the public space. In the public space they grow vegetables together. The local community is quite strong, several streets organise yearly street events and the local voluntary committee organises a series of returning events for the residents (e.g. an egg-hunt around Easter, or a New Year's Day event). In addition, some residents take up their own initiative to collaborate and/or get together. The 'neighbourhood farm' is very simple: the maintenance of the vegetables is done by all the residents themselves. If a resident wishes to participate, they donate 25 euros to get their own gardening box. They then harvest their own vegetables when ready. The first harvest took place in autumn 2017. Around 10 households had participated in the initial idea. No governmental funding or special attention was paid. The idea can be very easily transferred to any city, where there is ~100m² of unused public space, and some volunteers are required to launch it. So far, no 'vandalism' has been reported.

StadsTuinderij Piushaven - Tilburg, Netherlands

'StadsTuinderij Piushaven' is an urban farm which is located really close to the city center of Tilburg, the Netherlands, and is therefore a really cool alternative kind of land use. The city centre is made up of densely stacked infrastructure, therefore the urban farm is a nice characteristic to have, to mix up the land use functions. The urban farm is run by groups of volunteers who farm various fruits, vegetables and spices under the supervision of professionals. As well as this, the farm houses bees, pigs, chickens and Scottish Highlanders (cattle). The urban farm stimulates local volunteers to come and interact at the farm, or else

use their local shop, where they sell the produce. People can participate by literally involving themselves with gardening or taking care of the animals, or they can just pop by for a visit to enjoy the natural scene and the company of others. The farm provides a new area of greenery, acting like a park but with more activity reoccurring on a normal basis (farming). The area therefore acts as a sort of hotspot where people come to enjoy their free time. As well as this, the urban farm often organizes events where they invite people to come and try their new produce or to take part in an activity, such as a cooking class. The StadTuinderij Piushaven also involves themselves in the community of Tilburg, and not just their own farm.

Such implementation can be copy and pasted to anywhere. As long as there is an incentive for greenery, in cooperation with an active population about such implementation, then there is the possibility of such an urban farm. The opportunity of having such an urban farm does not come without an input, however. For such a farm to be successful there needs to be involvement of the population, because it is run solely by the volunteers. Volunteers must be prepared, as maintenance/attention must be given to the farm all year round.

'Gradinescu' - Romania

'Grădinescu' is the project developed by Kaufland (shopping chain) together with its partners from the Institute of Research on Permaculture in Romania, and it is the first project in Romania which promotes caring for nature, and supports the development of urban gardening through its own example. Also, 'Gradinescu' aims to familiarise children and adults with gardening and the ease of having a healthy diet even in the urban environment.

The project consists of a network of nine community urban gardens, three of which are located on the roofs of Kaufland shops, four in the parking places or behind the shops and two of them are located in two schools in Bucharest.

The first urban garden designed in Bucharest has 2,300 square meters and is dedicated for use by the community. That is why Kaufland Romania is inviting people in the neighbourhood to adopt their own garden plot to care for, under the guidance of specialists from the Partner Institute, thus becoming in this way a member of the 'Gradinescu' family. The garden will also serve as a learning space for schools and kindergartens in the area.

Urban Agriculture - Newark, New Jersey, USA

Urban agriculture can help to build communities and can help to increase public health. There are many places in cities where urban agriculture can take place. For instance: on rooftops, in abandoned offices, on parking lots or on squares. The expectation is that in 2050 more than 70 percent of Europe's population will live within cities. By growing a part of the

vegetables needed for people in their own neighbourhood, lots of advantages can be accomplished. Another successful example of urban agriculture is in Newark, New Jersey, where 30 acres of waste land are transformed into 1,900 food gardens.

One of the advantages of urban agriculture is that there is no/less transportation needed to get the vegetables from the land on the plate of the hungry citizen. Next to that, waste in the form of compost can be used for the plants in the urban gardens. In Newark, nearly 4,000 tons of leaves were recycled and used as compost in the gardens.

About 6,500 residents grow vegetables in the urban gardens of Newark. Together they grow food with a value worth over \$915.000. Another advantage is that the gardens are crystallization points where people meet and interact. Almost one-third of the urban gardeners in Newark have developed new friendships in the gardens, and 44% of the gardeners feel like the vegetables from the gardens have improved their diet.

Urban gardening and urban farming can take place in many cities. The challenge is to create a community of dedicated urban gardeners.

Indicative Effort



Cost



Applicability



In depth

<https://www.theecologycenter.org/resources/10-ways-urban-farms-benefit-the-community/>

<http://www.sciencedirect.com/science/article/pii/S0022318212811915>

<https://foodtank.com/news/2013/10/five-different-examples-of-urban-agriculture-from-around-the-world/>

http://www.feastmagazine.com/dine/st_louis_dining/article_40554698-237b-11e6-929f-cf3df3370284.html

https://www.researchgate.net/publication/254355836_Rutgers_Urban_Gardening_A_Case_Study_in_Urban_Agriculture

<https://www.usfca.edu/journal/international-affairs-review/spring-2015/urban-agriculture-redeveloping-detroit>

3.2.9 Groene School Pleinen - Netherlands

Summary

Groene School Pleinen translates into English as 'Green Playgrounds of Schools'. The idea originated around 1990 in the Netherlands when a company named Oase decided it was time to change the way children experience and interact with their play time in their play grounds. Oase visited some schools in Switzerland when they saw that instead of children playing on what can be known as a standard playground (asphalt playground), children were playing in the playground of a natural type. With many different elements of nature and the environment for children to play (and learn) in.

Oase was shocked by the positive interaction of the children with the natural 'playground' environment. The situation existed where children were playing and learning in fun ways in the natural environment, instead of the classical playground atmosphere, where children were running around screaming in chaotic behaviour.

Context

From the positive feedback, Oase believes that all school children should have the opportunity and possibility to be part of situations like this and thus wanted to bring this implementation to Dutch playgrounds. There are many reasons for Green Playgrounds to be a reality, but the main 7 which Groene School Pleinen addresses are those of:

- Challenging children to be active, increasing trend of overweight children;
- Children on average staying at schools longer;
- Bringing children in contact with nature;
- Educational about the natural environment;
- Children play better together;
- Children, parents and the neighbourhood is interactive;
- Good for the biodiversity.

The basic vision arose from the idea that in general, children should have more opportunity to be interactive with their natural environment. This vision can be easiest tackled with the help and collaboration of schools. Groene School Pleinen is also a great example of putting end users in a central position, i.e. incorporating the children in the thought and planning process.

Transformational Measures and Activities

Transformational measures and activities are simple yet effective. Basic measures consist of the transformation of the concrete playgrounds into natural environments. Those natural

environments should be made up of greenery and water, and other forms of natural environments, which can give children the opportunity to experience natural built environment situations. Activities can be complementary to these transformations, as many various activities can take place after such implementation. Many complementary activities can be used as educational ones and allow children to enjoy and learn from their environments. For example, a complementary activity could be for children to take care of the plants. This would allow children to become more aware of their environment in a fun and educational way.

Results

These results are relative to the points stated in Context:

- More active children, decreasing amount of overweight children;
- Children have more diverse environments to intervene in, considering the longer school hours;
- Children play better and nicer together;
- More education and intervention for children with their natural environment;
- Children, parents and neighbourhoods working together for their environment; thinking and working together;
- More biodiversity to the area.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

It could be a challenge to sustain such a playground/garden correctly. When considering a natural environment, more elements need to be taken into consideration other than just re-creating a concrete school yard. Someone needs to be responsible the new environment. But this can also be seen as an opportunity, as it can give children the chance to learn and be responsible in this type of area. Transferability of such measures should be easy. Anywhere where there is a school that has an outdoor playground, the possibility of transformation to take place to a natural environment should be possible.

In Depth

<https://www.groeneschoolpleinen.nl/over-groene-schoolpleinen>

3.2.10 Vegetable Streets - Paris, France

Context

Under the motto: streets should offer the possibility to be lived in, Paris is trying to transform some selected areas to provide a more healthy and liveable way of street life, even in crowded cities. In two out of 20 districts of Paris, the project has already been implemented, further such streets will follow soon, in four other districts.

Transformational Measures and Activities

The streets are designed to increase the space for pedestrians and to encourage gentle mobility. The following design elements help to do so:

- Paving stones instead of tarmac - to encourage grass to grow on the streets;
- Partial greening of sidewalks by creating grass strips next to the asphalt;
- Plants growing on facades (vertical gardening), balconies and in raised flowerbeds;
- Put pots and planters on the sidewalks;
- Planting of trees and shrubs.

Results

With these tools, the project is able to decrease air pollution and generally revitalise the city. In addition, the sewer systems are relieved because the high permeability of the natural surfaces can store more rainwater. Although biodiversity in cities is usually mostly limited to parks, gardens or cemeteries, these plant or 'vegetable streets' also have a positive influence. Because of all these benefits, a vegetable street is planned in all districts of Paris.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

The success and sustainability of the measure builds on the cooperation between administration and local residents. Continuous negotiations and joint implementations, to fulfil the needs and requirements of both parties, are the key points in this case.

Side by side with the municipality, the project enables the locals to create a street life which fits perfectly into their daily life and at the same time increase their quality of life.

In Depth

<https://www.paris.fr/ruesvegetales>

3.2.11 Urban Playgrounds Netherlands / PLYGRND.city

Summary

PLYGRND.city is an organization which creates 'games' in the public spaces for people to have fun, meet new people and friends, bring them into motion, and for them to experience their city differently. Also known as Urban Playgrounds, these 'games' can be found at parks, squares, stations and many other various public spaces. Games are designed to match specific themes or 'DNA' of specific cities. Allowing games to be applicable, and hopefully successful, to specific cities. The motto from PLYGRND.city is that:

*'We love to see you **smile** a bit more, **play** a bit more, **discover** a bit more...'*

It is an initiative that uses public spaces to try to get people to be more interactive and connected with their cities, and stated by PLYGRND.city as:

'What we do? - We make the city your playground. With people, for people. And we leave the playing blocks behind.'

Context

The PLYGRND.city initiatives come from the idea of being a part of a transitioning world. A world which will be passed onto future generations, where societal well-being and personal development are the highest values and finding the truth in the laws of nature. A world in which you design your own destiny, and the vitality of our people and cities are certain. Therefore PLYGRND.city asks itself a few questions to help guide their ideas, such as:

- How can we make our cities and society more vital and bring people a little closer to each other?
- How can we encourage health and well-being on our planet?
- How can we really connect? or
- How can I spread just a pinch of love or positivism today, to someone else, to myself?

Transformational Measures and Activities

Transformational measures don't really take place. Activities/'games' however are what they focus on. Those games being made up of, urban workouts (street workouts), happy routes and escape rooms, taking place in various 'playgrounds' around cities. Anyone can create a game, and then share it with other 'players'.

- Urban workouts (blue/orange wayfinders):
 - Working out on the street;
 - Bootcamp, calisthenics, running or an easy walk;
 - Challenge friends to play - battle against each other;
 - Approximately 20 minute 'play' time.

- Happy Routes (blue/gold wayfinders):
 - A walking route (more fun than the Sunday walk);
 - Mindfulness, poetry and other nice content for your brain, soul and spirit;
 - Possibility for co-operative walk, take an elderly or disabled for a walk;
 - Approximately 45-60 minutes of 'play' time.

- Escape Rooms (blue/pink wayfinders)
 - Work together with others to get out of the situation, Escape!
 - Fun, but not easy, challenging game;
 - Approximately 30-60 minutes.

Results

One of the results is that there are fun and alternative activities, or games, to do in the city. These games/activities provide for more fun usages of public spaces/ crystallization points and gives people the opportunities to do something (different) in public spaces.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

Transferability of such games should be quite implementable across other cities. Challenges however may arise in such transfers. For example it is important for a city to have sufficient public space around for fun games to take place. As well as this it could help if there is a population or targeted group (maybe tourists, or children) that consumes such games. But this could also be seen as an opportunity instead of a challenge, as it can be an opportunity for a city and its population to be involved in the urban games/urban environment, making their city more fun in a different kind of way.

In Depth

<http://www.plygrnd.city/>

3.2.12 Hippos Games and Kiddy Festival - Romania

Context

These are two child-oriented festivals occurring in public space in Romania.

Transformational Measures and Activities

'Hippo's games' in Brasov

'Hippo's Games' are one of the Colours Association's summer programs, through which the organisation promotes sports, creativity and outdoor activities, and it has been taking place since 2010 in the "Tractorul" Sports Park in Brasov. This year, the event continues with the "journey with the time vehicle", in the world of play and entertainment. Starting on June 28th, the association organises a series of creative workshops, sports activities, street animation, huge balloons and many surprises on every Saturday, between 10:00 and 14:00. Hippo's Games are already in their 4th edition, and the fun Hippo with his friends - 'Colours volunteers' - prepared summer activities to be held outdoors every Saturday from late June to September. This year the children and young people in Brasov are invited to put on their belts and start on a magical journey with the Time Machine. One by one, they will discover periods of the past, such as the Stone Age, the Dinosaur Period, the Vikings, Egypt or Ancient Greece, but they will go together in the future also in the era of robots and aliens, having the opportunity to use their creativity in various workshops proposed. Also in the park they can play badminton, football or volleyball, or participate in various games, all coordinated by volunteers.

Kiddy Festival in Cluj

Like every year, June 1st in Cluj is about children. Iulius Park, Cluj is awaiting for children and people to spend a memorable day, with all kind of events, including the puppet theatre, movie screenings, aerobic sessions and many other fun activities. This will be a day full of special surprises for the little ones. The recreation and leisure space will be turn into a fairytale place where children will find countless attractions to celebrate their day. At 12.00, the little ones will be able to discover the childhood games, but also many exciting and fun activities, including badminton, Frisbee and mini-golf. And for the party to be complete, the kids will be able to take part in face-painting sessions, which will help them to turn into their favourite characters. In addition, the most active ones will be awarded with chocolate from Coffee Beans. The Kiddy Festival agenda continues with an invitation to aerobics and children's dances, giving them the extra dose of movement and good mood. After that, the little ones will spend their time with puppets since they are invited to a puppet theatre play. They will find new things and will be amused by the stories of the characters.

**Indicative
Effort***



Cost*



Applicability



* Assuming organised mostly by volunteers

3.2.13 Strengthening Social Cohesion in a Neighbourhood - Switzerland

Summary

The city of Rorschach participated in a federal programme with the aim of creating attractive public spaces and strengthening the social cohesion in one neighbourhood. The creation of a neighbourhood office and a neighbourhood meeting point as well as the transformation of two streets into encounter zones proved very successful. The residents of the neighbourhood developed a sense of affiliation, ownership and solidarity.

Context

The programme “projets urbains” (“urban projects”) was implemented by the federal council in order to foster the social integration and to raise the quality of life in various neighbourhoods in Switzerland. In the city of Rorschach, the aim of the project was the creation of attractive public spaces and the strengthening of the social cohesion in one neighbourhood by deepening the participation of the residents. The federal council supported the project financially.

Transformational Measures and Activities

In a first step, the residents of the neighbourhood were asked to present their wishes and needs for their neighbourhood. The project team quickly realised that they needed to be present in the neighbourhood on a more regular basis to ensure a successful cooperation. They opened a ‘neighbourhood office’ where residents could get information, ask questions and get involved. In the meantime, the office is organising regular and popular events like the yearly neighbourhood party, a street soccer event or a ‘language café’. The residents also wished for a neighbourhood meeting point. The meeting point is a room that can be used freely by all residents. It is the residents who decide what should happen and it is them who organise the events, for example cultural events, a supervised lunch break for children, a dancing class, a flea market, cooking evenings, a theatre club or games evenings.

Furthermore, two streets were transformed to encounter zones where pedestrians have the right of way before all other traffic participants. Parking spaces were abolished, trees were planted and benches installed. Where there used to be a lot of traffic, there is now an urban playground for children.

After the official project phase ended in 2015, the neighbourhood founded an association to continue with the work. The residents developed a name (“Löwenquartier”) for their previously unnamed neighbourhood.

Results

The neighbourhood developed a feeling of affiliation and solidarity. Neighbours that didn't know each other before became friends. Especially migrants with a foreign mother tongue became more involved and integrated. Residents became involved in their neighbourhood and had the chance to develop and implement own ideas. The feedback was overwhelmingly positive. The city of Rorschach valued the success of the project by raising the employment percentage of the responsible person in the municipality from 70 % to 100 %. Therefore, the continuation of the project is secured even though the federal contribution is finished.

Indicative

Effort



Cost



Applicability



Challenges, Opportunities and Transferability

It is a challenge to keep the residents involved over a long period of time. It is therefore crucial to have regular tangible results to keep people interested. It was also a challenge to get migrants involved, yet in Rorschach it worked because many of the activities addressed them directly, for example the language café or cooking evenings, where especially migrant women could teach other residents. While the participatory approach offers many advantages, it is crucial to define the rules and limitations of the participation process in advance to avoid disappointment. It was an opportunity for the municipality to get in closer touch with the citizens, especially with migrants that are usually harder to reach. The project is in principal transferable to other neighbourhoods, yet the success of this project was, among others, based on the financial support of the federal government.

In Depth

Description of the programme “projet urbains” (German, French, Italian):

<https://www.aren.admin.ch/aren/de/home/staedte-und-agglomerationen/programme-und-projekte/programm-projets-urbains.html>

Description of the project in Rorschach (German, French, Italian):

<https://www.aren.admin.ch/aren/de/home/staedte-und-agglomerationen/programme-und-projekte/programm-projets-urbains/liste-der-projekte/orschach---projet-urbain--stadt-orschach-.html>

A summary of the results of the project (in German only):

http://www.orschach.ch/media/foto/projet_urbain/Loewenbuch_final.pdf

3.2.14 Vorstadtgarten / Transition Day - Graz, Austria

Summary

Since 2013, the local Transition Town Initiative organizes Transition Day(s) at the annual Lendwirbel Festival in Graz together with the Forum Urbanes Gärtnern. The main focus is to raise awareness on sustainability issues and the creation of an open space in respect to a focal point where people can meet. The *Vorstadtgarten*, which are raised beds and bed-seat-table combinations mostly made of recycled wood, invites people during the first week in May to come together, and in most years, the beds are in the public space until autumn.

Context

The Lendwirbel Street Festival - originally started as neighbourhood initiative - attracts many people from all over the city and beyond to provide a cultural program consisting of (popup) activities, stands and installations and a culinary offering as well as a discourse program.

For a few years the association Transition Graz (TG) and its network organise the Transition Day on the second weekend of May. The idea of Transition Towns is to create vital, resilient neighbourhoods to challenge carbon dependencies (depletion of fossil fuels and climate change), and to decrease the impact on the environment. Since the beginning, the Transition Day was connected to food related topics, and has been asking the question of how people can collectively provide their own food, e.g. by co-operatives from local farmers or by urban gardening (local production on the balcony or a community garden). To foster communication among people TG together with the Forum Urban Gardening (FUG), an association to support and foster urban gardening and urban food production, and Jugendpark (a project of Jugend am Werk which aims for young people to learn handicraft and gardening) created the Vorstadtgarten at one of the most central squares of the Lendwirbel Festival.

Transformational Measures and Activities

The Vorstadtgarten is an area consisting of raised beds with mostly food plants (vegetables, herbs...) and occasions to sit in-between. It's a mobile construction: it's temporary (not the whole year) and can be re-arranged creating a vital public space. During the Transition Day(s), additional program like workshops, exhibitions and talks provide background information for kids and families and the public in general. Measures include:

- interventions to address the wider public;
- creation of space where people can meet and talk without the obligation to consume;
- seed and plant swapping;
- workshops and talks to inform about sustainable food and one of it's basic: good social bondings and relations in respect to neighbourhoods;
- workshops for kids: to (re)connect them to food (like heirloom and traditional varieties) and the environment.

Results

- during the week - as long as the weather is fine - people use the space to come together for chatting, eating, playing...;
- during the weekend (Transition Day), people are curious about the installations, plants and seek background information; kids are having fun if there's something they just can try out.

Indicative

Effort



Cost



Applicability



Challenges, Opportunities and Transferability

- the idea of having raised bed-seat-table combinations is easily transferable - people will use these space; main challenges can be to convince local authorities and to place information about the project; considering vandalism and care of the plants. The connection to the near-neighbourhood (private households but also restaurants) is important;
- accompanying program is important: workshops, talks and e.g. seed or plant swaps gain attention;
- the Transition Day especially address the wider public - the visitors of the festival - the program has to fit the audience (during the week: more locals, during the weekend: the wider public).

In Depth

Graz Transition Day 2017 video (in German): <https://vimeo.com/234534634>

Homepage - Forum Urbanes Gärtnern (German): <http://www.urbanes-gaertnern.at/>

Homepage - Transition Towns Network: <http://www.transitionnetwork.org/>

3.2.15 Other Community Festivals in Public Places

Context

Many other types of community or themed festivals have occurring in public space across Europe. A few unusual examples are given below.

Transformational Measures and Activities

Chess and Fun Festival - BT Street, Bucharest, Romania

An unusual chess event is scheduled for the weekend of 9-10 May in Bucharest. The festival will take place for the second consecutive year on "BT Street", which is located on Lipscani Street, in the historical centre of town. The festival will consist of: dance shows, mime, improvisation, pantomime, outdoor concerts, parades, theatre plays, painting exhibitions, storytelling, and for the first time, chess demonstrations and competitions for children.

Bubble Parade - Alba Iulia, Romania

The Global Bubble Parade is a movement of passionate individuals who share the belief that happiness is a journey, and not the destination, by joining together in peaceful local parades with soap bubbles. The aim of the movement is to celebrate happiness together, to promote everyday mindfulness, and to build inclusive communities. In Alba Iulia the first edition took place in May this year and 1,000 people including children brought happiness into the street. People of all ages, dressed in colourful outfits, participated at the first edition of the Bubble Parade, raising awareness of how people could use public space more often. The Global Bubble Parade is the biggest such celebration of happiness taking place in 100 host cities around the world.

Food and Drink Festival - Christchurch, UK

Every year, this picturesque and historic town in Dorset closes its main High Street to traffic to hold a Food and Drink Festival, where a variety of national and international cuisines can be tasted and purchased. There are also a series of demonstrations by celebrity chefs, family entertainment, crafts and hands on BBQ training provided. They also make the event inclusive for children by having a 'kids' Kitchen'. The festival also makes use of the nearby attractive town quay, where the kids' kitchen is held, which offers pre-bookable sessions teaching children how to cook and is adjacent to a children's play park and a free outdoor water park. Families therefore 'have the run' of the High Street and town, which also builds community spirit.

Indicative Effort*



Cost*



Applicability



* Assuming organised mostly by volunteers

3.2.16 Street Library - Berlin and New York

Context

Street libraries have also started to appear in many public space across the world. A couple are illustrated below.

Transformational Measures and Activities

Street Library - Berlin, Berlin

The Street Library supports unprivileged citizens in a Kiez (which is the name for a district or neighbourhood in Berlin), especially by fulfilling the parents' dreams that their children get the opportunity to learn. The aim is to give children confidence, courage and to support their ability of studying through illustrated books, creative activities and games. People with different backgrounds aim to overcome social segregation and poverty, in order that even the poorest have access to their rights, such as the right for education, vocational education and a family life. The Street Library gives the citizens a chance to share their knowledge and their abilities with others. Furthermore, the Street Library lets people experience the world of books, with a variety of books and a reading.

People's library - New York

The People's Library is the collective, public, open library of the Occupy Wall Street (OWS) leaderless resistance movement. It is located on Liberty Plaza in New York City and provides free, open and unrestricted access to books, magazines, newspapers, zines, pamphlets and other materials that have been donated, collected, gathered and discovered during the occupation. The book-sharing system consists of a few mobile units used by librarians to ferry free books in and out of the OWS storage facility, and to Liberty plaza and actions around the city. The librarians are dedicated to find a space to allow for greater access to the collection.

**Indicative
Effort***



Cost*



Applicability



* Assuming organised mostly by volunteers

In Depth

<https://strassenbibliothek.wordpress.com/wir-suchen/>

<https://peopleslibrary.wordpress.com/about/>

3.3 Street Closures

3.3.1 Play Streets

Context

'Play Streets' now occur in many cities in Europe, including Bristol and London in the UK, Frankfurt in Germany and Vienna in Austria. The latter two are described below.

Transformational Measures and Activities

Play Street - Frankfurt

The temporary play street in Frankfurt started in 2008 as a part of the project '*Vernetzte Spiel- und Begegnungsräume*' ('Networked play and public places'), with the aim of increasing the quality of stay for children. Now this temporary Play Street takes place about ten times a year, and currently occurs from the 15th of April till the 25th of October every Wednesday from 2pm to 6pm. More than 3,000 children and adults have participated in this initiative every year.

With the Play Street, children from the neighbourhood have the opportunity to experience more mobility and can use the offer for communication, playing outside and to meet people from their neighbourhood. Instead of cars, motorcycles and bikes, children and other citizens can occupy the street section to enjoy the outdoors. Furthermore, there are slides, scooters and other attractions to play with.

Play Street – Vienna

The children-unfriendly streets transform into a car-free Spielstraßen or Play Street every Tuesday afternoon from 3pm to 6 pm, to give children the opportunity to use and experience public spaces differently, and where they are given priority. The City of Vienna supports the establishment of Play Streets in order to give children the chance to reclaim public space, and selected road segments in various districts of Vienna have been chosen for this purpose. The selected streets have to meet certain criteria, like being home to a school or educational facility; they are also professionally supervised with different activities taking place at different days. On some days children can for instance learn how to ride a bike. At those days the bicycle lobby furnishes the street with a bike obstacle course.

Play Streets therefore offer enough space for children to play and experience their neighbourhood in many different ways and to play in a safe environment. Furthermore, there is the possibility for crafting, playing, cycling, ball games and more. The playing streets are a cooperation between the department of education and extracurricular youth supervision

(MA13) and the department of city development and city planning (MA18). The district leader supports Play Streets and there is usually a dialogue initiated by specially educated staff during the first few dates with residents that oppose the playing street.

Everybody is welcome at the playing streets in Vienna. Children, youth and grown-ups can enjoy the car-free public space. They can play, talk, have picnics, network and get to know their neighbours in informal and comfortable surroundings. For many, these Play Streets are an ideal way to improve the quality of life in a rapidly growing city. Everybody can organise a Play Street as long as it is guaranteed that it will be organised at least 4 times a year. The city then provides beach flags and post cards as advertisement. The organisers usually are youth organisations, NGOs, etc. Sometimes the ideas are borne by parents or district representatives. The Play Streets are also part of the ‘Fachkonzept Mobilität STEPS 2025’. Currently Vienna has 28 Play Streets in 10 districts.

Indicative Effort



Cost



Applicability



In Depth

Frankfurt:

[https://www.frankfurt.de/sixcms/detail.php?id=2855&_ffmpar\[_id_inhalt\]=30572973](https://www.frankfurt.de/sixcms/detail.php?id=2855&_ffmpar[_id_inhalt]=30572973)

https://www.frankfurt.de/sixcms/detail.php?id=1518135&_ffmpar%5B_id_inhalt%5D=4472320

Vienna:

<https://www.wien.gv.at/freizeit/bildungjugend/jugend/spielstrasse.html>



Figure 2.8 Play Street in Vienna

(Source: Olga Malanik, <https://www.meinbezirk.at/landstrasse/lokales/spielstrasse-kleistgasse-d1346928.html>)

3.3.2 School Streets

Context

A School Street is a temporary closure of one or more streets around a school. The main purpose is to create a safety area in which children can easily walk or cycle to the school(s). One of the first examples is in Bolzano, Italy, and a more recent example occurred in Southampton. These are described below.

Transformational Measures and Activities

Bolzano, Italy

In 2001, more than 16 years ago, the local police of the Municipality of Bolzano decided to close temporarily some streets near schools. The main motivation was to stop the increasing amount of vehicle accidents, which occurred in front of local schools due to the high traffic coinciding with the children's entrance and exit times. The project tried to include different target groups, e.g. the shopkeepers in the neighbourhood, which could choose to exhibit special stickers on shop windows, with which they indicate their willingness to welcome and help children in difficulty, or elderly people that were engaged as crossing guards:

- The municipal police closes both sides of the chosen street, with a particular sign 15 minutes before and 15 min after the children's entrance and exit times;
- Use of a special kind of human resource: the '*crossing granpa guard*'.

As a consequence:

- Children and their parents walk or bike to school more often;
- Children feel more confident and gain mobility independence;
- Children start to know better the city and their neighbourhood.

The initiative initially raised complaints, particularly among teachers and residents, but when the results of the measure became clear, it was accepted as the normality, since it:

- Helped in reducing the number of accidents;
- Created the basis for the development of an alternative and eco-sustainable mobility;
- Supported the children's moving autonomy and contribute to their city knowledge.

Southampton, UK

On World Car Free Day 2017, students of Fairisle School in Lordshill, Southampton, worked together with their parents/carers, residents of the local area, and Sustrans (a sustainable travel charity in the UK) to design interventions to make the street around the school more child-friendly, and reduce problems caused by 'the school run' traffic.

The area around the School suffers regular conflict between residents and parents who park across driveways, and on footpaths and verges in order to park close to the school gates to drop off/pick up their children. Traffic congestion during the school run also means poor visibility when crossing the road, so parents are in turn reluctant to let their children walk or cycle to school. Even though there is a 'Park & Stride' facility 5 minutes' walk away (where parents can park their car and walk their children to/from school), it sees little use.

Children and adults discussed the issues and agreed how the street could be used in a different way through collective vision building and design workshops. The street was then closed for an afternoon to test out the designs, including new crossings and activity trails for engaging the children as they walked or cycled to school.

The event encouraged positive conversations between the school, parents/carers and residents, and co-designing the new street space allowed all affected parties to have an input.

According to Sustrans, of the 340 people that took part:

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

The designs developed for the scheme will be used by Southampton City Council, as and when funding becomes available, for more permanent implementation and for other schools.

Indicative Effort



Cost



Applicability



In Depth

Bolzano (in Italian):

<http://www.interventi.net/index.php/ecologia/224-bolzano-e-le-strade-scolastiche>

Southampton:

<http://www.itv.com/news/meridian/story/2017-10-12/school-run-chaos-puts-children-at-risk/>

<http://www.fjslive.net/page/?title=ACTIVE+TRAVEL&pid=155>

3.3.3 Play and School Street - Odense, Denmark

Context

Similar to the two sub-sections above, and in order to be a health-promoting city, and to stimulate the citizens' taste for physical activity, instead of promoting diseases through noise and air pollution, the City of Odense decided to create three new urban spaces during 2010, with the vision 'to play is to live'.

Transformational Measures and Activities

Roars Vej

The street Roars Vej is right next to an old school, which had two problems: first, during the morning rush hour there was a big chaos while parents dropped off their children; secondly, the school could not offer the students particularly good conditions during recess, as the school yard was very small. Roars Vej was the first Play Street to open in Odense and to give children the opportunity for physical activities and inspiring games. Furthermore, the traffic was reduced in the morning, which made the street a safer place for children and other pedestrians.

Carl Baggers Vej

The City of Odense has also built a Play Island in the residential neighbourhood Carl Baggers Vej. As a result there was a significant reduction of speed, and the Play Island invites people with a peaceful surrounding to play and cycle.

Vestergade

Vestergade was a bus and bicycle street, and was the optimal route for cyclists in terms from getting from A to B, hence the City of Odense couldn't transform it completely into a pedestrian street. Therefore, they decided to create a shared space for pedestrians and cyclists. In order to keep the speed of cyclists down, the City implemented some bumps on the street. Furthermore, they provided many items that invite people to play, such as table tennis tables.

**Indicative
Effort**



Cost

€ € €

Applicability



In Depth

<http://www.cycling-embassy.dk/2010/12/14/play-streets/>

3.3.4 Dorpsfeest (Village Party) - Netherlands

Summary

A village party, referred to as a Dorpsfeest in Dutch, is an annual day that consists of community building. It is basically a day, or a few days, once a year where the whole community is invited (nothing is mandatory) to come and enjoy themselves on the street with the various activities which they can participate in.

With the example of Driehuis, a small village located in Noord-Holland, the Dorpsfeest brings together the residents of the village each summer to celebrate yet another year of living together. Every year the event is successful with inhabitants coming and leaving with positive experiences and energies. Each year the village organises an active day with various activities taking place for inhabitants to interact and strengthen their bonds with one another, demonstrating how a strong community has a beneficial effect on a village. In Driehuis this summer, the day consisted of a 'beach' volleyball tournament, bands and musicians performing, a community dinner and many more activities around these initiatives. This annual event always takes place on the main/most popular road in the village, showing the community the effects that different uses and interventions on a street can have for a village.

Context

A strong community on any living scale can be seen as a very important step towards having a strong quality of life. People in general will want to feel as though they belong to a space by being part of the community. This feeling is one which can be quickly dismissed when no such situation is present and therefore will quite likely have a negative effect on the quality of life in the area.

Community activity can therefore be great initiatives to having a happy and more interactive neighbourhoods. Having a designated day, or a few days where this communal activity takes place, can play a great role in starting up or continuing the community feeling. It is likely that such an event highlights or reminds the participants about the importance and gratefulness of a community, resulting in more communal activity to follow.

Transformational Measures and Activities

Events like this are great ways to mix up the dynamics. All of a sudden a community has the opportunity of participating in a communal event. Revolving their day around the community with the people in it and nothing else. Focusing on strengthening the community atmosphere which the area has.

Activities which take place can vary. With the example of Driehuis, last year one of the activities was that they filled a street with 80m³ of sand and played a beach volleyball tournament. Another initiative was that they organised a heap load of picnic tables so that the neighbourhood could have a communal dinner together. These are just a few examples of activities or measures which can be taken with a major street closure for a community day.

Results

A direct result of an event like this is that there is a different-to-normal and fun day that give the opportunity for people to try new activities and meet new people. Another result of such an event is that the community is strengthened. Which will in effect result in a better quality of life. Providing a strengthened community may result in more communal activity and further development of the commu

nity.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

Transferring ideas and events like this should be done. It can be beneficial for any kind of city anywhere. But considering the transferability, a correct approach must be taken in order for the event to be relatable to the situation. To clarify, this approach to the event in Driehuis worked as the village only because it has inhabitants of around 3,000 - 4,000; when considering such an event in Munich for example, a different approach will be necessary in order for it to accommodate the large population and be successful. This can therefore also be seen as a challenge, implementing the correct approach due to population size.

Opportunities however are great, as strengthening the community can have a chain reaction effect in many beneficial ways towards other aspects of these designated areas.

3.3.5 Equal Streets - Mumbai, India

Context

Because of a new community initiative in Mumbai, the citizens get the chance to reclaim large sections of a main city street which are occupied by cars, motorcycles, hawkers and illegal encroachments.

Transformational Measures and Activities

On Sundays, no cars are allowed on one 6.5 km stretch of road to the north of the old centre of the city between 7 and 11am. The local people come out onto the streets, and claim the street with bikes, skateboards, yoga mats and footballs. Moreover, children have the opportunity to play outside and the seniors can enjoy some board games.

The initiative is part of the Equal Streets movement, promoted by a group of 15 non-government organisations. The goal of the initiative is to focus the government's attention on the lack of footpaths, reducing the priority given to motorised traffic, and the resultant road rage, accidents and pollution. A force of 500 policemen ensures that the cleared stretch stays car free, helps divert traffic and even guides visitors to various activities.

Another aim of the movement is also to democratise the use of roads. Hence, there are free bicycles provided for use on Sunday mornings, and running programs are held for children from under-privileged backgrounds. In addition, the movement also aims to get the children away from indoor video-games, to be free outdoors.

Results

A similar project was also done in Gurgaon, a satellite city of New Delhi. The project resulted in permanent infrastructure being built, including cycle lanes and walking tracks.

Furthermore, more than 30,000 citizens turn up every Sunday to take over an 11 kilometre stretch of road.

Indicative Effort



Cost



Applicability



In Depth

<https://www.theguardian.com/cities/2014/nov/24/equal-streets-happier-healthier-mumbai>

3.3.6 Blossoming Roads - Tyrol/South Tyrol, Austria

Summary

Within the EU mobility week, for 3 years in a row, an inter-regional competition ‘Strade in fiore/ Blühende Straßen’ took place. The municipalities of South Tyrol and Tyrol were encouraged to transform some road sections into vital and meeting places. There has been no limit to creativity: municipalities could organize all kinds of activities e.g. a street party, a flea market, sports events, playgrounds, temporary lounges, etc. The most beautiful and original idea have been evaluated by a jury and awarded in an interregional event

Context

South Tyrol and Tyrol are strictly connected by social cultural and linguistic backgrounds. Municipalities shared same kinds of problems and often solutions. This strong connection among cities allowed the creation of an interregional completion that helped in promoting activities on sustainable mobility during the EU Mobility Week. The criteria took into consideration by the jury were: originality of activity, importance of the street closure, number of participants.

Transformational Measures and Activities

This involves:

- temporary closure of a central street;
- organisation of special events (flea market, sport events, street-party, etc.).

Results

- Citizens have the chance to see how the public space could change if vehicles are not allowed to circulate on specific paths. They can defiantly enjoy public spaces.

Indicative

Effort	Cost	Applicability
	€ €	

Challenges, Opportunities and Transferability:

- The possibility to experiment another way of living public spaces

In Depth (in Italian and German)

<http://www.settimanadellamobilita.bz.it/index.php?sID=1&SN=1020&Seite=1> (ITA)

<http://www.mobilitaetswoche.bz.it/index.php?sID=1&SN=1020&Seite=1> (DEU)

3.3.7 Waltham Forest ‘mini-Holland’

Transformational Measures and Activities

In Walthamstow Village, as part of the ‘mini-Holland’ programme in September and October 2014 (for about 3 weeks), the London Borough of Waltham Forest trialled the conversion of a 2-way ‘rat run’ on Orford Road into a one-way street and also trialled the closure of residential streets to through traffic - this was then made permanent. The trial really helped residents to see what the traffic changes would be like in practice - and many were very pleased with the reduced rat running. Preceding this trial there was a considerable amount of community engagement, including a residents’ survey, although this was not quite bottom-up. The ‘modal filters’ introduced on residential streets have been achieved through large wooden bollards, and placing tall heavy wooden planters in the middle of what was previously the carriageway.

**Indicative
Effort**



Cost



Applicability



In Depth

Information on the trial and some post-implementation traffic counts:

<https://www.enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/the-live-trial-september-2014/>

Following the trial, revisions were made to the proposed permanent scheme and a consultation exercise was carried out:

<https://www.enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/public-consultation-nov-to-dec-2014/>

3.4 Sustainable Travel and Exercise

3.4.1 Kindlint (Child Route) - Amsterdam, Netherlands

Context

In 2007 the first Kindlint ('child route') in The Netherlands was implemented in Spaarndammerbuurt, Amsterdam. A Kindlint is a child friendly route which connects playgrounds, schools and other locations for children, and marked by tiles at traffic crossings. They are characterized as safe, fun and attractive with as little crossings as possible.

The motive for the Kindlint is that there are signs that children travel independently at a later age than before. During the seventies, children would on average travel independently at the age of eight. Nowadays, the average age for children to travel independently is ten years old. The main reason for this increase is that there is more traffic than before, which makes it less safe for children to travel to their locations.

Transformational Measures and Activities

The Kindlint consists of four parts:

1. A specified route;
2. Child-safe and traffic delaying crossings;
3. Additional play options on the route;
4. More colour and art.

Results

- Children walk to school more often. However, they do not always use the Kindlint for these trips;
- The Kindlint contributes to a network of places for children, but some main destinations are missing;
- Street entertainment is enhanced by additional playing features;
- The Kindlint is a recognizable route, but people often have to be in places which are not connected by the Kindlint. Moreover, not everybody understands the intention of the tiles, or at least, they behave like they do not know. The tiles are added to help the children at crossings (wait or go tiles);
- The parents guide their children almost as often as before the implementation of the Kindlint. In the afternoon, children are on their way independently more often, however differences are minimal;
- The Kindlint measures contribute to safer traffic. The Spaarndammerbuurt was already a serene neighbourhood however;

- Almost all children and parents know the Kindlint and like it.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

A Kindlint has got some clear advantages for the children: there are more nearby playgrounds, there is more children's art, the cars drive slower and crossings are improved. New Kindlint's should focus on these aspects.

The Kindlint in Amsterdam was to a limited extent successful. The indicated route and the guidance tiles (stop or go) were often not followed. Children choose their own way, this could be a challenge. Next to this, it is a challenge to design child friendly neighbourhoods in advance instead of retroactively. If children go outside independently more often and at a younger age than now, the challenge is to make sure that this will happen in a safe way.

In Depth (in Dutch)

<http://www.crow.nl/documents/kpvt-kennisdocumenten/evaluatie-van-het-project-kindlint-in-amsterdam.aspx>

<https://www.verkeersnet.nl/verkeerseducatie/2193/project-kindlint-draagt-bij-aan-veiliger-omgeving/>

3.4.2 The Traffic Snake Game

Summary

The Traffic Snake Game aims to break the vicious cycle of parents driving their children to school, by encouraging schools, children and parents to adopt walking, cycling, car sharing or public transport when travelling to and from school.

Context

This campaign is designed for primary schools, and aims to encourage children, parents and teachers to adopt walking, cycling, public transport or car sharing when travelling to and from school.

Usually the duration of the campaign is two weeks and is aimed at breaking down negative perceptions, such as the concern about road safety, and promote sustainable modes as fun and healthy for both parents and children.

For example, in Alba Iulia, Romania, four primary schools were involved last year in this campaign.

Results

The Traffic Snake Game is particularly successful in Eastern European countries, such as Bulgaria and Romania. By walking and cycling, children become more aware of their surroundings and develop road safety skills, as well as improve their ability to anticipate other users of the road. Furthermore, walking and cycling contributes to the recommended amount of daily exercise that children need. It also reduces congestion and parking pressure in and around the school environment.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

The Traffic Snake Game is being implemented in 18 EU countries.

In Depth

<http://www.trafficsnakegame.eu/romania/>

3.4.3 Walking Bus

Summary

Like a real bus, the “Walking Bus” takes a predefined route to school with fixed stops and departures where one after another child board the bus. But the difference is: every passenger is on foot.

Context

More and more parents drive their children to school every morning. This so-called parent’s taxi does not only lead to a chaotic situation in front of the school, but also to a lack of movement and communication for the children.

Transformational Measures and Activities

The children walk together in a small group to school on a predefined route. In the morning they meet at their “bus stop” and then start walking together to school. The group is accompanied by two parents (taking regular turns with the other parents involved). Incidentally, the children learn how to interact safely with traffic by starting each day with fresh air and physical activity. Little by little, they improve their self-confidence and safety on the road, so that they can soon continue their daily way to school on their own.

Results

The participation in this project increases continuously. For example, in 2016 in Munich alone, the ‘Walking Bus’ was implemented in 47 primary schools (7 of them for the first time) reaching approx. 700 children and their parents.

**Indicative
Effort**



Cost



Applicability



Challenges, opportunities and transferability

The already proven concept can be easily transferred to other schools.

In Depth

<http://www.muenchen.de/leben/bildung/schule/bus-mit-fuessen.html> (German)

3.4.4 SOS Zebra

Summary

With the 'SOS Zebra Mobility School', a 10-years initiative, the Province of Bolzano aimed to make schools participating in designing the home-school path more secure and promoting the theme of sustainable mobility in schools. Pedestrians are weaker street-users, and especially children, must be protected. The initiative the 'S.O.S. Zebra' campaign wanted not only to raise awareness of pedestrian safety level but also to redefine urban mobility through some structural measures such as the separation of walkways from the roadside, and reduced speed in urban centres. The campaign includes school activities, initiatives on sustainable mobility, coupled with practical activities.

Context

Pedestrian strips, also known as 'zebras', play an important role in road safety. Often, however, many motorists do not stop their vehicle in the presence of people who are crossing the road on the pedestrian strips; pedestrians are often crossing the road far from the pedestrian strips and children's reactions are dictated by impulsiveness. Since 12 per cent of accidents on South Tyrol roads occur on pedestrian strips, it is important to raise the awareness of street-users on this important topic.

Transformational Measures and Activities

1. Creation of a specific campaign concerning 'zebras' and the safety behaviours to adopt;
2. Analysis of the main paths that children use to go and come back from schools.

Results

- Children act properly when they walk towards schools.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability:

1. Helped in reducing the number of accidents;
2. Support the children's moving autonomy.

3.4.5 WOW (Walk Once a Week)

Context

Pupils are encouraged to walk to school once a week and incentivised with rewards.

Transformational Measures and Activities

WOW is a charity led project, run by Living Streets and Moray Council in Scotland. It is aimed at primary school-aged children, and encourages the development of healthy habits early on through walking to school once a week. During this time children not only exercise, but have the opportunity to chat to parents and friends who may choose to walk together, thus it has potential to promote community ties as well. The daily journeys are logged on an online travel tracker data base. Children are rewarded weekly with badges. The project also includes additional events and activities such as art competitions promoting active travel and was carefully planned to avoid school’s busy times such as Christmas, to ensure maximum participation. The online WOW ‘travel tracker’ tool developed by Living Streets provides a good way to measure success of the programme, and since 2015 there has been an increase in the number of schools participating. £34,000 was used to support 32 schools and over 6,000 students.

Indicative Effort



Cost



Applicability



Challenges, Opportunities and Transferability:

Easily transferrable - a similar scheme has now been running in Southampton, UK.

In Depth

<https://www.livingstreets.org.uk/what-we-do/projects/wow-travel-tracker>

(Online travel tracker and classroom guide, including how schools can earn a Modeshift STARS award)

3.4.6 Piano Stairs

Summary

'Piano stairs' have been implemented in several cities around the world. The idea behind this playful intervention is to let more people use the stairs instead of using the escalator or lift.

Context

Contemporary technological inventions like escalators make life comfortable. However, the other side of the coin is that more and more people have an inactive lifestyle. Piano stairs are therefore a successful example of gamification in Cities in order to stimulate an active lifestyle, which can be found in cities including:

- Stockholm, Sweden
- Milan, Italy
- San Francisco, USA
- Shangdu and Hangzhou, China
- Valparaíso, Chile
- Athens, Greece
- São Paulo, Brazil
- Beirut, Lebanon
- Rennes, France

Transformational Measures and Activities

Most of the piano stairs create tones when you step on the stairs. This creates the opportunity to climb the stairs while being rewarded with the music which you create together with the other stair climbers. The piano stairs are successful because they are fun.

Results

The results of the piano stairs are positive. Research has shown that 66 percent of the people who can choose between taking the stairs or riding the escalator, take the stairs more often if there are piano stairs.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

The challenge for cities is to implement measures which are good for health but the measures should also be fun, especially when they are focused on children.

In Depth

<http://www.cmuse.org/10-amazing-piano-stairs-from-around-the-world/>

<http://www.experientialdesignlandscapes.com/files/peeters-pt13.pdf>

3.5 Encouraging Cycling

3.5.1 Bicycle training for schoolchildren

Summary

In a playful manner, schoolchildren learn fundamental knowledge in traffic safety behaviour and the basics of a roadworthy bicycle. The children practice their skills and balance on a bike course, and are taught by experts how to fix smaller defects on their own.

Context

Usually, the mobility behaviour of children changes from primary to secondary school. Firstly, because the change of school is linked to a new and in most cases also a longer way to school, and on the other hand it reflects the child's development itself⁷. For example they are striving for more autonomy from their parents while friends and leisure time are gaining in importance. The range of movement is enlarging, too. The bicycle is next to public transport as the most suitable means of transport for children to be independently mobile in an eco-friendly manner. The project supports the children to learn to cycle safely and independently in this manner, as it sensitises for the environmental aspects of cycling.

Results

The bicycle trainings still enjoy great popularity among the schools. For example, in 2016 in Munich alone, more than 1.400 children, primary school students as well as secondary school students, took part in the training sessions.

**Indicative
Effort**



Cost



Applicability



In Depth

<https://radlhauptstadt.muenchen.de/mitradeln/schultournee/> (in German)

⁷ See Deliverable 2.1: *General Analysis Report: transformation of neighbourhoods in a child friendly way to increase the quality of life for all citizens.*

3.5.2 Tilburg Veilig Naar School

Summary

'Tilburg veilig naar school' is a project which translates into English as, 'Tilburg safely to school'. The project is an initiative taken by the city council and the primary schools of Tilburg in order to approach the theme of safety in regard to children travelling to and from school. Tilburg veilig naar school wants to structurally approach this theme of safety. The approached topics, the ones which Tilburg veilig naar school covers, within the theme of safety are listed below:

- Informing parents of their traffic behaviour (understanding from a child's perspective);
- The bike and safety measures (bike doctor, e.g. correct installations on the bike);
- The digital traffic quiz (best traffic-class of Tilburg);
- Traffic-snake (game for children, continuous orientation around safety);
- Safety surrounding the school (project for the whole year);
- Blind-spot project (educational activity about the blind spot);
- Distractions on the bike (educational activity about distractions while biking);
- Braking demonstration (demonstration of the various effects speed has on a braking distances).

Tilburg invited all primary schools around the city to participate in these topics. The ambition of Tilburg is that all primary schools will participate in Tilburg veilig naar school, and the goal for 2020 is that at least 50% of the primary schools are participating.

Context

The city of Tilburg has noticed that the mobility situation for children travelling to school can be a dangerous one. The situation is classified as dangerous because commutes are made up of pedestrians, bikers and car users. These 3 different travel methods can cause for chaotic situations which can put children in danger. Tilburg veilig naar school therefore orientates itself around making the journey to and from school for children as safe as possible, with the focus on the pedestrians and bikers, as they can obtain the most fatal injuries from these dangerous encounters.

Safety is an important theme when considering mobility, especially when considering active travel (walking and cycling). Safety of active modes must be reassured before being able to grow as the future of mobility.

Transformational Measures and Activities

Transformational measure and activities are like the ones listed in the summary. Those are the activities which consist of the Tilburg veilig naar school package. Most of the measures

and activities are educational ones about the awareness of safety and how to approach it. Aside from this, physical measures include installation of proper bike measures (bike doctor) and the safety of the situation surrounding the roads by the primary schools.

Results

Results include:

- Safer situations around the primary schools of Tilburg;
- More awareness about safety and its importance;
- Children involved in creating mobility solutions;
- Less traffic accidents;
- Behavioural change, reduction of car usage, promotion sustainable modes (more active modes, bikers and pedestrians);
- Virtual innovations involving the stimulation of healthy and sustainable modes;
- Creative approach to public space (crystallization points: walking trees, street closure, moving parking spaces etc.).

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

A challenge could be that behavioural change can be hard to achieve. People must feel the need before being able to change behaviours. Transferability should be possible, as it is made up of measures which can be implemented anywhere. Transferability is possible if you involve organisations who are focused on safety. For example, in Tilburg there are the BVL (Brabant Verkeersveiligheids Label) and the VVN (Veilig Verkeer Nederland) organisations which focus on the safety of mobility. An opportunity is that safety around schools and the surrounding neighbourhoods will get safer. And this could have a chain reaction effect to all surroundings of the city.

In Depth

<http://www.bvlbrabant.nl/assets/structured-files/PDFs/Veilig%20naar%20school%20Tilburg.pdf>

3.5.3 Cycling Rally - Munich, Germany

Summary

Children bring neighbours from different cultures together.

Context

In Messestadt Riem, a relatively new district in the East of Munich, an above-average number of people have a migration background. Due to the very different cultures, there is only little contact between the neighbours. From this consideration, the idea emerged for organising an event which allows a common experience and brings people from this area together.

Transformational Measures and Activities

The 'cycling rally' is a special bike course for children to challenge and promote not only physical fitness but also mental fitness. The children participating discover by bike different stations where they have to do physical exercises or to solve a puzzle. But the rally is not a competition: all children who finish the course successfully are winners and will be awarded. Regardless of language, nationality and religion, sport activities and puzzle-solving shall help to facilitate social integration within the neighbourhood.

Results

The idea of organizing a rally was driven by a locally involved citizen, and has been successfully running in the years 2011, 2012 and 2013 with more than 2,400 children and their parents participating. Since 2017 the event is continued by the city's marketing and communication campaign 'Radlhauptstadt München'.

**Indicative
Effort**



Cost



Applicability



Challenges, opportunities and transferability

The already proven concept can be easily transferred to other neighbourhoods with similar characteristics.

3.5.4 Fiets Forum Tilburg

Summary

'Fiets forum Tilburg' is an initiative undertaken in the city of Tilburg about biking in the city. It involves a company which has created a website that everyone can access to be able to find information about anything to do with biking in Tilburg. The website allows users to find and post anything to do with the current, future or past situations or initiatives of biking. The website basically acts as a server for the city of Tilburg to highlight anything to do with a bike in its city, ranging from biking issues to biking events and much more.

Context

Biking in Tilburg, as like other cities in the Netherlands, is very popular. A large amount of the population will be riding their bikes on a daily basis. Therefore fiets forum can be a handy website for people to find out about the happenings with biking in Tilburg, and stimulate awareness of biking activity. The website varies from posting things about biking activities/events, to maps with routes, to dangerous cross sections. Anything to do with biking in the city really.

Transformational Measures and Activities

The website acts like a biking server for people to stay aware. For example, only just recently someone created a competition in Tilburg for people to try to make the best biking related picture. People could enter the competition and try to win a fun prize. This is just one of many kind of activities which led to people getting active with their bike to try to win the competition.

Results

Results will vary depending on what has been posted and what the activity or information is. For example, the picture competition led to an amount of people going out and being active with their bike. Getting them to explore the city with their bike in an unusual way, by taking a creative picture somewhere. Another example could be that the website improved safety as the information online will have highlighted dangerous spots for people then to avoid/be safer at until an improvement of the situation has occurred. The results of the website generally act towards a more interactive population considering its biking initiatives.

Indicative Effort



Cost



Applicability



Challenges, Opportunities and Transferability

The website acts on the input of the local residents. People need to understand the benefits of having an interactive population for raising awareness about biking. The transferability of the idea is very easy. All that is needs is an initial creation of the website and then some maintenance afterwards, with the interactive population sharing the information about biking.

In Depth

<http://www.fietsforumtilburg.nl/>



Figure 2.9 Fiets Forum Tilburg webpage
(Source: <http://www.fietsforumtilburg.nl/>)

3.5.5 Skirt Bike - Romania

Summary

You can tell how bike-friendly a city is by the number of women on bikes. In a city where bike riding in general is not always a bliss, Skirt Bike aims to celebrate the independence and empowerment that cycling can provide to all women and to encourage those who don't already cycle. Skirt Bike is a fun, colourful and friendly women bicycle ride, where a skirt or dress is considered by the women to be the proper outfit.

Context

Skirt Bike started back in 2010 in Bucharest and it was considered by the media a heroic act to bike to work on the streets of Bucharest, especially as a female in a chic outfit. At the first Skirt Bike that took place in Bucharest there were only 150 participants, that overcome the bad weather, but people got the message and the following year, there were about 300 women and a few men wearing kilts proudly riding together. In 2017, 4,000 women joined the Skirt Bike movement in 17 different cities in Romania, making it a national event.

This year in Alba Iulia the thematic of the Skirt Bike ride was 'Joy', so everyone was invited to bring along joy (and a bicycle).

Results

- Skirt Bike campaigns operate in 17 different cities in Romania;
- Citizens of different cities have the opportunity to participate at a cool bike movement in order to raise awareness of cycling to work more often.

**Indicative
Effort**



Cost



Applicability



Challenges, Opportunities and Transferability

The event was already transferred around the country and has the potential to be transferred at an international level.

In Depth

<https://ziarulunirea.ro/foto-video-parada-skirt-bike-2017-la-alba-iulia-fete-cochete-baieti-cu-stil-si-copilasi-veseli-pe-biciclete-au-adus-duminica-bucuria-in-cetatea-alba-carolina-430074/>

3.5.6 Southampton Bike Kitchen

This provides a ‘DIY Workshop’ with free access to tools and volunteers available to help people keep their bikes on the road.

The Bike kitchen aims to keep people cycling once they start, by removing barriers of maintenance and mending, which might otherwise result in bikes coming off the road when cyclists are unable to repair their bikes or afford the repair bills. It is a non-profit workshop established in Southampton in 2016, providing a place where people can fix their bikes, access tools, and volunteers, who are able to offer knowledge and advise on the repair and maintenance of bikes. By repairing their own bikes, cyclists become more enabled. The Bike Kitchen opens once a week, on a Monday for two and a half hours 7:00pm-9:30pm, and had 80 visitors within its first eight months. The project essentially ensures people are able to continue cycling, once they begin. With initial City Council funding, it is hoped this will become a self-sustaining project and there is room for expansion.

Indicative Effort



Cost



Applicability



3.5.7 Monty's Bike Hub

Summary

Monty’s Bike Hub is a social enterprise based at Monty’s Community Hub, Southampton, developing various cycling-related activities for local children and adults.

Context

Monty’s Bike (or Community) Hub is a charity run mainly by volunteers in Montague Avenue, Southampton, which serves the local neighbourhoods of Sholing and Thornhill. It is a space where people in the community ‘can meet up, share life, get active, make new friends, learn new skills, improve job prospects, or get help and advice.’

Supported by Southampton City Council and working with local volunteers and charities, Monty’s Bike Hub (MBH) runs a range of cycling-related groups, sessions and activities - many with a specific focus on engaging children and young people. These compliment other regular youth activities run by the Community Hub such as weekly youth clubs, toddler groups and homework clubs.

Transformational Measures and Activities

- Bike workshop
 - Workshop use is free, there is just a small charge for parts;
 - Repair stands plus all the tools needed for basic maintenance are available;
 - Mend or maintain your own bike with supervision from experienced bike mechanics;
 - If you do not know how to mend your bike, the volunteers will help you learn;
 - Adult workshop every Wednesday evening; youth workshop every Thursday evening;
- Family cycle skills
 - Activities to help build cycling confidence – e.g. ‘Bikagility’ and ‘Ditch the Stabilisers’;
- Bicycle recycling
 - MBH collects unwanted secondhand bikes;
 - Donated bikes are repaired for re-use or stripped for parts if beyond repair;
 - Recycled bikes are sold at reasonable prices to the local community;
 - Recycled bikes are also provided on cheap monthly loans for jobseekers to help them into employment;
- Bicycle repair service
 - Bike servicing is available on a flexible pricing structure for those who cannot make the free drop-in sessions or if the bike cannot be mended in the workshop;
- Led youth rides
 - The first of Monty’s lead rides for children took place in July 2017 with the ‘Tour de Sholing’ - a 2 stage ride through trails in the area local to the Hub.

As well as a Bike Hub, Monty’s also acts as a share point and crystallisation point for people to engage and socialise with the local community.

**Indicative
Effort**



Cost



Applicability



3.5.8 Critical Mass - Reclaim the Streets Worldwide

Summary

Critical mass is a regularly-happening non-violent direct-action event of bikers to reclaim the streets whereby a big number of people meet to have a bike tour, especially using the space dedicated for cars. It aims to reconquer rights and space for bike(r)s and people, and address issues e.g. regarding traffic security, the priority of different modes of transport (cars over bikes), space consumption of cars, and also health and environmental issues. It happens in many cities worldwide.

Context

Since the 1950s (or early) cities have been designed for cars. However this dominance has been challenged for ~ 25 years now. A critical mass is a bike ride of a group of people addressing political issues considering the significance of bikes and related issues - the more people participate the better it is. Since the first critical mass in San Francisco in the early 1990s the phenomenon has spread over the world. Except for e.g. a monthly meeting point, like the last Friday of the month, there's not any central organization. The routes of the tour are chosen spontaneously.

Transformational Measures and Activities

- Regular bike rides of as many people as possible;
- 'Just do it';
- Having fun;
- Raising awareness on several issues e.g. traffic security, the priority of different modes of transport (cars over bikes), space consumption of cars, and also health and environmental issues;
- Using very different models of bikes, including tweek bike, tall bikes, cargo bikes, tandem, etc.;
- 'Ghost bikes' are used to make visible if a biker has been injured or killed in an accident with cars.

Results

- in many cities Critical Masses might annoy car drivers, but they gained attention for their issues;
- Critical Masses contributes to more sensitivity about bike and bike infrastructure in urban planning.

Indicative

Effort



Cost



Applicability



Challenges, Opportunities and Transferability

A Critical Mass gathering cannot be planned top down - the claim for better bike infrastructure and the prioritisation of bikes over cars in traffic planning, and space allocation to each transport mode, can only be taken seriously.

In Depth

Austria critical mass communities (in German): <http://www.criticalmass.at/>

List of Critical Mass worldwide rides: http://criticalmass.wikia.com/wiki/List_of_rides

4 Conclusion

There are a wide variety of best practice measures and activities which can be used to develop child-friendly neighbourhoods, and benefit the community as a whole, many of which are illustrated in this Catalogue. However, these illustrative case studies should not be deployed in isolation, but as part of a wider programme of different and complementary measures and activities that encourage overall sustainable mobility and the use of public space as a right, and where the urban planning and mobility needs of all citizens is taken into consideration, regardless of their capabilities or status, i.e. especially for children. It should also be noted that the measures and activities given in this catalogue may be complemented by other initiatives, such as those that provide gamification challenges and/or incentivisation rewards that encourage children and the general population to be more actively mobile outside - although it can sometimes be hard to separate these public health-oriented schemes from those that are designed principally to promote active travel (i.e. walking and cycling) and/or child-friendly neighbourhoods. Therefore, each city, at a neighbourhood level, will need to decide what is appropriate for them.

The next stage of the Metamorphosis Project will now seek to implement further examples of interventions in the partner cities, using either an innovative approach, or else to focus on the needs of children and engage them in an authentic way. Trials or full implementations of these initiatives will be monitored and evaluated in a methodological way (see Work Package 6), and the findings are likely to result in further best practice measures and activities in addition to those listed here, to help inform urban and transportation planners even more in future.