

Explanation

How to read the fact sheets

Outcome

The result describes how the measure was implemented in the respective city, the findings and details. How many times the measure was implemented, if it has been adapted or the number of persons reached.

Impact

The impact relates to the three project objectives set. The degree of achievement of the objectives is indicated in three stages (number of coloured elements). One: low impact; two: middle impact; three: high impact.



2 of 3 coloured.
impact level:
middle

Child friendliness: What impact does the measure have on child friendliness? How does the measure change the environment for children, in the short and long term?



1 of 3 coloured.
impact level:
low

Strengthening of neighbourly relations: How does the measure affect living together? Can the measure strengthen the relationship in the neighbourhood? Are people brought together?



3 of 3 coloured.
impact level:
high

Promotion of active mobility: How does the measure affect mobility behaviour? Is cycling and walking (and other non-motorised transportation) encouraged?

Process

Description of the individual steps for successful implementation (chronological order).

Implementation Details

Implementation details more or less indicate how much effort the measure involves. Both financial and personnel (time). It also indicates how far the measure can be extended to the geographical level.



2 of 3 coloured.
average effort:
two man-weeks

Personnel / time effort:

How many hours must be spent to plan, implement and evaluate the measure?

Indicated in working weeks, in three gradations: low (less than one week of individual work) average (two man weeks or more, collectively) and high effort (several parties and man-months of effort required).



1 of 3 coloured.
Typically for
just a street or
square.

Geographical extension of the measure:

How large is the effect?

Specified in three gradations:

- Typically for just a street or square.
- Wider neighbourhood impact or area
- Potentially city-wide application.



Costs for material, third-party costs and maintenance:

Graduated in three categories (number of coloured € signs).

1: 0 - 1000 €

2: 1001 - 15,000 €

3: more than 15,000 €

Valuation

The rating is on a scale of one to four, indicated in the symbol of a butterfly. The rating refers to cost-benefit, i.e. what is the effect of the implementation measured in terms of effort.

Recommendations

Based on the mistakes and experiences, the three most important suggestions were formulated as top tips. They should help to implement the measure successfully.

More information: <http://www.metamorphosis-project.eu/>



METAMORPHOSIS

LIVING LAB - GRAZ

In many cities, parents do not feel safe letting their children walk or cycle to school because of the traffic situation – not realising that they themselves contribute to the **dangerous situation by dropping off** and picking up their children by car. Graz tried to change this by **converting the areas in front of three schools** in the district of Lend into “Living Labs”: an area for educational purposes, as well as games and leisure activities.

Outcome

From one day to one week, **the street in front of the schools were closed** to motorised traffic and transformed into Living Labs. In total, over 80 teachers and 1,000 students were involved in the Living Labs. Besides gaining space for the school and its pupils, this action had a **positive effect on the traffic behaviour** of all participants. Active modes of transportation were promoted as parents could no longer drop off their children in front of the school. **It was shown that traffic behaviour has changed:** more children came to school on foot or by bike than using motorised transport. The lab experience raised awareness amongst parents of the benefits to active travel.

Impact

Child-friendliness



To reallocate the space in front of schools to children is one of the **most effective ways** to create a child-friendly neighbourhood.

Increase of neighbourhoodness



Living labs in front of schools improve the perception of a street as a lively place. It **promotes the exchange between schools and local residents.**

Promotion of cycling and walking



The proportion of children **transported by car has decreased by 45%** and active modes increased correspondingly due to the implementation.

Process

1. Plan activities in schools (workshops, teaching lessons) .
2. Communication with residents.
3. Clarify legal issues and get permission.
4. Temporary transformation of school environments.
5. Plan activities for the way to school.
6. Integrate the topic of traffic calming into the curriculum.
7. Evaluate (after each implementation).
8. Repeat multiple times (with the same school).
9. Clarify whether permanent changes are possible.
10. Communicate about the measure.



Average effort, collectively - two man-weeks or more.



Potentially city-wide application.



Fee for the road closures (€ 700 - 1,000).
Some material costs for the street activities (teaching and playing material, mats to sit on).
Costs to rent a venue for workshops and tools: € 200 - 300.

Valuation



The Living Lab is a comprehensive approach to **reallocate street space in front of schools**. The space is no longer dedicated to cars but to children, before the school starts and after it finishes, within the breaks and especially for outdoor lessons. Living labs in front of schools are especially necessary for those **schools that have too little outdoor space**.

Recommendations

1. **Support schools** with analysis and conceptual work as well as with administrative procedures relating to road use for educational purposes.
2. **Communicate** with residents about the change of priorities in street use and involve them in the procedure of long-term changes.
3. Make teachers aware about **educational materials** relating to street transformation, and encourage them to integrate these into teaching lessons.

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More information: <http://www.metamorphosis-project.eu/>



EU Metamorphosis Project



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