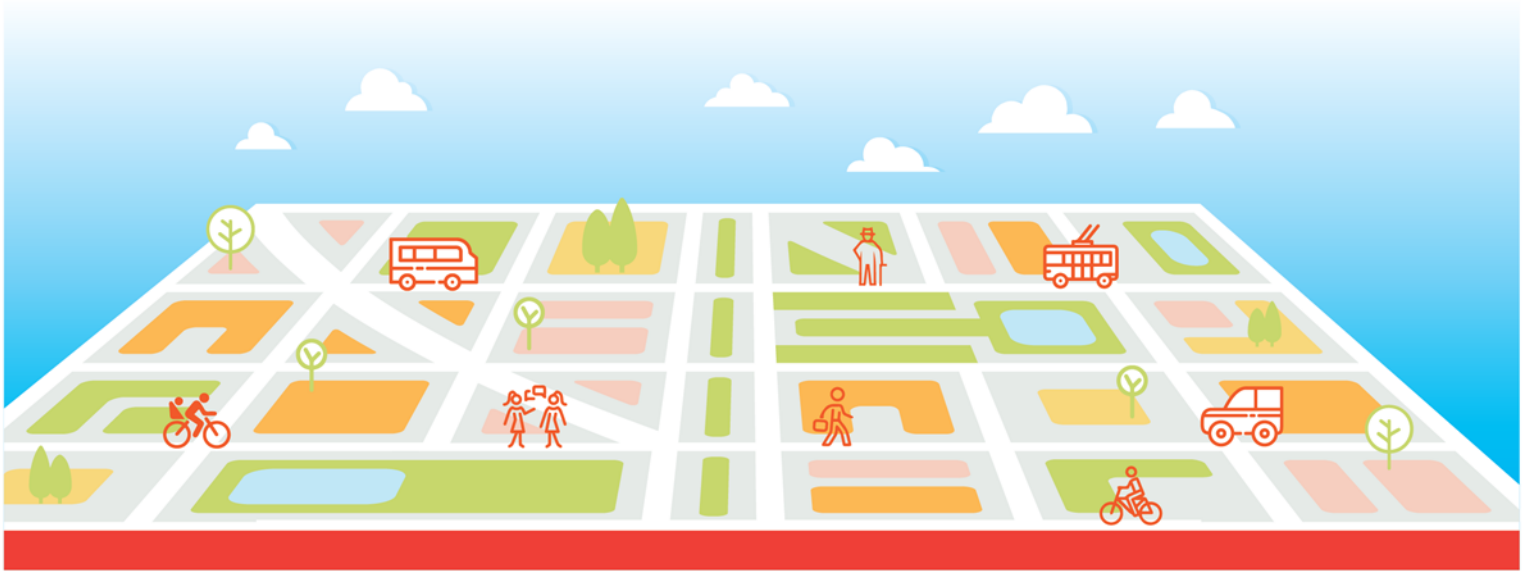
SUNRISE

Sustainable Urban Neighbourhoods Research and Implementation Support in Europe

D4.4: DETAILED ASSESSMENT AND EVALUATION PLAN

Version: 2.1
Date: 30.04.2019
Authors: Damian Stantchev, Nadine Haufe, Achille Fonzone, Lukas Franta



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 723365

Document Control Page

Title	D4.4: Detailed Assessment and Evaluation Plan
Creator	Damian Stantchev, Nadine Haufe, Achille Fonzone, Lukas Franta
Editor	Christiane Bielefeldt
Brief Description	The plan is made of three parts and some annexes. Part A discusses the principles of impact and process evaluation and their implementation in SUNRISE. Part B reports basic information on the action neighbourhoods. Part C collects the evaluation plans of the six neighbourhoods. The annexes include templates, information on secondary data sources, and the details of NEMs.
Publisher	SUNRISE Consortium
Contributors	All partners involved in the evaluation process
Type (Deliverable/Milestone)	Deliverable
Format	Report
Creation date	30 April 2019
Version number	2.1
Version date	
Last modified by	
Rights	
Audience	☐ Internal ☒ Public ☐ Restricted, access granted to: EU Commission
Action requested	☐ To be revised by Partners involved in the preparation of the Deliverable ☐ For approval of the WP Manager ☐ For approval of the Internal Reviewer (if required) ☐ For approval of the Project Co-ordinator
Deadline for approval	

Version	Date	Modified by	Comments

Table of contents

0. INTRODUCTION

0.1 Purpose of this document

The Detailed Assessment and Evaluation plan (Deliverable D4.4) serves the following purposes:

- To detail the approach to Assessment and Evaluation in SUNRISE;
- To inform project partners on how evaluation will be conducted within SUNRISE, and to define their responsibilities;
- To inform the European Commission about the evaluation activities carried out within the SUNRISE project.

The main difference between the Detailed Assessment and Evaluation plan and the Final Assessment and Evaluation plan, submitted as Deliverable D4.1, is the description of the indicators for measure evaluation and of the related data collection (part C). The document includes also an updated version of the general evaluation methodology in SUNRISE (part A). Only minor changes have been introduced in part B and D.

0.2 Structure of the report and its sources

Part A of this report provides an overview of the impact and process evaluation in SUNRISE and defines the responsibilities for carrying out the corresponding activities.

Part B consists of information about cities and neighbourhoods and existing data that might be useful for evaluation.

Part C gathers the data collection plans of the neighbourhoods. It focuses solely on measure evaluation, which needs more detailed advance planning in accordance with the individual measures implemented by each city.

Part D contains the annexes to the main report, including the Measure Evaluation Result Summary (MERS, which covers both the impact assessment and the process evaluation for each measure) and the Co-Creation Evaluation Report (CCER, which covers the co-creation process assessment and basic information for the co-creation process evaluation) templates.

The following projects, and the outputs they have produced, have been considered for the preparation of this document: CIVITAS DYN@MO, CHALLENGE, CIVITAS CAPITAL and CIVITAS SATELLITE.

0.3 List of acronyms used in the document

The following acronyms are used in the text. Technical terms are explained at their first use.

CCER	Co-Creation Evaluation Report
CCF	Co-Creation Forum

CG	Core Group (of the Co-Creation Forum)
Dx.y	Deliverable x.y of the SUNRISE project
ENU	Edinburgh Napier University
MERS	Measure Evaluation Result Summary
MSxy	Milestone xy of the SUNRISE project
Mxy	Month xy of the SUNRISE project
NEM	Neighbourhood Evaluation Manager
NLR	Neighbourhood Learning Retreat
NML	Neighbourhood Mobility Lab
PEM	Project Evaluation Manager
PPEM	Project Process Evaluation Manager
TUW	Technische Universität Wien

A. Evaluation in SUNRISE

A.1 The CIVITAS Initiative and Evaluation Framework

The CIVITAS Initiative was launched by the European Commission in 2002. Its fundamental aim is to support cities to introduce ambitious transport measures and policies towards sustainable urban mobility. The goal of CIVITAS is to achieve a significant shift in the modal split towards sustainable transport, an objective reached through encouraging both innovative technology and policy-based strategies. In the first phase of the Initiative (2002 to 2006), 19 cities participated in four research and demonstration projects; in CIVITAS II (2005 to 2009), 17 cities participated across a further four projects; in CIVITAS Plus (2008 to 2012), 25 cities were working together on five collaborative projects. In its fourth phase, CIVITAS Plus II (2012 to 2016), 8 cities worked together on two collaborative projects. The current phase, CIVITAS 2020 (2016 to 2020) encompasses 17 cities and 3 collaborative projects. Three research and innovation projects (ECCENTRIC, PORTIS and DESTINATIONS) also run under CIVITAS and focus on specific aspects of urban mobility. MUV, Cities4People and METAMORPHOSIS like SUNRISE deal with mobility issues at neighbourhood level. SUNRISE, in particular, implements a co-creation approach.

The CIVITAS Initiative offers cities and their citizens benefits through the knowledge, experience and lessons learnt, disseminated and transferred among the stakeholder community. CIVITAS nurtures political commitment, new marketable solutions, and offers funding and knowledge exchange with a view to creating growth and better connected, more sustainable transport modes. CIVITAS offers practitioners opportunities to see innovative transport solutions being developed and deployed first-hand, and learn from peers and experts working in the field. The CIVITAS Forum Conference, which is held once

a year in one of the network's cities, brings together politicians and technical experts and is a powerful tool for knowledge transfer and dissemination.

Ten thematic areas related to sustainable transport mobility are included in the CIVITAS Initiative: car-independent lifestyles; clean fuels and vehicles; collective passenger transport; demand management strategies; integrated planning; mobility management; public involvement; safety and security; transport telematics, and urban freight logistics.

The CIVITAS evaluation framework includes two complementary aspects: impact evaluation and process evaluation. Impact evaluation is concerned with the impact of a measure or an integrated package of measures in the 6 CIVITAS impact categories, which are defined by the CIVITAS SATELLITE project as:

- People-society;
- People-governance;
- Transport system;
- Energy;
- Economy;
- Environment.

Impact evaluation is conducted to assess a measure's success in reaching its stated objectives. To this purpose, measurements 'before' and 'after' measure implementation are undertaken. The methods employed in gathering and analysing the data are mainly quantitative.

Process evaluation seeks to provide a qualitative understanding of the way in which the measure planning and implementation process was conducted. An analysis of the drivers and barriers for the success or failure of the measures and the participation process is an integral part of process evaluation.

A.2 The approach to evaluation in SUNRISE

A.2.1 Research questions and objectives of SUNRISE

The SUNRISE mission is to develop, implement, assess and facilitate co-learning about new, collaborative ways to address common urban mobility challenges at the urban district level through "neighbourhood mobility labs" and thus to lay the foundation for a Sustainable Neighbourhood Mobility Planning concept. Therefore, the overall aim of the evaluation in SUNRISE is to understand whether and how the co-creation approach implemented at neighbourhood can contribute to solve mobility-related problems in urban districts.

SUNRISE overarching research questions are:

- Which involvement techniques and tools reach and activate a true cross-section of the neighbourhood population?
- Which types of transport innovations at the neighbourhood and district level have the highest impacts and transformative potential?
- In what fields can neighbourhood measures successfully complement city-level actions in the sense of applied local subsidiarity?

- Which support by cities to their neighbourhoods (e.g. legal, financial and technical) is most effective at which phases of the innovation chain?
- What forms of governance are most effective to activate neighbourhoods as a resource to innovate and transform local transport-systems and cultures?

The activities specifically related to assessment, monitoring and evaluation will be overseen within WP4. The following objectives are pursued in this Work Package:

- To develop new processes in which assessment and evaluation are not undertaken solely from the view of an outsider, but co-operatively between a designated Neighbourhood Evaluation Manager and the members of the neighbourhood.
- To assess which participation techniques and tools are most appropriate to reach and involve certain segments of the population.
- To evaluate the impact of the implemented measures. Depending on the nature of the measures, impacts can concern perceptions and attitudes of the population; actual mobility patterns, local environment in terms of amenity value and use of public spaces, accessibility, emissions from transport.
- To evaluate the costs for running the participation process and the measures' cost effectiveness as well as their transferability to other cities/neighbourhoods.
- To monitor and self-critically assess the effectiveness and representativeness of the co-identification, co-creation, co-implementation and co-assessment processes, in order to allow a permanent review and feedback service to the project and to allow continuous adjustments wherever necessary, and to draw conclusions on how all of these processes can best be applied to other neighbourhoods.
- To evaluate the extent to which the impacts mentioned in the task description (e.g. new innovation processes, new organisational and governance concepts) have been achieved.

A.2.2 Work packages in SUNRISE and their relation to evaluation

The SUNRISE project will be delivered through seven work packages (WP). A short description of each WP and its relation with evaluation is provided below.

WP1: Co-identification of problems & co-validation of needs. This WP ensured that all SUNRISE action neighbourhoods laid a solid foundation for all following activities. This encompassed the establishment of strategic local alliances and the thorough participatory identification of problems, needs and opportunities in each SUNRISE action neighbourhood. The SWOT analysis and the Mobility Dossiers for each action neighbourhood provide the initial description of the situation in each neighbourhood used as reference in WP4.

WP2: Co-development & co-selection of solutions. The aim of WP2 was to co-develop and co-select in a broad consensus the practical projects through which the mobility challenges and problems in the action neighbourhoods can be successfully addressed. The work on WP2 resulted in the preparation of six Neighbourhood Mobility Action Plans which will then be implemented throughout WP3. The neighbourhood action plans are the basis for the development of the impact indicators to be analysed in WP4.

WP3: Co-implementation & co-creation of solutions, is the WP in which all the activities related to the actual implementation of the mobility solutions in the six action neighbourhoods take place. The mobility actions are evaluated in WP4.

WP4: Co-assessment & co-evaluation, the most research intensive WP. As explained in the following, it deals with the impact and process evaluation of co-creation actions and mobility measures in the six participating cities.

WP5: Co-learning & Uptake, builds on the work of WP4 and creates visibility for SUNRISE's neighbourhood-based activities.

WP6: Coordination and management, to ensure coherence of all project tasks and smooth collaboration between all project partners.

WP7: Ethics requirements, sets out the ethics standards of SUNRISE (and WP4 in particular). Ethical issues (relating to gender, discrimination and vulnerable groups) are discussed in in D7.1, D7.2, D7.3, and D7.4.

The Figure below shows how the outputs in WP4 relate to deliverables in other Work Packages.

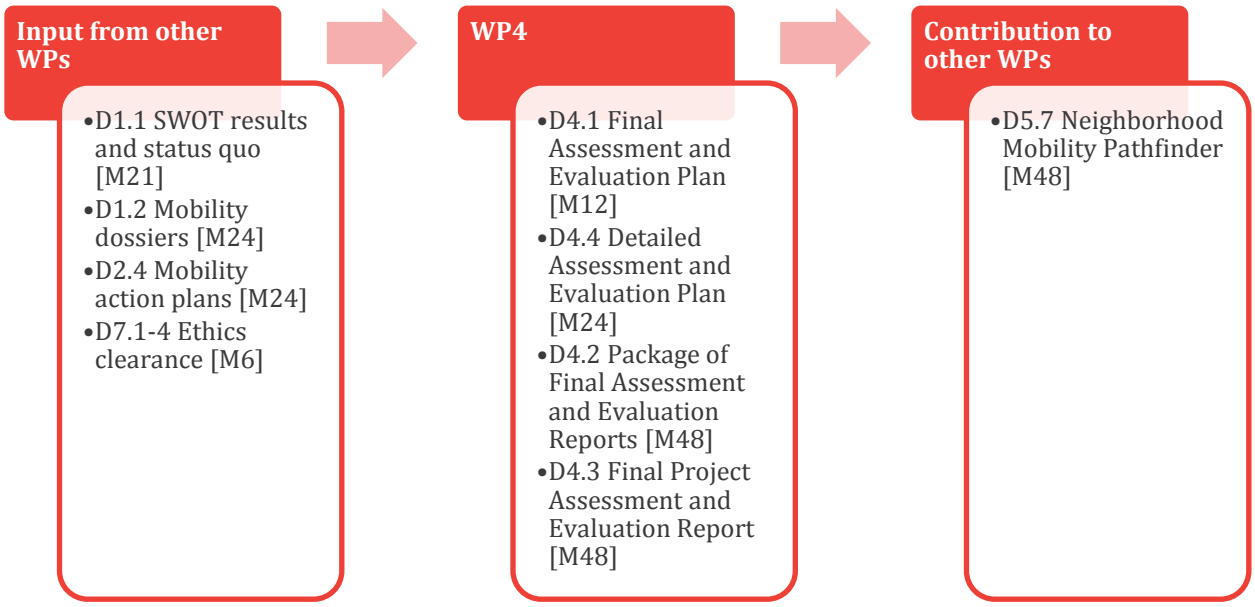


Figure 1: Correspondence between the outputs in WP4 and other SUNRISE deliverables

A.2.3 Elements of evaluation in SUNRISE

SUNRISE develops and implements co-creation actions and mobility measures. To this aim, it requires input in terms of money (from the SUNRISE project, cities, and other sources) and efforts (related to the time and the intensity of the participation) of involved people (e.g., the SUNRISE team, the Co-Creation Forums and their Core Groups, and so on). In principle, SUNRISE can affect different stakeholders in the action neighbourhood, in other neighbourhoods in the city, in the city as whole and in other cities (in particular, the take-up cities involved in SUNRISE). Potential effects may concern attitudes, perceptions and skills regarding urban space and mobility; mobility patterns and their consequences; formal and informal networks of stakeholders and individuals; institutional practices. The nature of the effects, their magnitudes, and the time at which they happen depend on the implemented initiatives and on the context in which the initiatives are implemented. Both the SUNRISE initiatives and the contexts in which they take place evolve in time.

"Co-creation" and "neighbourhood" are the key concepts of SUNRISE and they shape evaluation as well. The results of the co-creation process in each neighbourhood inform the design of the evaluation approach. In particular, the nature of the mobility measures adopted in each neighbourhood and the interests expressed by the neighbourhood themselves inform the selection of the indicators used to measure the impact of SUNRISE. This has sometimes led to deviations from the mainstream approach described in the following sections.

SUNRISE is interested in understanding changes and the way in which they happen. Therefore, evaluation deals with impacts (what/how much has changed) and processes (what has led to that change – what has been done, what barriers and drivers affected the process and so on).

Impact evaluation of a project involving several action neighbourhoods can comprise two levels. The first one is the evaluation in each neighbourhood. The second is a comparative evaluation or cross site comparison, where similar initiatives have been taken in different neighbourhoods. The possibility of a comparative evaluation of mobility measures had been originally envisaged in SUNRISE, but it turned out that the co-creation process led to a selection of measures in the different cities with so little overlap in terms of content and/or context of implementation that any cross-site comparisons would not have been meaningful.

Process evaluation is an opportunity to critically reflect upon the planning process itself rather than focussing on the implementation outcome by establishing how this final outcome has come about. The process evaluation of the mobility measures concentrates on the specific activities and environment associated with each of the measures to be implemented. It therefore focuses on WP2 and WP3. The process evaluation of the co-creation actions in each neighbourhood and of the whole co-creation approach (i.e. of the whole SUNRISE) spans the total lifetime of the project and even puts that into the context of the previous planning practice in each neighbourhood. Therefore it covers from WP1 to WP4 itself, where it also reflects on how well the co-creation principle works in the evaluation process. Figure 3 illustrates the scope of process evaluation in SUNRISE.

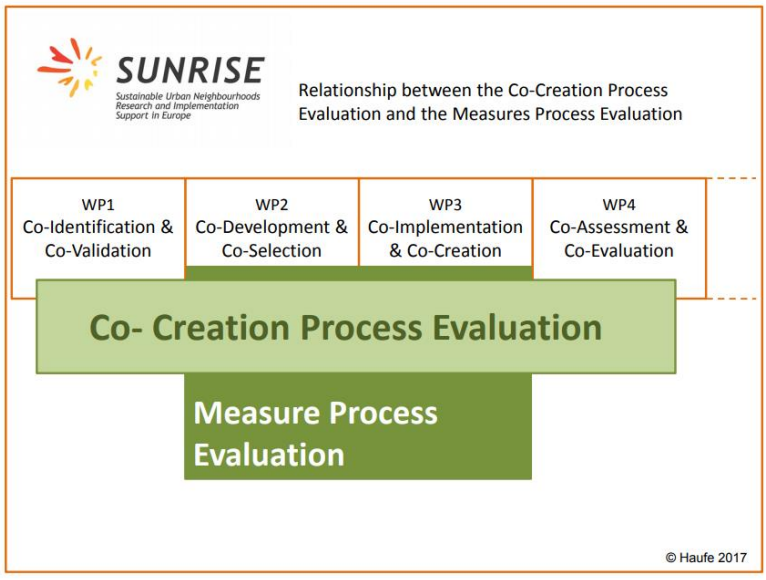


Figure 3: Relationship between the co-creation action and the measure process evaluation

Process evaluation is centred around the identification of drivers and barriers in the development process and of their effects on the success of the process. Possible categories for the definition of these drivers and barriers are as follows:

- Political / strategic
- Institutional
- Cultural
- Problem related
- Involvement
- Communication
- Positional
- Planning
- Organisational
- Financial
- Technological
- Spatial

Evaluation in SUNRISE involves three steps:

- Monitoring: observation of impacts and processes.
- Assessment: analysing and reporting information from monitoring in a structured way. Both quantitative and qualitative information are used in SUNRISE.
- Evaluation: using the assessment reports, determining the value (appraisal on whether something was worthwhile/what was valuable) and learning lessons/drawing recommendations about not only co-creation activities and mobility measures but also about SUNRISE as a whole. Appraisal can be formulated in quantitative (for instance, using Likert scales) or qualitative terms. Lessons are discussed in qualitative terms.

A.2.4 Roles and responsibilities

Project Evaluation Manager (PEM)

The Project Evaluation Manager, ENU, is responsible for coordinating and facilitating the overall evaluation process, setting its principles and assisting the Neighbourhood Evaluation Managers in designing and carrying out monitoring and assessment. The PEM will also coordinate the work on the deliverables within WP4, ensuring the highest level of scientific standards.

Project Process Evaluation Manager (PPEM)

The Project Process Evaluation Manager, TUW, in cooperation with the PEM, is in charge of the overall process evaluation process, setting its principles and assisting the NEMs in designing and carrying out the monitoring and assessment of the co-creation process as well as observing the actual operation of the measure process in relation to possible problems arising.

Neighbourhood Evaluation Manager (NEM)

These are the organisations and individuals who will run the evaluation processes in the six neighbourhoods. They will cooperate with their respective Co-creation Forums (CCF) to

develop the local evaluation plan, they will oversee the local data collection, analyse the "Before" and "After" data of their own site, feed these results into CCF discussions and write relevant reports. The NEM will oversee the co-monitoring and co-evaluation activities of the CCFs and Neighbourhood Mobility Labs (NML) in consultation with the PEM. The PEM and PPEM will provide appropriate guidelines and assistance.

Core Group (CG) of the Co-creation Forum (CCF)

The Co-Creation Forum is a forum open to every resident and stakeholder of a neighbourhood. It is a 'market place' or platform where everyone can express their views, visions, ideas and concerns related to the current and future mobility situation within a neighbourhood. The CCF 'comes to life' through regular events, mainly face-to-face meetings but also through online / virtual exchanges. Each CCF is assisted and supported by a Core Group, a steering committee and administrative secretariat. The actual composition of the Core Group depends on the local context. The CG are involved in the evaluation of SUNRISE.

Take-up cities

A group of take-up cities will also be involved in the evaluation process. They will be presented with a summative evaluation of the results achieved by SUNRISE and will be given the opportunity to provide feedback that will be taken into account in the final evaluation.

A.2.5 Mobility measure evaluation

A.2.5.1 Measure impact evaluation

Impact evaluation is an assessment or estimate of the impacts or effects of a measure (see section A.1 for impact categories) on the particular target groups (drivers, system operators, society, etc.) that are affected. Quantitative impact evaluations use indicators which describe important characteristics of the situation. When possible, indicators should be quantified or estimated before and after the implementation of the measure, so that appropriate comparisons can be made of any changes.

The selection of appropriate and relevant indicators is crucial to the success of impact evaluation. The chosen indicators must closely relate to the measure objectives so that an assessment can be made about the degree to which the objectives have been achieved. Dziekan et al. (2013) point out that indicators need to have the following characteristics to fulfil the impact evaluation requirements:

- They must clearly reflect the performance or impact of the measure under evaluation;
- They must match the objectives of the measure; and
- They are capable of reliable assessment using the experimental tools and measurement methods which are employed in the evaluation.

Other desirable attributes reflecting the quality of good impact indicators include:

- Interpretability: the message carried by the data is evident
- Objectivity: data is unbiased and allows identifying positive and negative outcomes
- Independence: data measure something which is not measured by other indicators

- Internal transferability: the degree to which results can be generalised to other situations and to other people within the neighbourhood
- External transferability: degree to which the results can be transferred and/or applied to other neighbourhoods
- Reputability: the data source can be trusted
- Accuracy: data reflect the actual situation

Attributes reflecting the feasibility of good impact indicators include:

- Availability: data is available or easy to collect and handle
- Manageability: data can be easily managed and elaborated
- Efficiency: data can be collected using cost-effective methods
- Timeliness: the timeframe for collecting quality data is realistic and within the project boundaries
- Replicability: data can be collected in all concerned neighbourhoods.

Together with numerical indicators, impact evaluation in SUNRISE can make use of qualitative information provided by stakeholders.

A.2.5.1.1 Scenarios and "after only" surveys

Acknowledgement: The material in this section is based on a report entitled "Optimised CIVITAS process and impact evaluation framework" produced in 2016 by Dirk Engels and Gitte Van Den Bergh as part of the CIVITAS SATELLITE project.

The Figure below illustrates the different scenarios which are generally employed in impact evaluation.

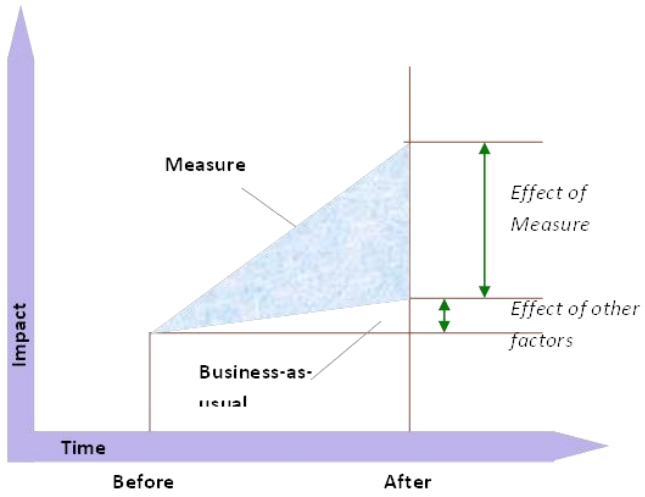


Figure 4: Before (Baseline), Business-as-Usual and After scenarios

"Baseline" scenarios are necessary to enable the evaluation of subsequent changes resulting from measures and will be carried out *prior* to the introduction of measures. The baseline measurements will be of sufficient scale to enable expected changes to be judged statistically where this is appropriate and possible.

The “business-as-usual” (BaU) scenario is used to predict what would have happened at the end of the project, if the measures had not been introduced. However, in the case of SUNRISE none of the measures selected for implementation lend themselves to predicting BaUs, because they are not disrupting any obvious, observable or predictable current trends.

The “after” or “ex-post” situation provides a final set of measurements for evaluation which can be compared with the Baseline measurements to assess the effectiveness of the measures implemented. With the measures being active, it is possible for many impacts to be measured directly in real transport conditions.

A project can also decide to organise so-called “after-only surveys” with questions on current behaviour, but also change and the motivation for recent change.

A.2.5.1.2 Research methodologies

Both primary and secondary data are collected within SUNRISE, using quantitative and qualitative research methods.

An attempt has been made to collect secondary data on the following:

- The general situation of the neighbourhoods in terms of economic vibrancy, quality of the environment (air pollution, noise levels), and social life (e.g. age profile and income distribution);
- Transport demand and supply, especially in terms of active modes and shared-mobility, and including levels of congestion both on the road as well as in public transport;
- Perceptions and the attitudes of citizens, stakeholders and institutions regarding the neighbourhood and its mobility;
- Actual travel behaviours, with particular regard to the current modal split.

However, it turned out that there were two main problems with this approach:

1. The amount of data on neighbourhood level is generally very limited, and city-wide data is not easily, or even not all, transferable to the neighbourhoods.
2. Where there is potentially relevant data, it only exists for a small number out of the six neighbourhoods, so that it is impossible to make any cross-neighbourhood comparisons.

An important method to understand changes is the organisation of before and after end-user questionnaires asking persons to report on their travel behaviour and explain their attitudes and reasons for change or no change. Such a survey can be organised on neighbourhood level or on the level of the envisaged target groups.

Other data collection methods to be adopted may include:

- Traffic counts for all modes of transport, wherever possible with automatic means (e.g. data from traffic signals) to provide continuous data and to minimise efforts and costs, but augmented by manual counts to fill in relevant gaps;
- Internet-based questionnaires to establish public views and perceptions;
- Structured, semi-structured as well as open in-depth and key informant interviews;
- Focus groups;
- On-line discussion forums based on WordPress;

- Life blogging, where participants wear cameras and GPS devices to capture their experience of their travel experience in real time;
- Following a "lead user concept", involving citizens also as test users of new mobility services or systems ("SUNRISE Ambassadors"), who will voluntarily contribute to evaluation and quality improvement, supported by mobile communication devices;
- Data from volunteer individuals, in the form of electronic diaries.
- Goal attainment scales: a method to compare results from different contexts (http://tinyurl.com/htd8vzn);
- Hierarchical card sorting to elicit opinions regarding participants' context (http://tinyurl.com/jdxpupr);
- Sketch mapping to "create a visual representation ('map') of a geographically based or defined issue drawn from the interpretation of a group or different groups of stakeholders" (http://tinyurl.com/gwqmluo).
- Cultural probes.

A.2.5.1.3 How is measure impact evaluation carried out and reported?

For each mobility measure, indicators and methodologies are chosen by the city partners with the support of the PEM considering the results of the co-creation process, the nature of the measures and the time plan of their implementation, the need for representative results, the feasibility of data collection.

The NEM, supported by the PEM, is responsible of collecting, analysing and reporting data for impact evaluation. In collecting and storing data they comply with the ethics standards described in D7.1, D7.2, D7.3 and D7.4. The data will be collected according to the plans in part C of this document (which might be further specified or integrated in time). Besides data described in part C, NEM should keep track of the costs of the mobility measures as described in A.2.5.3 below. The NEM will present the results of the data analysis to the CG and will evaluate with them the value of the achievements. The results of such evaluation will be reported in section C.3 of the Measure Evaluation Report Summary (MERS) - see the template in appendix D1.

The reporting of the SUNRISE impact evaluation is an ongoing exercise and it makes use of the MERS. In month 34 the baseline assessment should be completed and reported in an initial version of the MERS (MS10). A consistent part of data collection will be completed and reported in an updated version of the MERS in month 40 (MS40, Package of Draft Final Assessment and Evaluation Reports). When possible, such version of the MERS will include the evaluation of the CG. Additional analyses of the impacts and the evaluation of the CG will be included in the final draft of the MERS, to be submitted by month 43. The final versions of the MERS will be part of D4.2, the Assessment and Evaluation Reports at city level. Conclusions across all neighbourhoods will be reported in the Final Project Assessment and Evaluation Report D4.3.

A.2.5.2 Measure process evaluation

A.2.5.2.1 What is process evaluation?

Acknowledgement: The material in this section is partially based on a report entitled "Monitoring and evaluation. Assessing the impact of measures and evaluating mobility planning processes" produced in 2016 by Astrid Gühnemann as part of the CH4LLENGE project.

Process evaluation is a systematic reflection to understand the way in which the planning and implementation process was conducted. It should be understood as an opportunity to reflect upon the planning process itself critically during and after the implementation phase. A systematic reflection is important as the quality and success of a planning process also depends on the details of the process. Therefore, process evaluation is meant as an inherently constructive activity with the "ultimate aim […] to get insights in the 'stories behind the figures' and to learn from them" (Dziekan et al., 2013).

Therefore, the monitoring and evaluation activities of every planning process should always include a dedicated "process evaluation". For the planning authority it is important to know which challenges and informal patterns were at play "behind the scenes", why certain unanticipated consequences emerged, but also which positive factors were utilised and how problems have been overcome. In addition, the process evaluation offers to the stakeholders and the public the possibility to provide their feedback about the planning process and their involvement in a systematic manner and to receive information about the quality of the process they have participated in.

The process evaluation opens the black box of the system/ process and looks inside to understand the cogs, chains and gears that are at work. Therefore, process evaluation should provide answers to questions such as:

- How did it go about?
- What went well / wrong and why?
- Who did or should have done what?
- How is the process perceived by key stakeholders?

This can help to detect the reasons for "delays, changes, failures but also success of the measure […] [and] to avoid making the same mistakes again" (Dziekan et al., 2013).

The process evaluation is performed by the cities. The Neighbourhood Evaluation Manager (NEM), with input from the CCF and Neighbourhood Mobility Lab (NML), oversees the process in each city and performs the process evaluation. The NEM will closely observe and record progress, and analyse the drivers and barriers for the processes. The Process Evaluation Manager (PPEM) and the Project Evaluation Manager (PEM) provide support to the NEM.

A.2.5.2.2 How is measure process evaluation carried out and reported?

Section D of the MERS template provides a structure for the analysis of the processes involved in developing and implementing any measure. At the core of this analysis is the investigation of the drivers and barriers for each of the following stages of the implementation:

- Detailed design stage,
- Implementation stage, and
- Operational stage.

There is of course also a Conception stage, i.e. the very first stage, when the rough idea for the measure would be outlined. However, in the case of SUNRISE, this is covered in WP1, and is a stage before concrete measures are being identified, but rather a general concept

for the neighbourhood is being developed. Therefore this stage is covered not by the MERS, but by the Co-creation Evaluation Report (CCER) – see section A.2.6 and Appendix D.2.

The analysis will be based on the purely factual reporting of the steps that have been involved in the process in section B.4 of the MERS template.

The evaluation itself and the reporting of the SUNRISE process evaluation are both part of an ongoing exercise. This involves for each of the cities asking all stakeholders how they perceive progress, barriers and drivers. Any discrepancies between their and the NEM's perception as well as the common findings will be discussed at the next CCF/NML meeting to establish whether any corrective actions are necessary. The Neighbourhood Learning Retreat (NLRs, see Tasks 1.6, 2.2 and 3.9 in the Description of Work) will form an additional element of SUNRISE's process evaluation approach, because these events will explicitly focus on critical self-reflection for the purpose of improvement and the sharing of lessons learned. The meeting format for these concrete, relatively small but intensive face-to-face events is flexible. The first interim results of the measure process evaluation are to be obtained by the end of month 34 for section D of the draft MERS. Updated results will be then reported in MS40. The final measure process assessment will be an important section of the MERS in D4.2, the Assessment and Evaluation Reports, at city level. Conclusions across all neighbourhoods will be reported in the Final Project Assessment and Evaluation Report D4.3.

A.2.5.3 Measure costs

An important aspect in the evaluation of a measure is the cost incurred to put it in place. NEMs will make an effort to keep track of all costs involved in preparation and implementation of the measures (including the costs not funded by SUNRISE) throughout the project – although it is anticipated that this might not always be possible. When costs are available, they can be used to perform Cost Benefit Analysis and/or Cost Effectiveness Analysis.

Cost Benefit Analysis (CBA) is a procedure for estimating all costs involved (such as investment costs, operating costs and the external costs of transport) and possible benefits to be derived from a given measure. In SUNRISE, the selected measures are of a nature that does not lend itself to CBA readily for various reasons:

- In many cases the measures do not affect any, or at least only some, of the main elements of a CBA: neither vehicle mileage nor vehicle operating costs, nor emissions in other cases, but instead amenity values that are not quantifiable.
- In other cases, where for instance mileage is affected, there is little or no information, where those cars no longer passing through the neighbourhood have gone instead. Do they now make longer detours, or have the drivers changed to sustainable modes?
- Children might report in school that they now arrive by foot rather than car, but to estimate the car mileage and emissions saved for a CBA would require reasonably comprehensive knowledge of the distance they live from school, the route driven and the size and type of cars used. To establish all this and feed that data into an emission model goes beyond reasonable expectations.

However, a number of candidates have been identified, where the measures are likely to lend themselves to a cost-effectiveness analysis (CEA), a form of economic analysis that compares the relative costs and outcomes (effects) of different courses of action. Cost-effectiveness analysis, unlike cost–benefit analysis, does not assign a monetary value to the measure impact and can be done on the basis of selecting a single relevant indicator.

A.2.6 Co-creation action evaluation

A.2.6.1 Co-creation process evaluation

The co-creation process evaluation is performed by the cities in the same way as the process evaluation for the measures, i.e. in cooperation between the Neighbourhood Evaluation Manager (NEM), the Co-creation Forum (CCF) and the Neighbourhood Mobility Lab (NML).

One key difference to the measure process evaluation is that the structure of the stages involved is different: while for the measure process evaluation the three stages are planning, implementation and operation, the structure for the co-creation process evaluation follows the structure of the SUNRISE work packages:

- co-identification and co-validation,
- co-development and co- selection,
- co-implementation,
- co-assessment and co-evaluation.

As already mentioned in section A.2.4.2, together with a thorough analysis of the measure accomplishments of SUNRISE, the evaluation shall identify and analyse the drivers and barriers that may occur during the co-creation process. The driver and barrier analysis will allow evaluating the resilience of co-creation approaches against errors and unexpected adverse events.

The NEM performs an ongoing process documentation. The first interim results of the process documentation are to be obtained by the end of month 20 and 34 for section B to D of the draft CCER in milestones M11 and M12 respectively. At the end of the project, each NEM will document the observations made, and lessons learnt, over the four years in the final version of the CCER.

In SUNRISE, the monitoring of the co-creation processes will be done from the outside as well as from the inside of the CCF and NML. For the monitoring of the co-creation process outside of the CCF and NML, interviews will be conducted on the process progress with the WP leaders after the end of the corresponding work package. For the monitoring of the co-creation process inside the CCF and NML, a survey (provided in English language by PPEM, translation by local partners possible) will be made by the end of months 19 and 42 for each of the cities. In the survey, all stakeholders involved in the core group will be asked how they perceive progress, barriers and drivers. Any discrepancies between their and the NEM's perception as well as the common findings will be discussed at the next CCF meeting. Furthermore, for each city reflection and learning interviews (month 41-43) will be conducted on the process progress, barriers and drivers with the responsible member of the SUNRISE city partners.

The reporting of the SUNRISE co-creation process evaluation is an ongoing exercise as are all SUNRISE evaluation exercises. As already mentioned, the first interim results of the co-creation process evaluation are to be obtained by the end of months 20 and 34 in the first drafts of the CCERs for milestones M11 and M12 respectively. The final co-creation process assessment, i.e. the final CCERs, will be a specific section of the Assessment and Evaluation Reports D4.2 at city level. Conclusions across all neighbourhoods will be reported in the Final Project Assessment and Evaluation Report D4.3.

A.2.6.2 Co-creation impact evaluation

Co-creation has also evolved because of the nature of the very complex challenges faced by societies, cities and neighbourhoods – challenges that require an "all hands on deck" approach from problem identification through resolution. Co-creation has the ability to increase public input and equity into policy decision-making and build consensus. Co-creation can create awareness and change people's behaviour and attitudes to politics or specific issues. For communities and citizen organizations, co-creation can offer opportunities to gain representation and be heard, exercise political rights and influence policy decisions. Additionally, co-creation can change institutions where privilege has embedded itself in societal norms, roles and organizations (Leading cities: Co-Creating Cities. Defining co-creation as a means of citizen engagement, 2014).

In SUNRISE also the impact of co-creation approach will be evaluated. The co-creation impact evaluation is focused on institutional and policy decision-making changes at neighbourhood or city level influenced by SUNRISE. Additionally, the evaluation of the impact of the co-creation actions concerns the awareness and the attitudes of people involved in the co-creation approach. The evaluation of the impact of the co-creation approach will be based on structured discussions during Neighbourhood Learning Retreats (month 26) and interviews (month 42) with the responsible member of the SUNRISE city partners.

A.2.7 Transferability

One core element for deriving project wide conclusions and recommendations is the exploitation potential of the SUNRISE approach. This will be carried out with the help of a Validation Workshop towards the end of the project.

The workshop will evaluate the co-creation approach adopted in SUNRISE, deriving conclusions and recommendations on how this approach can be embedded and mainstreamed in practice amongst cities and neighbourhoods across Europe.

The evaluation of the exploitation potential of mobility measures will consider the criteria suggested by the FP7 CIVITAS Exploitation Task Force (the innovation itself; characteristics of potential users and beneficiaries; measure cost-effectiveness and other important "proof points" such as environmental benefits; lessons learnt with regards to technical, financial, organisational issues; requirements and recommendations for upscaling/ transfer).

The PEM will be in charge of preparing the SUNRISE Validation Workshop.

A.3 Assessment and Evaluation Reports

A.3.1 Assessment and Evaluation Report at city level (D4.2)

The Assessment and Evaluation Report at city level will include

- MERS for each measure/objective
- CCER
- Surveys of CG
- Interview with the responsible member of the SUNRISE city partner

The Report may also include input from Neighbourhood Learning Retreats and other sources of information available in SUNRISE.

The MERS and the CCER will be produced by the NEM. The CG surveys are run by the PPEM with the support of the NEM. Interviews will be carried out by the PEM or the PPEM.

An initial draft of the Assessment and Evaluation Report at city level will be submitted by NEMs in M40. The draft report will be a collection of draft MERS and CCER and will be shared with take up cities for feedback. The survey of CGs and the interviews with the responsible member of the SUNRISE city partners will take place in M41-M43. The draft reports, the surveys with CGs and the interviews will provide the input for the validation workshop. A collection of the final version of the Assessment and Evaluation Report at city level will constitute D4.2 due in M48.

A.3.2 Final Project Evaluation Report (D4.3)

The Final Project Evaluation Report will draw on the Assessment and Evaluation Reports at city level, the interviews with WP leaders, the validation workshop, and any feedback received from Take-Up Cities. The report will discuss co-evaluation in SUNRISE, the key findings in terms of impacts and processes, the lessons and the recommendations for implementing co-creation at European level.

The report will be produced by the PEM in collaboration with the PPEM. The report will constitute D4.3 due in M48.

A.4 Time plan of forthcoming activities

Activity	Date	Responsible partners
Collect data for impact evaluations	M2 – M45 (Secondary data collection) M22 – M33 (Primary before data collection, see part C) M22 – M40 (Primary after data collection, see part C)	NEM, PEM support
Interviews with WP Leaders	M23 (WP1 Leader)	PPEM

	M26 (WP2 Leader) M41-44 (Other WP Leaders)	
MS10: Package of results of the baseline data collection (for each city): Initial version of the MERS reporting baseline data collection	M34	NEM, PEM support
MS12: Interim results of the process evaluation	M34	PPEM
Analyse data as soon as they become available and report the analysis in the MERS	M34 – M40	NEM, PEM support
MS40: Package of Draft Assessment and Evaluation Reports (six neighbourhoods) – collection of draft MERS and CCER	M40	NEM, PEM support
Carry out additional analysis and integrate draft reports	M40 – M43	NEM, PEM/PPEM support
Evaluation of mobility measures (impacts and process) at city level	M40 - M43	CCF and NEM
Share results of the draft reports with Take-Up Cities and collect their feedback	M44 – M46	PEM
Interviews with the responsible member of the SUNRISE city partners	M41 – M43	PPEM or PEM
Survey of CG	M41 - M42	PPEM, NEM support
Preparation of the validation workshop	M43	PEM
Validation workshop	M44	PEM

Draw conclusions at project level	M44 - M48	PEM, PPEM
D4.2: Package of Final Assessment and Evaluation Reports (six neighbourhoods)	M48	NEM, PEM, PPEM
D4.3: Final Project Assessment and Evaluation Report (across all neighbourhoods)	M48	PEM, PPEM

B. Secondary data for each neighbourhood

B.1A Lindängen (Malmö)

B.1A.1 Introduction to the neighbourhood and the city

Lindängen is home to a young and international population who faces severe socio-economic challenges. 34% of its residents are below the age of 24 compared to 29% in the whole of Malmö. Other characteristics describing Lindängen are an employment rate, per capita income and school results all below the average of the whole of Malmö. Notably, 61% of the local residents indicated that they did not feel safe in their own neighbourhood in 2011, compared to 34% in the rest of Malmö. A high crime rate and open drug dealing contributed to this public perception. A fragmented ownership of the estate has in the past presented a complex situation for municipal initiatives. Without the consent and interest of private real estate managers, public administration has little power to improve the local environment. This situation has left the local population disillusioned with municipal politics. Lindängen has attracted hardly any infrastructure investments since its establishment in the late 1970s. It was not before 2010 that new plans for apartment buildings, schools and preschools have been made.

Co-creation in Lindängen

The municipal district development program 2010-15 was the first initiative to provide a long-term planning horizon for cross-sectorial cooperation in Lindängen. It put Lindängen's population into the focal point and emphasized that any changes are made possible together with rather than for its residents. The objective to "establish a safe and attractive environment for young people as well as more job opportunities" was derived from a comprehensive dialogue process. Many of the program's ideas resulted in activities that continue beyond the program period. Allaktivitetshuset and Framtidenshus are two prominent examples of living labs which have evolved with a particular focus on improving education and employment. Allaktivitetshuset, located at Lindängen's school, provides children and parents a place after school where free time activities are organised according to its users' needs and wishes. Framtidenshus presents a collection of different public services, among them the local district administration, Swedish Red Cross and the unemployment agency with the purpose to help long-time unemployed and refugees with their step into the Swedish job market. Framtidenshus is also a first departure point for projects regarding Lindängen's further development. It connects actors and facilitates project implementation.

Lessons from the district development program will be harvested and institutionalised in 2017. The district-level administration has proposed a new model to ensure a united governance and coordination of investments to the neighbourhood. The model is called "Case Lindängen" and is supported by the European Regional Development Fund. It gathers social and physical investments in a portfolio of programs. It presents a pilot project on how to improve cross-sectorial cooperation in a specific area, expand its planning horizon and increase transparency. A total of twelve departments have already joined forces with public

and social actors with the objective to build new homes, re-design public spaces, improve day-care centres and education, develop new jobs, meaningful leisure activities, cultural meeting points and to improve public health. SUNRISE will allow Malmö to add an explicit mobility focus to it.

Upcoming physical changes:

- Detailed development plan: The implementation of the detailed development plan for Lindängen is going to set into motion in November 2017. Notably, the local centre was excluded from the detailed development plan, because the buildings and estate is still owned by a private, Danish investor. Negotiations ongoing.
- New bicycle path along the southern part of Munkhättegatan: planned for 2017/18.
- The city-wide bike-sharing system will be extended with 50 more stations radially leading to the outskirts of town. Lindängen is discussed among one of the destinations.
- Two existing bus lines (line 2 and 8) leading to Lindängen will be transformed into a Bus Rapid Transit system and electrified. The project anticipates three phases: 1) by October 2017 a new terminal design will be developed, and existing bus stations will be reconstructed in 2018, 2) 2022-24: rebuilding of the area surrounding the new station, 3) by 2028 both bus lines will be electrified.

Neighbourhood mobility problems

Lindängen is representative for the Swedish building style of the 1960s-70s. During a time when housing was scarce, the national government encouraged the construction of one million new apartments with a clear separation of transport modes. Up until now, parking is reserved in underground garages and outside the neighbourhood. Inside, bike lanes and pedestrian paths connect residential areas with its central amenities, shops and services. What from the outset sounds like an ideal environment for children to play, is not used as intended. In the absence of an adequate system to direct public and private services (e.g. deliveries, garbage trucks) heavy vehicles regularly occupy pedestrian and bicycle lanes. Moreover, many places are perceived as uninviting and unsafe. Residents do not feel represented by their local centre. Consequently, people take detours to avoid certain locations.

What is needed for residents to spend more time in the local centre and to pick up cycling again? How to foster a sense of ownership for these places' maintenance in the long run? These questions are at the heart of Lindängen's mobility challenge, where public spaces are rare and occupied by not always legitimate businesses, e.g. open drug dealing. In response to public requests, Malmö's Urban Planning Department has forwarded a proposal to redesign Lindängen's local centre. SUNRISE will inform this rebuilding process by testing different functions of public spaces together with residents, local real-estate managers and businesses. Having the neighbourhood's demographics in mind, special attention will be given to children's play, active travel modes and traffic safety. Micro-freight-terminals have a potential to relieve the neighbourhood from heavy goods traffic. Moreover, in order to develop a concept for coordinated dialogue and mobility management measures, the city will evaluate existing communication flows and improve dialogue channels (e.g. customer service) accordingly.

One of the first questions to address in the forthcoming analysis is, why do people move the way they do and what do citizens perceive to be key measures to make them travel in a more sustainable way within, from and to the neighbourhood?

B.1A.2 Sources of existing data for evaluation

Sources of data for evaluation can be classified into three main topics, these are mobility, insecurity and co-creativity:

Mobility

- MUNICIPAL TRAVEL SURVEY: Every 5th year, the Streets and parks department issues a travel survey with the objective to measure the city's modal split. Since 2013, the survey differentiates the city in 15 sub areas. The survey includes information on car-ownership, driver licence and a travel diary. 11,000 citizens received the survey via post. New for 2018 will be a complementation with a travel app that allows citizens to share their travel information via smartphone (Trivector's travelvu).

Table 1: Fosie's anticipated modal share for 2030 and its actual numbers from 2013 in brackets

Sub area				
7 Fosie	30% (49%)	35% (24%)	25% (18%)	10% (6%)

- ACCESSIBILITY INDEX: The index can function as support for decisions in planning and in weighing different investments and actions. It also allows comparisons between different areas and population groups. It can constitute support for follow-up of how accessibility in the transport system develops over time and thus be one of several indicators of how well SUMP goals are reached. The following eight criteria for sustainable accessibility are included in the index: 1) travel time by walking to 10 destinations, 2) travel time by cycling to 10 destinations, 3) travel time ration bicycle/car to 10 destinations, 4) travel time ration public transport/car to city centre, nearest commercial area/shopping mall, and nearest public transport mode, 5) distance to nearest bus stop (with good headway), 6) distance to nearest major public transport node, 7) distance to nearest car sharing facility, 8) range of travel opportunities, i.e. access to several sustainable transport modes with good accessibility (freedom of choice). According to this index, half of Malmö's 15 sub-areas have acceptable accessibility or better. 59 percent of the population live in these areas. Fosie and Lindängen are located in one area with poor accessibility.
- TRAFFIC COUNTS: The Streets and parks department also collects data from several locations every year.

Data that needs to be collected: We want to improve our means and frequency of data collection. Room for improvement exists regarding pedestrian and cycling data generation. Do other cities generate real time data, how?

Insecurity

- MALMÖ AREA SURVEY (Malmö områdesundersökning MOMS): In 2015 the city of Malmö, the police as well as Malmö University's institute of criminology jointly formulated a survey focusing on security. The survey differentiates between insecurity, fear of exposure to crime within one's own neighbourhood and actual exposure to crime. The survey was sent out to 7,855 recipients between the age of 18 and 85 and had a response rate of 40 percent. 65 percent answered that they feel safe when going out alone in the evening. 15 percent do not feel safe and 20 percent do not go out alone during the evening at all. Men feel safer (76 percent) than women (55 percent). Southern Malmö, including Lindängen, was identified to be a clear outlier with 49 percent of the population not feeling safe alone in the evening. More information can be found in Swedish under http://malmo.se/Kommun--politik/Sa-arbetar-vi-med.../Trygghetsfragor-i-Malmo/Sarskilda-utmaningar/Brotts--och-drogforebyggande-arbete/Malmo-omradesundersokning-MOMS/Resultat-av-MOMS.html

- NATIONAL POLICE ASSESSMENT ON PARTICULARLY VULNERABLE AREAS (polisens nationella lägesbild om utvecklingen i utsatta områden/ BRÅ): The report presents an in-depth study on the development of particularly vulnerable areas in Sweden as well as the sources of increasing vulnerability. Its objective is to build a foundation for the police's prioritisation of resources where they are most needed. Moreover, it aims to illustrate the situation in all clarity to other administrations. Totally, the assessment includes 61 areas, 23 of which are classified as particularly vulnerable. Lindängen as well as its surrounding areas Nydala and Hermodsdal have been listed for the first time in 2017.

- HABITABILITY INDEX: This index aims to measure the attractiveness of a certain place in town. The index includes ergonomic (use of public space for pedestrians, degree of accessibility to disabled people, a measure between the street's width and building height), psychological (diversity of activities, attractivity of activities, degree of greenery), physiological (noise level, air quality, hours of direct sun light), distance related (proximity to sustainable mean of travel, proximity to places of daily needs like grocery stores and pharmacies, proximity to public institutions like schools, administrations) and Malmö specific parameter (elements that make people want to stay longer, security). Data for Lindängen and Fosie is available in GIS.

Data that needs to be collected: The available data needs to be complemented with Lindängen specific information on places and routes that are perceived as particularly unsecure, e.g. pedestrian and cyclist tunnels, street crossings, the local centre, bicycle path through the park. What groups of society feel most exposed and are there any notable differences between different time of day or night? Qualitative information will be gathered continuously along the lines of reoccurring dialogue sessions in the neighbourhood.

Co-creativity

- NEIGHBOURHOOD SURVEY (Närområdesundersökning): The surveys objective is to assess how satisfied citizens in different parts of Malmö are with their neighbourhood. At the same time, the survey presents an assessment of how well maintenance works across

the city and a way to understand what needs to be improved in order to reach a higher degree of satisfaction. In 2016, 2,829 telephone interviews were conducted. Target group were citizens older than 16. A clear majority, 7 out of 10, responded that Malmö is an attractive city to live in. Young people and women were more positive than other groups. This position is not dependent on children or household income. Fosie is an outlier in several aspects. People living in Fosie are least satisfied with their public environment, perceive their own neighbourhood as least attractive to live in and are least positive towards the changes that their neighbourhood had undergone. Only 23 percent of respondents felt that they have a possibility to influence the design and function of public spaces in Malmö. This indicates a negative trend in comparison to 2014. Notably, the number of people that actually have made contact with the city's politicians and administration in order to highlight their point of view was constant during this period. Young people feel to a higher degree that they have a chance to change Malmö's public spaces than other groups.

- KUNDSERVICE: The Streets and parks department uses an online and telephone tool that allows citizens to report malfunctions in the city's physical environment as well as to pose questions and to make concrete proposals for improvement. Reports include everything from maintenance oriented to policy prioritisation and planning questions. The department receives approximately 37,000 reports every year. Most of them refer to a concrete place in town. Background variables controlled for are age and gender of the reporter. We know that reports are not equally distributed across age groups and neighbourhoods. 34 percent of all reporters are between 35 and 44 years old. Children and young adults below the age of 24 are underrepresented in existing statistics. This pattern does not overlap with Malmö's young population, where age groups between 25 and 32 are strongest represented. Lindängen is one of the neighbourhoods which we receive comparably few reports from: 112 in 2015 and 107 in 2016 to be exact. Topics reported concern mostly maintenance and parks. We see a huge potential in developing our use of kundservice statistics in the future. http://malmo.se/Stadsplanering--trafik/Lamna-synpunkter-pa-stadsmiljon.html

- MALMÖ INITIATIVET: Is the name for Malmö's online petition platform. It presents citizens with an online platform to formulate own proposals, discuss the ideas of others or simply follow the debate. People can support each other's suggestions and in that way show that there are more who agree with it. As soon as a suggestion reaches 100 signatures, it is sent further to the relevant political board. The political discussions in response to proposals are published online: http://malmo.se/Kommun--politik/Var-med-och-paverka/Malmoinitiativet.html

Data that needs to be collected: Since Malmö's ambition with SUNRISE is to find methods and means to strengthen external partnerships, the quality and strength of those partnerships with internal and external actors should be subject for evaluation. What resources can collectively be made available? To which degree does the collectives' realm to influence the future development of Lindängen change? What barriers stand in the way to increased co-creation and how could they be solved?

B.1B Zugló (Budapest)

B.1B.1 Introduction to the neighbourhood and the city

The capital city of Budapest has a two-tier administrative system: the Municipality of the Capital City of Budapest being responsible for the issues of city level interest, and 23 district municipalities responsible for the issues of district-level interest. The **Municipality of Zugló** is the 14th district of Budapest, and has a representative body with elected representatives.

Since the 1960s, the capital had a continuous population growth, which peaked in 1980. This dynamic growth was mostly due to migration from other areas of the country. Since the 1990s, the number of new arrivals has come down, but more and more residents of Budapest have moved out into the agglomeration area. This process resulted in 2011 in the lowest number of inhabitants in the city compared to previous years. The population decrease of the city stopped in 2011. Within those districts forming the city core, the population decline in the last decades has exceeded the average of the capital city, but the number of inhabitants around the core area (e.g. Zugló) has changed in line with the average of the capital city. The ageing of the population of Budapest has continued in the last decades. The number of children born is decreasing rapidly; at the same time, the number of elderly people is increasing in the capital city.

With the increasing suburbanisation, passenger car use has been gaining ground against public transport, mainly in the urban-suburban relation. Furthermore, the decline in the level of service of public transport between the end of the 1980s and around 2010 has effected a significant unfavourable shift in modal split. The modal split in Budapest in 2014 was as follows: 45% share of public transport, 35% share of individual car use, 18% share of pedestrian traffic and 2% share of cycling. There are typical two peak periods within the daily traffic flow in Budapest. The morning peak can be observed between 6:30 and 9:00, and it is culminating between 7:00 and 8:00, while the less pronounced peak period in the afternoon lies between 14:00 and 18:00, with a culmination between 16:00 and 17:00. Certain transit routes (e.g. Hungária ring) are overcrowded all the time, although the influence of the rush hour in the morning and afternoon is also felt here.

Törökőr is situated in Zugló. The size of the neighbourhood is 1.75km2 and it has a population of approximately 12,000 inhabitants. It has been built up with different residential areas during the 20th century.

Zugló became a district of Budapest in 1935. The first parts of the Törökőr neighbourhood were built between 1900 and 1930, when the main roads on its borders became structural elements of the City of Budapest. After WW2 industry and services were settled here creating jobs for thousands, and new housing estates were built. From 1990 major industry has moved out, while small enterprises and new services were established. New housing estates were built on brownfield areas, but industrial-commercial areas still exist. A 50,000 m2 park area (Pillangó Park) is being developed using a participative planning approach.

The population of Törökőr has been nearly unchanged since 1990 – only a slight growth of some 1-2 % can be observed. The issue of ageing population seriously afflicts the neighbourhood. During the last 10 years the population was growing slightly, with decline in younger, and increase in the number of older dwellers. The 12,045 people that were registered in Törökőr in 2015 fell into the following categories: 0-14 years: 1545, 15-24 years: 970, 25-62 years: 6586, 62+ years: 2944. Törökőr is home of the middle class with higher qualification than the average in Budapest. 5 kindergartens, 2 elementary schools, 7 technical collages and one Highschool are located in Törökőr.

Two city level main roads and two district level main roads run at the edge of the neighbourhood, causing congestion and a high level of air and noise pollution. Törökőr is divided from the inner city of Budapest by the main road Hungária ring. Along this road the volume of traffic has a significant negative effect for businesses. Some can adapt to the circumstances by for instance, changing windows, or rebuilding their facilities. Others move from the place or suffer from the pollution. The number of private cars using alternative fuels is not known for the neighbourhood, but it is assumed that the number is very low.

The area also suffers from a huge number of parking cars. 6,550 cars were registered in Törökőr in 2013, most of them are parked on public spaces; more than half of the cars are owned by enterprises. The area also serves as an "informal P+R" solution for commuters due to parking fees in neighbouring areas. Having the national sport stadium and Hungary's biggest sports court just across from the Hungária-ring also causes parking problems.

The neighbourhood has a reasonably well-developed public transport system, however, coverage is not satisfying as there are white spots in the inner area. Getting to the main public transport lines causes problem for some groups of people (handicapped, aged or those who carry babies).

Cycling is growing rapidly, the need for developing cycling infrastructure – cycling routes, bicycle parking – is evident. The public bike sharing system MOL Bubi does not reach Törökőr. Within the area of the neighbourhood pedestrians can move in safe conditions. Conditions of crossings or harmonisations of traffic lights could be developed, but the main problem is on the borders of Törökőr, where the main roads block the movement. The area is flat, ideal for walking and cycling.

B.1B.2 Sources of existing data for evaluation

Already available data is heterogeneous by source, topic, method and frequency of data collection, coverage and data availability.

The Hungarian Central Statistical Office publishes territorial data for a limited number of indicators. Annually collected indicators include Resident population, Number of dwellings, Area size, Number of students in primary and secondary education, Number of tourists, Number of guest nights, Number of passenger cars, Number of freight vehicles, Number of traffic accidents (by seriousness and causer), Number of passenger cars and freight vehicles by fuel types. In this case the most detailed territorial coverage is the city district level (i.e. Zugló).

More detailed data is available from the Population Census 2011. In this case Resident population and Number of dwellings are published for the neighbourhood level also (i.e. Törökőr). Any other indicator for any territorial unit below city district can be requested for a fee. The next census is expected to happen in 2021 (beyond the SUNRISE project's horizon). TEIR - Settlement database is partly also based on census data.

Public transport data for the city of Budapest (lines, stops, schedules, public bike sharing system, results of traffic and passenger counting) can be requested from the transport authority BKK Centre for Budapest transport. In principle the Budapest traffic model includes data about the travel habits and traffic for Budapest (or any subset of it), but

practical experience suggests that data retrieval is rather complicated and consequently limited.

The Municipality of Zugló operates its own GIS database, which includes data from its own databases (including car tax database, institutions, commercial units), as well as bicycle infrastructure, public transport and population data on the neighbourhood level or even more detailed (by block or by address).

Other continuous data sources are the National Air Quality Measurement Network (air pollution in several locations in Budapest) and the police accident database, which includes every accident reported to the police, but generally uses very outdated technology and consequently data retrieval is rather complicated and consequently limited.

Ad-hoc data occurrence includes data in different strategic plans or documents, such as Zugló integrated settlement development plan, Environmental status analysis of Budapest, 2015 (Air pollution, Noise, Energy consumption on the city – Budapest – level) and the Bicycle friendly Zugló concept (Bicycle traffic at certain locations; Accidents involving cyclists).

B.1C Area around "Neues Hulsberg Viertel" (Bremen)

B.1C.1 Introduction to the neighbourhood and the city

Bremen

The Free Hanseatic City of Bremen (or "State of Bremen") is the smallest of Germany's 16 states and is situated in the North. The state consists of the City of Bremen as well as the exclave of Bremerhaven which lies around 55 km further north, at the North Sea. The City of Bremen has around 554,000 residents and is the 11th biggest city in Bremen. Bremen is part of the Bremen/Oldenburg Metropolitan Region, with 2.4 million people.

Industries, trade and administration are backbone of the economy. However, Bremen suffered severely under the structural changes of shipbuilding, fish industry etc. Still, the level of unemployment is above German average – causing also some financial restrictions. Today Bremen has particular expertise in maritime services, logistics, aerospace engineering, wind energy and automotive. Bremen is also a key player in digitisation, Industry 4.0 and the creative industries.

Being a harbour city, Bremen is a centre of logistics activities. But nevertheless, the City has a high level of sustainable modes in the modal split of the citizens. In total, 64% of all journeys of Bremen citizens are made with sustainable modes – the bicycle is very present on Bremen's streets with a 25% share, every fourth trip is done by bicycle. Bremen is also a tram city – all public transport is overground. The tram is the backbone – being extended in the last two decades – even into neighbouring municipalities. The public transport system in Bremen is part of the regional public transport association (Verkehrsverbund) – 33 operators working jointly under one ticketing and information regime.

Bremen has recently updated its Sustainable Urban Mobility Plan (Verkehrsentwicklungsplan 2025) and won the European SUMP Award – not only for the ambition in terms of sustainable transport but as well for its innovative participation concept. Online tools were used in

addition to concepts of proactive consultations (e.g. on Saturdays in shopping centres) and with an online scenario game. With this concept, new (younger) groups got involved – and the intense involvement on the political level led to an unanimous decision in the political bodies on the Bremen SUMP (2014).

The borough "Östliche Vorstadt" and its quarter "Hulsberg"

The Bremen borough "Östliche Vorstadt" is situated close to the city centre and is densely populated, with its 29,700 inhabitants. It is an area with an extremely wide mix of social groups. Traditionally a high percentage of students and academic live in this borough. More than 40% of the residents are young to middle aged grown-ups (age 25-50 years old). Around 20% of the residents have a migration background. This is however significantly lower than in the whole of Bremen (more than 32%). In the last years house prices have increased significantly. As a consequence, the quarter faces some gentrification. In 2015, the average income of this area has been a bit over the overall city level. The borough hosts a large area for shopping, with a large number of restaurants, pubs and bars. This regularly attracts visitors to the quarter.

The "Östliche Vorstadt" is experiencing some new developments in one of its quarters, the "Hulsberg"-Quarter: On a former 10 ha large hospital area a new and spatially concentrated hospital is built, which makes room available for new housing (about 1,500 new apartments, 2,200 - 2,500 additional inhabitants) and hospital related businesses. This area is referred to as "Neues Hulsberg" (New Hulsberg).

A mobility concept for the "Neues Hulsberg" area has been recently developed. It builds on increased use of the sustainable modes. There is a strategy to promote car sharing in the entire borough to reduce car ownership and reclaim street space. The new development will have a ratio of 4 car parking spaces / 10 apartments but will have high quality bicycle parking, car sharing and services for bike sharing, freight delivery etc. as integral part of an innovative mobility concept. Street space will primarily be dedicated to pedestrians and cyclists with no car-parking except for handicapped.

The direct neighbourhood of the "Neues Hulsberg" area will be in the focus of the SUNRISE project. The street space is very limited as most of the streets are quite narrow. As a consequence, the neighbourhood already face typical challenges of overused street space (Figure 1 and 2). The key problem is the high pressure of car parking and its related consumption of street space, which creates problems for other road users. Over decades, the parking partly on sidewalks was accepted – although not being legal. The introduction of a stricter approach represents a problem as it would mean to reduce the number of cars which can be parked on public space. Due to the high pressure on parking space, car parking has become emotionally charged and an extremely sensitive theme within the neighbourhood and a political issue.

The integration of the new neighbourhood "Neues Hulsberg") will increase already existing problems: While a significant number of new residents will move to this quarter, the parking situation is becoming even more difficult at the same time. The former hospital area, traditionally used as illegal parking space by residents and visitors, will not be available for this purpose anymore. Unfortunately, conservative solutions like neighbourhood garages are not financeable and the space for building them is rarely available. The modal split of the

neighbourhood shows a preference of non-motorised modes (which are quite space efficient). But as sidewalks are partly used for parking, there are limitations for pedestrians. A further problem is related to bicycle parking – there is not enough bike parking available. As many houses have front steps towards the main entry or cellar, many bikes are not parked within private homes but on the street space in front of the house.

Figure 1 and 2: One of the main problems related to car-parking in the Bremen borough "Östliche Vorstadt" is illegal parking, which also can result in blocking fire engines

The aim of the Bremen SUNRISE activities to foster innovative sustainable mobility options so that conditions for both, citizens already living and the new inhabitants, are improved. The City of Bremen actively promotes car-sharing, to offer alternatives to car ownership. The current 17,000 users have taken more than 5,500 cars off the road. Every car sharing car replaces about 16 private cars in Bremen. It is seen as a key measure to reduce the number of cars in the area. Especially for inner city areas like Hulsberg, the promotion of car-sharing has become a crucial part of the strategy in Bremen to reclaim street space - for pedestrians, cyclists, the provision of cycle-parking, etc. Currently, only few car-sharing stations are situated in the close neighbourhood of the new Hulsberg development. This network of car-sharing stations could be further extended.

The introduction of "residential parking" could also be a solution to secure sufficient parking space for the residents. Those have to share the space with visitors of the shops, restaurants and also with visitors of the hospital. Although a parking garage for visitors of the hospital will be build, it is expected that people try to avoid the parking fee and search for free parking spots in the surrounding streets.

The residents and other stakeholders of the 'Östliche Vorstadt' have already experienced many participation processes on various themes of urban development. For the new housing area 'Hulsberg', an intense participation process has started in 2012 and will continue during the planning and implementation phase. (www.neues-hulsberg.de). In addition, there is a need for a continuation of a transparent planning process, for the area around the new development. Such process will happen in SUNRISE, in close cooperation with the local elected committees and the Development Agency GEG.

B.1C.2 Sources of existing data for evaluation

There is some data available about mobility patterns in Bremen.

- **Statistics on Modal Split**
  The modal split (Summarised for five broad areas of Bremen) has been identified für the year 2008 and 2013 by means of interviews (around 1000 interviewees) (see "Verkehrsentwicklungsplan 2025 Bremen" (Traffic development plan 2025)
- **Permanent traffic counters**
  The number of bicycles passing is continuously counted by sensors. This provides background information to assess the development of cycling in the inner city areas of Bremen. Currently, none of these stations are situated in the area in question. The information is publically available (http://vmz.bremen.de/radzaehlstationen/)
- **VBN Kundenbarometer**
  Information on customer satisfaction on public transport is regularly collected by the regional operator (by means of interviews)
  https://www.vbn.de/aktuelles/pressemitteilungen/archiv/detailseite/vbn-erreicht-gute-noten-im-oepnv-kundenbarometer.html;
  http://www.zvbn.de/bibliothek/data/VBN-Kundenbarometer-2016_Praesentation-ZVBN-kurz.pdf
- **Car-sharing statistics**
  The operator of car-sharing services provides statistical information on the number of customers in Bremen. Data is available on request on a postal code level.
- **Statistics on private and commercial cars registered**
  Statistics are available from the Federal Motor Transport Authority (Kraftfahrtbundesamt), for the Bremen, all boroughs and quarters (e.g. Hulsberg)
  http://www.statistik-bremen.de/tabellen/kleinraum/stadt_ottab/131.htm#bild15
- **Study on Car-Sharing (to be issued end of 2017)**
  Currently a study is in preparation which will provide data on the use and impact of car-sharing in Bremen. Data will be available for each postal code in Bremen.

Most of these statistics are not suitable for direct use in an evaluation process, as they do not cover specifically the geographic area in question (Hulsberg and neighbouring quarters) or data are not collected regularly. Therefore most effects of the SUNRISE project cannot be directly measured by these data sources.

To have data, which adequately describe the parking situation and the street use before and after the SUNRISE project, we will subcontract a study. The study will cover aspects like the identification of visible problems in the street space as well as the ratio of cars not used daily (which have the potential to be substituted by the use of car-sharing services) The main method applied for data collection by the subcontractor will be observation.

B.1D Southend City Centre Neighbourhood

B.1D.1 Introduction to the neighbourhood and the city

The Southend City Centre neighbourhood lies at the heart of Southend-on-Sea. It is a dynamic neighbourhood with a mixture of business, residential, demographics and environments and is in close proximity to both railway networks and public transport services. The area is also divided by two of the busy roads in the Borough which converge in the north of the neighbourhood. (Refer to map below).

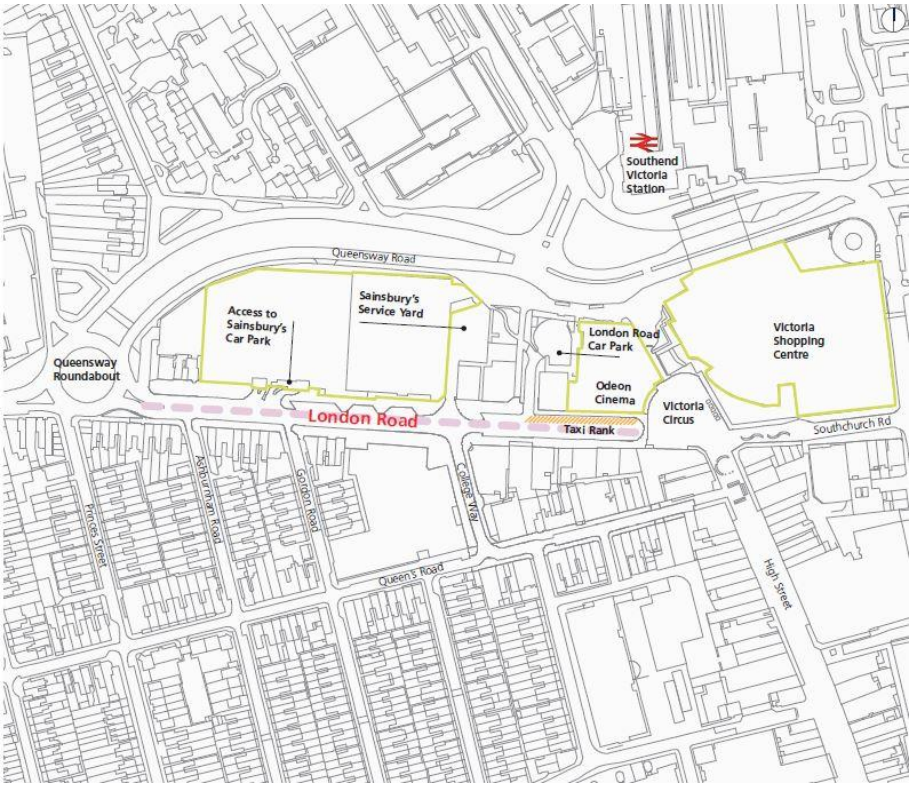
The neighbourhood covers an area of around 0.5 km^2 and has a population of around 4,700. Around 27-30% of the inhabitants in the neighbourhood are economically inactive which includes people who are retired, looking after home/family, long term sick or disabled, and students. The neighbourhood is mixed with some affluent areas and some very low-income groups. There is a higher percentage of people unemployed in this neighbourhood compared to Southend as a whole. The neighbourhood falls under three Council wards which have overall about 15% of the inhabitants over the age of 60. However, the proportion of inhabitants over the age of 50 in certain parts of this neighbourhood is as high as 36-86%.

The neighbourhood falls within one of the most deprived wards in Southend-on-Sea and there are efforts being made to regenerate the area. These societal challenges are mirrored in the quality of some of the neighbourhood's environment. The car is seen as a safer mode of transport and hence many opt not to walk or cycle.

Social networks in the neighbourhood are affected by the on-going regeneration of the neighbourhood, creating a divide between the older, less affluent, original residents, and the younger, more affluent new residents. Car often is perceived to represent affluence and is another reason that some choose the car over public transport, cycling and walking. Having said that, a recent survey revealed that walking is the main mode of travel to the City Centre. This includes people coming from different parts of Southend (not just the City Centre Neighbourhood).

If Southend City Centre is to remain and develop as a destination for visitors, residents and businesses, the streetscape and public spaces must be improved to support the overall offer. If town and city centres across Europe are to continue to have a key economic role in the future, then they have to have quality streetscapes and public realm that can encourage people to visit, dwell in and businesses to invest. Many Local Authorities have recognised this over the last few years and invested heavily in place-making projects of urban improvements as part of economic regeneration strategies.

London Road is a 24m wide road that runs through the middle of this neighbourhood. As London Road terminates at Victoria Circus, a big public space at the top of the high street, vehicular flows tend to be low in comparison to the adjacent side streets but there are significant turning movements from taxis and pick up and drop offs which increases the perception of a busy road and reduces the permeability for pedestrians. (Refer to map below).



Despite the low traffic flows the infrastructure is built to promote car use. Cyclists and pedestrians, especially the elderly and those with mobility issues perceive this as an unpleasant and dangerous route to the heart of the town centre. The lack of seating, planting and the poor quality of public realm fail to create a welcoming environment for pedestrians and cyclists.

SUNRISE in Southend aims to find creative solutions to the severance problems resulting from the roads. We will test co-developed solutions for the reduction of the roads' barrier effect. The results will form the basis for new design solutions to be implemented as permanent changes by the end of the project.

B.1D.2 Sources of existing data for evaluation

We will be using a combination of primary and secondary data for evaluation of the SUNRISE project.

The following data is available for pre-monitoring (current scenario analysis) and can be extracted from local or national sources:

1/ Air quality (C02/NOx)

The Air Quality Action Plan has been produced by Southend-on-Sea Borough Council and constitutes our first Air Quality Plan (AQAP). It is designed primarily to address the air quality problems associated directly with the Air Quality Management Area (AQMA) declared along a stretch of the A127, Prince Avenue, Southend in November 2016. Its secondary purpose is to address air quality issues through a wider, cross Borough approach by so-called 'softer' indirect actions.

In order to effectively discharge duties under the Local Air Quality Management regime Southend-on-Sea Borough Council is required to report on air quality throughout the Borough. This function is undertaken by Regulatory Services. They will continue to ensure that air quality is monitored after the implementation of the AQAP. The team will report regularly on progress, both through the local air quality management reporting schedule to DEFRA and via the Borough Councils Environmental Scrutiny Panel.

Action planning is an essential part of the local air quality management process, providing a practical opportunity for improving air in areas where review and assessment has shown that national measures will be insufficient to meet one or more of the air quality objectives.

- Quantification of the source of contribution to the pollution burden for example by vehicle categories. This allows action plan measures to be targeted more effectively.
- Evidence that available options have been considered on the grounds of cost, feasibility and potential scale of impact.
- Quantification of expected improvement in air quality.
- Confirmation of how the Council will use/discharge its powers and also work in partnership with other stakeholders in pursuit of the relevant air quality objective.
- Clear timescales within which the authority and other stakeholders propose to implement the various measures contained in the plan.
- Quantification of expected impacts of the proposed measures, and where possible, an indication as to whether these will be sufficient to demonstrate compliance with the compliance with the objectives.

The vision of Southend-on-Sea Borough Council is to 'create a better Southend' this principle will be reflected in our work and provide a clear focus for actions we take. Our actions will be reflected in our work and provide a clear focus for actions we take. This is all about people and place, fostering a sense of community belonging and self-sufficiency where communities can solve problems locally with our support. We want to encourage and support local communities to get involved and work with us to strengthen their ability to deal with local challenges. We will work closely with Town and Parish Councils, voluntary groups, local people and other sector organisations to establish community needs and to help those needs in the most effective way.

2/ Accident numbers from Police Records

Statistics on road safety in Great Britain are mostly based on accidents reported to the police via the Stats19 system. This system allows police forces to report all personal-injury accidents to the department. It does not collect any information about damage-only accidents. Comparisons with death registration statistics show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a

considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than are reported.

The department produces an annual 'best estimate' of the total number of road casualties in Great Britain each year, including those not reported to police. This is derived primarily from National Travel Survey (NTS) data. The latest such estimates, along with a description of how the have been derived and their limitations, are set out in an annual article published in the 'Reported road casualties Great Britain: annual report'.

The Stats19 data are therefore not a complete record of all injury accidents and this should be borne in mind when using and analysing the data. However, they remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

The following data is available for pre-monitoring (current scenario analysis) and was collected for previous/different projects:

- Truck / van delivery times that show current scenario of urban freight delivery.

London Road has a variety of kerbside uses, of which loading is critical due to the needs of the active shop fronts in the area.

There are two loading zones on this section of London Road and there is great demand for loading, with an average of 12 arrivals per hour across the site from 07:00-19:00. Loading activity was observed to last on average 14 minutes per vehicle on weekdays but can reach up to 40 minutes on average at midday.

The proximity of the loading bay to the taxi rank means there is some parking and pick up/drop off activity in the loading bay. There is also significant amounts of parking time in this area. There is also some overspill of loading activity with 65% of servicing arrivals using parking and other spaces to load or unload.

- Kerbside parking- times, number etc. that shows the current parking scenario.

Pick up and drop off activity represents an important share of vehicle arrivals at the eastern end of London Road, however these uses comprise a relatively low proportion of kerbside occupancy time as they are usually short stay.

On a typical Saturday there is an average of 60 vehicles per hour dropping off or picking up passengers in the study area, with a peak activity of 100 vehicles. Whilst the volume of vehicles arriving and departing the site represents a significant share of all vehicular activity, it is only 8% of the time spent kerbside, with an average of 2.5 minutes per vehicle, the lowest proportion of all possible reasons for stopping.

Typical Wednesday activity is 40% lower than that of Saturday. There is an average of 35 vehicles per hour dropping off or picking up passengers in the study area, with a peak activity of 50 vehicle arrivals in the late afternoon. Average stopping time while higher than weekends is under 3 minutes.

Access for taxis is crucial in this area as the High Street is a major destination. Activity is most prevalent at the eastern end of London Road, where pick up/drop off activity often overflows out of the assigned taxi rank and onto adjacent kerb zones.

- Pedestrian activity/use of public space report made through direct observations.

The gathering and analysis of the baseline information is key to understanding the existing situation and is required to ensure that a robust analysis can be undertaken to inform the objectives, option identification and assessment process of the proposals.

Pedestrian flow data was collected at 16 locations to understand movement flows and distribution in the area.

The pedestrian surveys were carried out from video footage on Tuesday and on Saturday. Data was collected from 10:00 to 18:00 for all locations. To investigate the impact of evening activities in the areas, data was collected from 10:00 to 22:00. All counts recorded the direction of movement at 15 minute intervals throughout the survey hours.

- Taxi rank movements

Southend appointed CTS Traffic and Transportation on 29th May 2015 to undertake a demand survey 2015. The review was carried out between July and November 2015, with pedestrian survey work undertaken in July 2015. Licensed vehicle drivers were consulted by a letter sent out during July 2015 with other stakeholder consultation between July and November.

In order to meet the Councils objectives, the following methodology was adopted.

  - Review of relevant policies, standards etc. to understand the authority's aspirations for meeting travel needs and social inclusion and provide context to determining overall demand for travel and how this should be met.
  - Extensive rank observations and audits of all ranks in the Authority, including monitoring passengers waiting time, any legal plying for hire, use of Hackney Carriages by wheelchair users and rank audits.
  - On street interviews of 299 representative people on street to obtain information about their understanding of the sector, their last taxi journey, the overall levels of taxi use, about quality and barriers to use.
  - Consultation including consultation with all relevant stakeholders – the local authorities, police, trade associations, all drivers, mobility impaired, specific user groups, businesses, and other major generators of taxi trips.

In essence the methodology used follows similar principles to all surveys undertaken by CTS together with all developments of methodology more recently applied to our surveys, particularly including guidance from both the 2004 DfT letter and their 2010 Best Practice Guidance, and including the latest knowledge arising from the Law Commission Review and the current status of the Equality Act.

300 hours of rank operation were observed at ten main active ranks in the area. There are four ranks taking 80% of estimated weekly rank demand. London Road takes a third of trade. Overall demand on the hackney carriage observed side is 9% lower than 2009 but higher than that observed in the 2012 survey. This demonstrates there remains an impact of the

recession in the area, but some signs of recovery. The fall in private hire vehicle numbers support this conclusion.

- Traffic surveys

As London Road terminates at Victoria Circus, vehicular flows are low close to Victoria Circus and higher towards the Queesway Roundabout.

Within the study area, the location closest to the roundabout is the primary access to London Road. During the weekend, the observed inflow is 334 vph representing 63.5% compared to College Way (21%) Gordon Road (3%) and Asburnham Road (12.5%) it is also the location with the highest outflows of 389vph (75%) compared to College Way (25%) the second busiest location.

Similar to the weekend vehicular flows at the weekend are lowest towards Victoria Circu and highest at Queensway roundabout where the observed inflows is 403 vehicles 68%) with outflows of 449vph (76%)

Sainsbury's car park is the busiest attraction on this link for those entering London Road from Queensway roundabout approximately 41% of all cars access Sainsbury's car park on weekday and 43% at the weekend.

- Three dimensional existing visualisation

This model allows the concepts and measures produced during the co-creation process to be visualised to enable both the creator and other parties to understand the effect on the space and will be a valuable tool during consultations.

The following data needs to be collected for pre-monitoring (current scenario analysis):

- Noise levels through direct measurement using a decibel (dB) meter.
- Road Safety Audit
- Accident risk established through observation of passenger movements.
- Cycle counts to determine current level of cycling.
- Face-to-face and online surveys with users to establish current perception of the quality of public space, user satisfaction with the usability of the space, perception of safety and personal security, accessibility etc.

The following data needs to be collected at the end of the project for post-monitoring (current scenario analysis):

- Air quality (C02/NOx) emissions through direct measurement
- Road Safety Audit
- Accident risk established through observation of passenger movements.
- Truck/van delivery times.
- Kerbside parking- times, number etc.
- Pedestrian activity/use of public space report made through direct observations.
- Taxi rank movements
- Face-to-face and online surveys with users to establish change in perception of the quality of public space, user satisfaction with the usability of the space, perception of safety and personal security, accessibility etc.

- All real costs involved in the development and implementation of the measure (staff, equipment, subcontracting), both: costs covered by the project and those not eligible

Additional data is likely to be required that will emerge from engagement with the stakeholders and the planning of the actual measures.

B.1E Baka (Jerusalem)

B.1E.1 Introduction to the neighbourhood and the city

Social Context

The population of Baka is varied – religious and non-religious; economically well to do and economically more marginal; native born and new immigrants; a European cultural orientation and a Middle Eastern cultural orientation. Despite the different cultural orientations of the population, the community has a pluralistic ideology which fosters a shared sense of community identity.

As has been raised in many forums, one of the major challenges in the implementation of programs for sustainable transportation is the cultural-social dynamic, which expressed in high percentage of cars ownership and low satisfaction from public transportation. Thus it is important to emphasise that the population in Baka has a high level of environmental awareness.

Civil society activities, such as forums of urban planning, sustainability and ageing, are diverse and reflect the multi-cultural make-up of the population. However there is a common theme of commitment to sustainability that cuts across these different groups.

Political structure and culture:

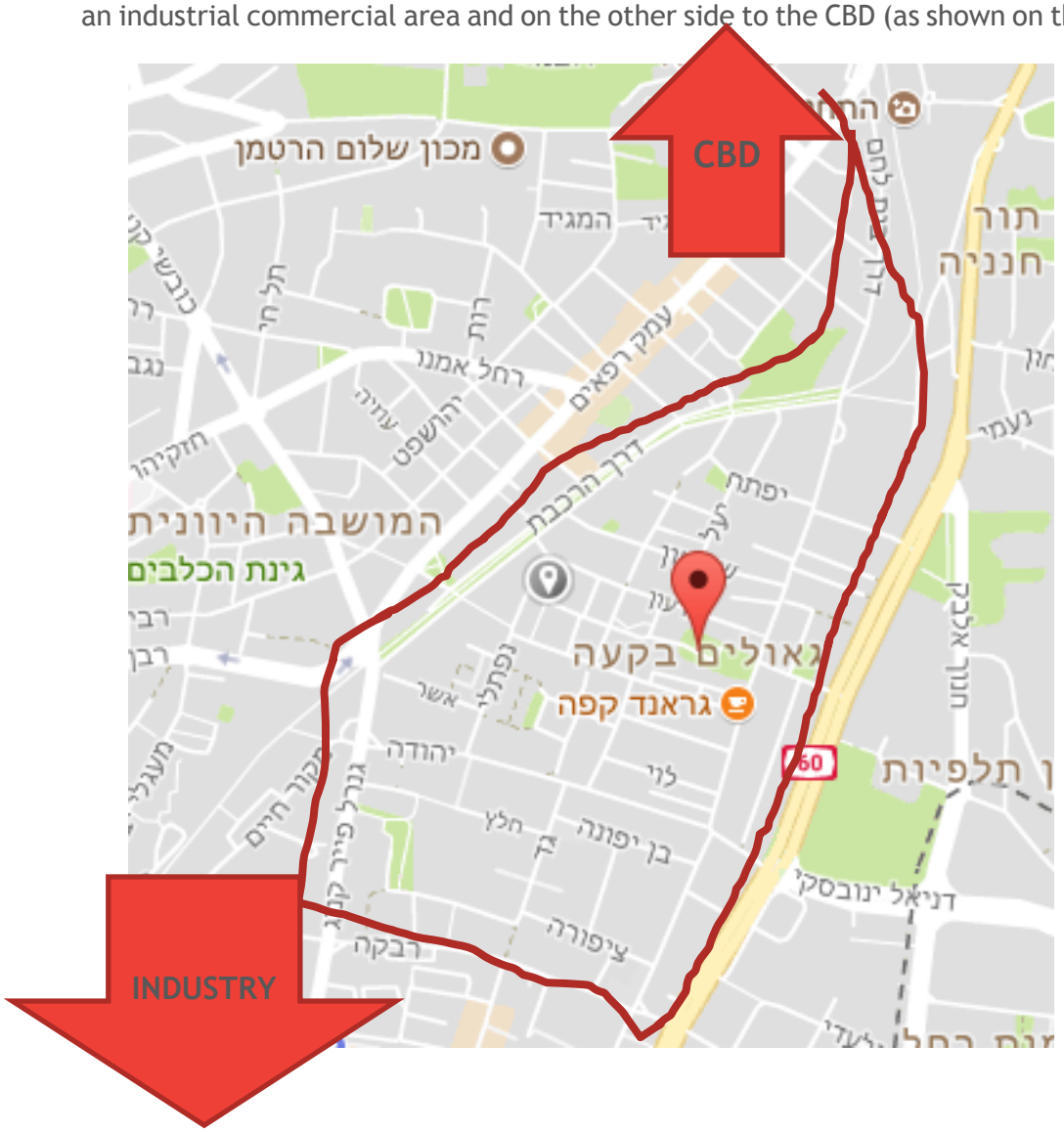
Baka is a well-organised community which enables the development of new models for active engagement and community partnership in implementing sustainable transportation innovations at the local level.

The community activity is organised under the "Bak'a neighbourhood community council" which function as "mini municipality", including services, cultural activities, local communal committees that handle operational and strategic matters at the local level, leads the interaction between the municipality and the community at the political level and at the professional level. This has included the preparation of the neighbourhood master plan with active community involvement. As in many cities there is also the tension between neighbourhood priorities and city wide priorities which at times leads to scepticism and lack of trust. The community centre "Bak'a neighbourhood community council" role is to bridge between the municipality and the community interests. The council is led by elected management which include resident, municipal and political representatives.

Mobility situation/culture

The agricultural history of the neighbourhood has left its imprint of narrow dead-end streets that make travel by road cumbersome. Congestion is a major issue for travel within the neighbourhood and through the neighbourhood. Parts of the infrastructure to enable

creating a walkable and cyclable district are already in place. Specifically, an old rail line into the city, which was previously an obstacle to local transportation, has been transformed into a "Rail Line Park" and pedestrian/cycle way linking the neighbourhood on one side to an industrial commercial area and on the other side to the CBD (as shown on the map below).



The policy of Jerusalem and Israel in general is to ensure accessibility to all forms of public transportation. In the Baka neighbourhood this has been implemented in most of the bus stops (designed to meet the needs of the visually impaired and wheelchair users) and will be incorporated into the light rail transportation system. Yet at this point close to 60% of the population travels to work by car and about 30% use public transportation with only 4% walking or cycling.

Also in some areas sidewalks and other obstacles have not been adapted to people with disabilities and not all locations have adequate access to public transportation.

The vision of this community as it recently evolved as part of the neighbourhood master plan, with hundreds of residents participating, states:

The Baka Neighbourhood is part of the "weave" of neighbourhoods that make up the city of Jerusalem. The neighbourhood has developed over 120 years and wisely sustained its

unique heritage. The neighbourhood is to remain Green with well-developed open public space accessible to all: children, adults, disabled and senior citizens. Streets are to be pleasant and safe, accommodating pedestrians, cyclists, and motorists. The neighbourhood is to develop, linking the past with the future, in keeping with three underlying principles: community, historic preservation, and "green" innovation.

B.1E.2 Sources of existing data for evaluation

Description of the data already available at neighbourhood/city level

Secondary data collection includes:

1. Air quality monitoring stations for the city.

2. A dedicated survey in the neighbourhood that examines the programme directly.

3. Number of passengers by observation (counting), journey properties by face-to-face survey for the city.

4. Household survey via interviews.

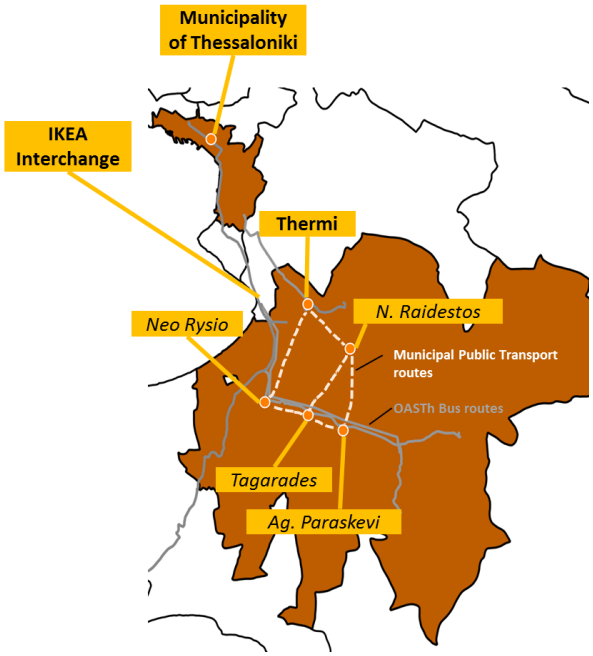
5. Observation + face-to-face survey concerning parking issues in Baka.

6. Tourist transportation surveys via face-to-face surveys.

B.1F Neo Rysio, Thermi, Thessaloniki

B.1F.1 Introduction to the neighbourhood and the city

The neighbourhood of Neo Rysio is located in the Municipality of Thermi, about 20 kms from the city centre of the Municipality of Thessaloniki. With a population of 2,952 inhabitants (2011 Census), Neo Rysio consists primarily of residential areas with local commercial activity and it has strong functional relationship with the urban core of the municipality of Thermi, as well as the centre of Thessaloniki, in terms of administrative, economic, health, educational, and other lifestyle-related activities. The 15,000 km2 area has undergone a noteworthy population increase of 65%, during the decade 2001-2011, which is indicative of the dynamics and the people-focused potential of this neighbourhood. It should be noted though that around 57% of the population is economically non-active, and that unemployment in Neo Rysio is a bit higher than 14%. Additionally, according to the latest Census, around 25% of the population is less than 20 years old, while the respective share of the elderly (>60 years old) is around 20%. Emphasis should be given to new residents that are developing new mobility habits and therefore are more receptive to new sustainable travel choices. Finally, in Neo Rysio there is a high degree of sense of belonging and cultural linkage that dates back to the historical roots of Neo Rysio as a refuge of relocated Greek populations during the 1920s.



Main challenges

The main challenges for the future are related to its suburban character, thus mobility is an issue of utmost relevance and importance. Indeed, the area is included in the Strategic SUMP for the metropolitan Thessaloniki, while the operational local SUMP for the Municipality was concluded in 2016. Public transport coverage, parking issues and other cases of misuse of public space, as well as the deterioration of these problems in light of the projected increase in urban development in the area. It is considered that the planned activities within the SUNRISE project will contribute to the future-shaping task of understanding local needs, by implementing innovative and participatory methods to incentivise modal share shift in favour of public and non-motorized transport, as well as improve accessibility to crucial infrastructures.

B.1F.2 Sources of existing data for evaluation

Description of the data already available at neighbourhood/city level

There are a number of sources that data can be derived from:

1. Neo Rysio Traffic Study

The Traffic study took place in 2004 and, within this framework, data was collected on an ad hoc basis on traffic volumes (peak, off peak), traffic variance, traffic synthesis, through traffic, on-street and off-street parking accumulation for private cars, heavy vehicles and two-wheelers, and operational characteristics of bus transport in the area under study. Thus, a base scenario exists and further counts and relevant studies can be performed in due time.

2. Municipality of Thermi SUMP

The SUMP was concluded in 2016 and it entails a number of indicators that will constitute the backbone of the SUMP's monitoring and evaluation. More precisely, such indicators are % of main streets with sufficient characteristics for pedestrian facilities, length of streets with traffic calming measures, number of road accidents with vulnerable users involved, length of bicycle lanes, bicycles parking space, use of environmentally friendly material for the construction of bicycle lanes, bike&ride facilities, public transport coverage (existing and expansion areas), public transport frequency, bus and bus stop accessibility of people with reduced mobility, intra-municipal connections by public transport, park & ride facilities, travel time by public transport compared to private car, road safety in school zones, number of traffic accidents, trunk roads crossing conurbations, organized public spaces, CO2 emission reduction, awareness and information campaigns.

C. Evaluation plan per measure

C.1A Lindängen (Malmö)

C.1A.1 Improved facilities to increase secure bike parking and bike use

Description of the measure

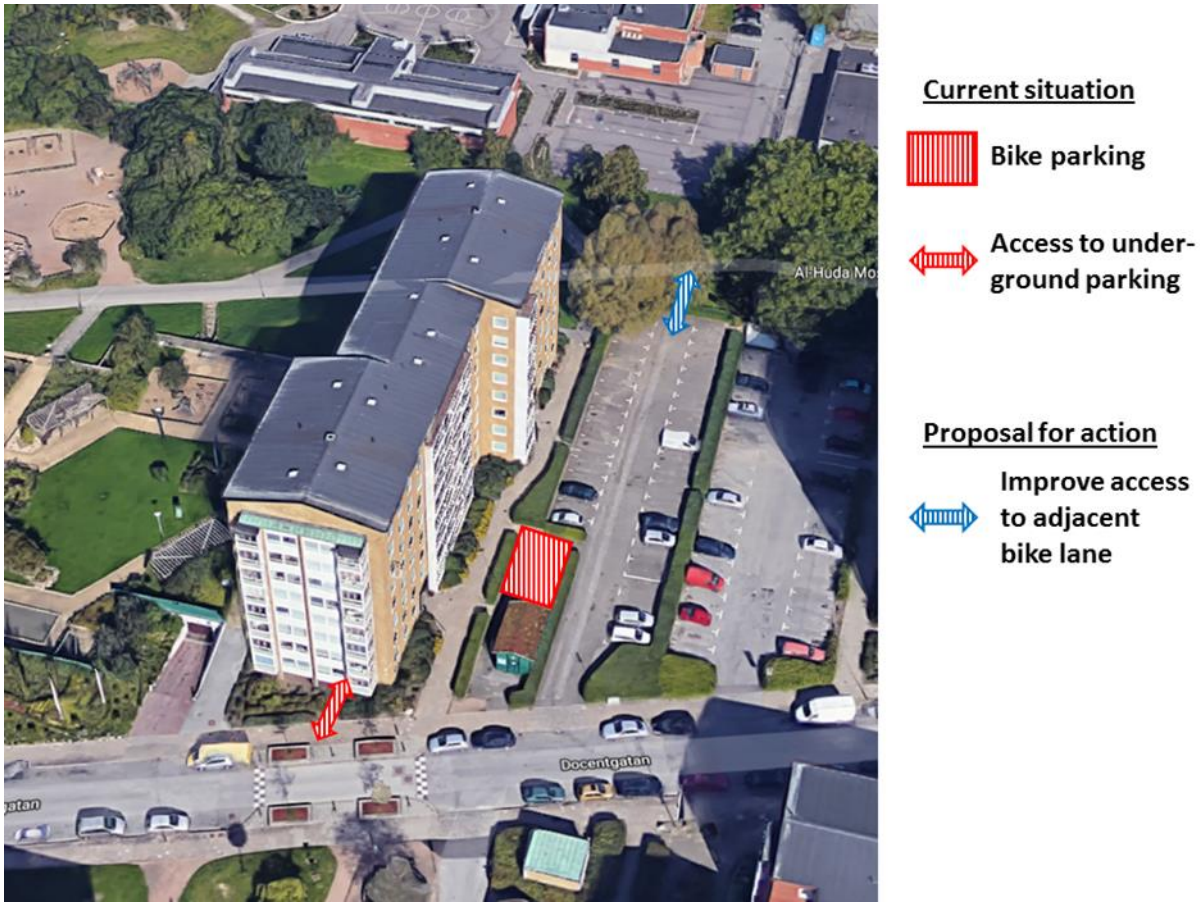
This measure consists of a cluster of a number of bike related measures to increase bike use by residents in an apartment block and the neighbourhood area nearby. The measures are about improving bike facilities on both private land and urban space and to promote biking in different ways.

A- The private apartment block is located in Hermodsdal and has 80 apartments. At present there are 40 bike parking spots outdoors close to the entrances. It's a parking solution with so-called "front wheel stand" but it's quite tight of space between every spot so more or less only every other spot is used. In the basement of the property, there's also possible to park the bike. Via a short ramp down to the basement and through a door that is opened by hand, you enter several smaller rooms that can be used for parking. The total surface area can be considered to be quite good, but the division with small rooms and heavy doors with high thresholds makes it difficult to smoothly get in and out with a bicycle. There is also a limited number of places with the possibility to park inside a "cage". Several residents report they're not aware of the parking facilities in the basement.

The residents also desire to increase the number of outdoor parking spots.

Together with the property owner the SUNRISE-team will come up with a few suggestions for measures outdoors. We want to increase theft related security, increase the number of spots and improve the access to parking lot area.

For this objective there is a risk of legal problems associated with the municipality financing test measures on private land.



B- In conjunction with the physical measures for safe and attractive bike parking at the apartment block, we want to make some Mobility management actions. It's about informing the dwellers about the investment in better bike parking but also encouraging and facilitating cycling, for example by offering bicycle schools, bicycle pool service, trial-on-opportunities and an invitation to the Bike Day event. The combination of physical and promotional measures is expected to yield a greater outcome with more people cycling and/or boosting the cultural status of cycling.

The information and Mobility management measures take place a short period before the implementation of new and safe bike parking solutions, and then runs throughout the test period.

We will also arrange one or more events outside the apartment block. The SUNRISE-team from the City of Malmö together with personnel from property owner Stena Fastigheter we meet up with the dwellers for a face-to-face talk under a couple of hours on an afternoon.

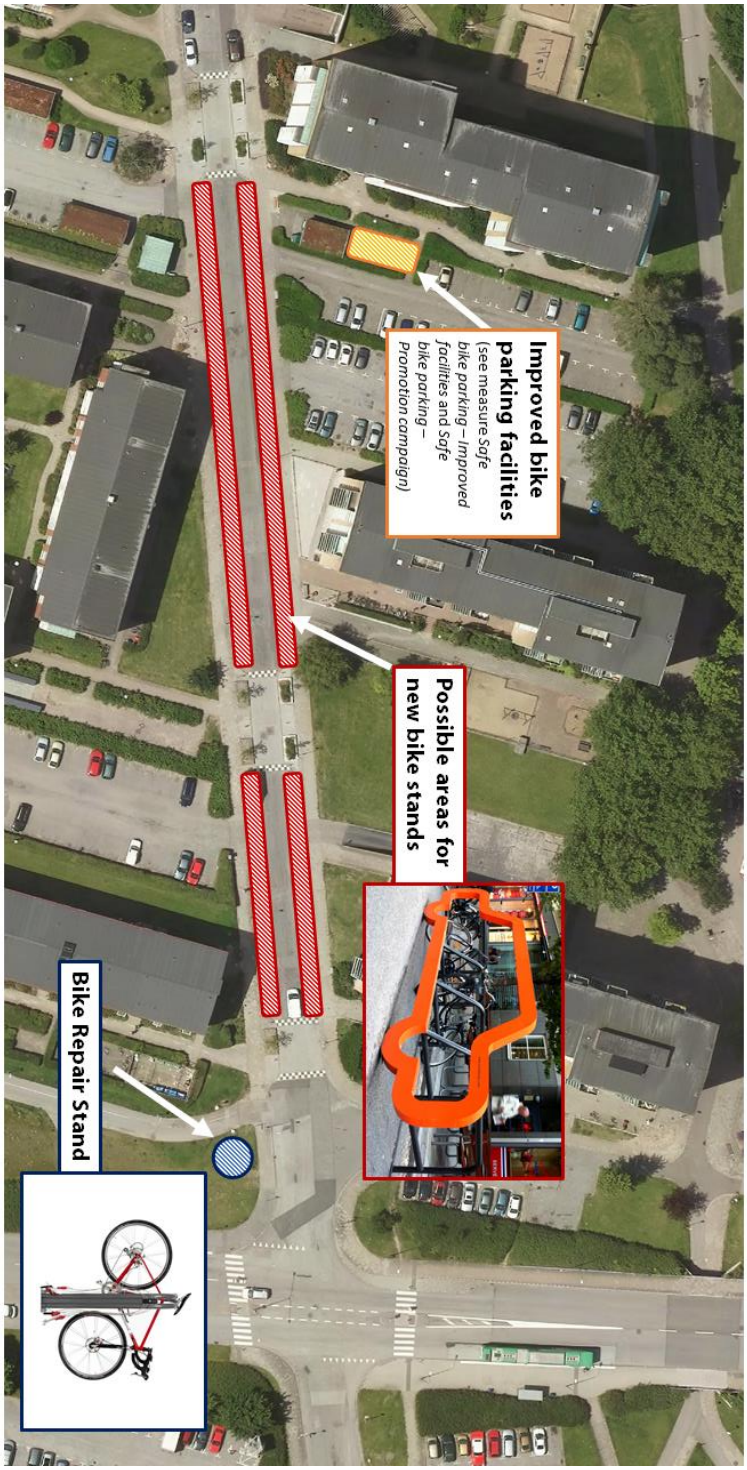
We strive for combining the mobility management actions with the physical measures but there is a risk that the physical measures are not implemented in time.

C- To increase bicycle use and boost the status of biking in a wider area around the apartment block, we want to install a couple of bike facilities in the urban space.

These measures will enhance the intervention we do together with property owner, Stena Fastigheter AB.

We want to put bike stands at car parking lots on the street to increase the number of bike parking spots but also to communicate a higher priority for bikes. This will be a temporary test measure that if the evaluation show high usage will be eligible to be made permanent after SUNRISE. We also want to install a permanent self-service station close to a bike lane. This repair station with tools and air pump will provide cyclists with the possibility to use equipment to make adjustments and repairs on the go free of charge.

The aim is to get the measures financed by the City of Malmö. These funds are currently not guaranteed.



Stakeholders and beneficiaries

The dwellers of the apartment block are the main beneficiaries of the measure for improved bike facilities and promotion campaign.

The measure and the evaluation will also inspire and support the property owner on how to improve residential bike parking facilities. The lessons learned will give a good basis for decisions concerning making similar investments in other of their properties in the future.

All information to the residents is made by the SUNRISE-team at the City of Malmö together with Stena Fastigheter who owns and manage the apartment block.

The Bicycle School is an established operation led by the non-profit organisation Cykelfrämjandet together with the City of Malmö.

Bicycle pool and trial-on-offer are services that need to be procured.

The residents and visitors along the street are the beneficiaries for the objective with new parking spots in urban space. The beneficiaries of the Bike repair station will also include commuters and others passing by.

Impacts and indicators

Our attempts to reach people through ordinary surveys and questionnaires have not worked in this area. The property owner, Stena Fastigheter also confirm that knocking doors is not a preferred method for this kind of evaluation. Actors in the neighbourhood have also confirmed that the best way of getting in contact with people is to meet face to face and to build on already existing trust or use incitements to create interest. By using mixed methods suited for the neighbourhood and it residents we are more likely to get representative data.

For collecting the qualitative data, we arrange an afternoon event outside the apartment block to get in touch with resident passing by. To attract people we hand out giveaways, opportunity to try on e-bike, inform about bicycle school etc. We use a semi-structured interview method and the aim is 30 respondents (80 household in the apartment block). We plan for a backup event if the number of respondents isn't satisfied. This will be done both before and after the SUNRISE-measure.

For quantitative data collection we do manual count of the usage of bike stands outside of the apartment building. The count of used slots will be done for two days, preferably during two weekdays (not directly follow weekdays) and before and after commute time/rush hour. The count will take place during spring and in similar weather conditions. This will be done both before and after the SUNRISE-measures (A) and after SUNRISE-measures (C).

We will also try to see how many of the blocks residents that, due to our events, take part in local activities concerning sustainable mobility, like bike-school and other initiatives. This will be done during the time of SUNRISE, if possible due to GDPR.

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	Transport	Increase quality of service and security	Usability and perception of bike stands facilitating safe parking of bikes (A).	Before and after Semi-structured interviews

2	Transport	Improved accessibility to/from the bike park	Perception of accessibility (A)	Before and after Semi-structured interviews
3	Transport	Increased awareness of new mobility offers	Levels of awareness (B)	Before and after Semi-structured interviews
4	Transport	Increased used of parking slots	Number of parking slots used at different time of the day (A, C)	Before and after Counts (A) After only counts (C)
5	Transport	Increased acceptance of sustainable mobility modes	Number of dwellers utilizing the mobility management offers	Participation records/document ation

Timetable

What	**How**	**When (month, year)**
Preparation of the measure	A- Proposals for action will be developed together with the property owner B- Together with the property owner, information to the dwellers and measure proposal is produced. Procurements if needed. C- The City of Malmö owns bike stands to be tested in public space (on the street). For the Service station we have to do a procurement.	A- April-June 2019 B- March-June 2019 C- January-February 2020
Data collection of existing situation	A-B Interviews with dwellers. A - Counts of used slots.	A-B May 2019 A- June2019

Implementation of the measure	A- Procurement and design/planning B- Dispatch of promotional materials and offers to the dwellers C- Implement bike stands and service station.	A- June 2019 B- June 2019 C- March 2020
Operation of the measure	A- Test measures are in place. Information to residents is sent out in advance. B- Mobility management measures. C- Test measures are in place.	A- June 2019-August 2020 B- August 2019-August 2020 C- March 2020-August 2020
Data collection on situation after the measures	A-B Interviews with dwellers. A- C Counts of used slots.	A-B May 2020 A-C May 2020

Resources

The SUNRISE-team at the City of Malmö will together with the personnel from property owner Stena Fastigheter meet up with the dwellers for a face-to-face interview under a couple of hours on an afternoon.

The site inventory of existing bike spots will be provided by the city of Malmö.

We estimate that all costs for evaluations related to measures for improved bike facilities and promotion to 45 hours and 1000 Euros. This include measures for:

- *Safe bike parking - Improved facilities*
- *Safe bike parking - Improved bike facilities in urban space*
- *Safe bike parking - Promotion campaign*

It does not, however, include costs associated with involving the SUNRISE technical support partner.

Interdependencies between measures

All bike related measures we do at the apartment block and nearby will be seen as a package of interventions to increase the use of bike in the area and to boost the cultural status of biking.

C.1A.2 Activating urban space

Description of the measure

Residents report that they do not feel comfortable using bicycle lanes and walking paths in the neighbourhood. Bicycle lanes and walking paths often go through park settings with vast and empty green areas. These are also separated from buildings and busier streets. Due to the issue of low perceived personal safety in the park residents avoid using it altogether, making it even emptier. Suggestions were put forward to stimulate more activity and make stuff happen to increase the use of the park, making it livelier and therefore creating a safer park to bike and walk in.

This will be done through 3 areas of action:

1) **Physical activity**

In the participation process citizens suggested that the park could be used for more work-out and sport related activities. The SUNRISE-team and local actors will, through different events, boost activity and usage and showcase the opportunities for exercise in the urban space and potential to work-out in the park. This will be done by bringing residents and stakeholders together to match offers and users, and to create new networks and opportunities.

A. During the project of SUNRISE the city of Malmö and the SUNRISE-team have been involved in identifying and designing a running-track (see figure 1) through the neighbourhood with feedback and validation from residents. The running-track will be opened in spring 2019 and we will kick start the use of it through an opening event. This event will be co-created with local stakeholders in Lindängen. This event will take place in the park between Nydala, Hermodsdal and Lindängen (see figure 2) and the park will host different activities throughout the day.
B. The opening event will also be an opportunity to gather a network of fitness or sport focused local non-profit organisations around the potential of activating the park through physical activity on a more regular and continuous basis. The objective is to initiate a network with actors who are inspired to activating the park and the running track after the opening event. The SUNRISE-team will be a part of this network. There is a risk that we do not manage to create this network of local non-profit organisations.

Figure 1


Löftesgatan
Sjöviksparken
Helenetorpsgången
Helenetorpsgatan
Granviksgatan
Fjällvik
Eldvik
Humanistgatan
Nydalastigen
Almstigen
Kollegiegatan
Björkhagegatan
Lindhagegatan
Ekhagegatan
Pilhagegången
Granvikstigen
Blomviksgången
Novisgatan
Professorsgatan
Berguvsgatan
Tornfalksgatan
Berguvsstigen
Hermodsdalsgången
Censorsgatan
Eriksfältsgatan
Gymnasistgången
Gymnasistgatan
Elevgången
Laboratorgången
Lohengringången
Ormvraksgatan
Ormvraksstigen
Docentgatan
Docentgången
Ringvägsstigen
Kungsomsstigen
Inre Ringvägen
Söderkullatrafikplats
Almlundastigen
Kvartettgatan
Balladgatan
Koralstigen
Koralgatan
Lindängsvägen
Munkhättegatan
Högaholmsstigen
Värsångsgången
Kantatstigen
Kantatgatan
Fosie stationsstig
Agnesfridsvägen
Sångstigen
Lindängsstigen
Almviksgången
Tenorstigen
Axel Danielssons väg
Mötetten
Valsgången
Arrievägen
Gånglatsvägen
Kastanjegårdsstigen
Malmö stad
Skala 1:5000
Datum 28-02-2019
0
150 m
300 m

Figure 2

2) Place making

A. The SUNRISE-team will together with youths from the community centre go for walks and map the park and the unsafe spots in it. Participating in this walk are our colleagues at a different department working with lighting and maintenance. By marking out vegetation, e.g. too tall bushes and trees and places where the light is not working well we will get a clearer picture of where people feel unsafe and have a list of measures to work on and questions can be answered directly by the responsible persons.

   This measure will both boost the feeling of participation and action and making sure that the people we involved in WP2 can have a transparent look in to the processes of the municipality. Processes that often take time and it might be unclear why.

B. Today the park facilitates different functions and activities (see figure 3 below) but citizens still report that the park is not well used. What activities and functions would create a larger use of the space? By working with different placemaking measures we want to test, explore and co-create a park with activities and functions that are relevant for citizens to create the conditions for a well-used park and a place perceived as safe to bike and walk in.

   There is, however, a risk that facilitating a prototyping test like this might not be possible through restrictions in the municipality.

   Another risk is the lack of interest in the co-implementation process. People say that they are interested in participating today but we can´t be sure that they will commit to a longer process. We will try to minimize this risk by collaborating with established actors in the neighbourhood.

   The purpose of the test measures and prototypes is that if the evaluation show that these work well they will become permanent. However, there is a risk of the permanent measures not being prioritised by the politicians. By stressing the importance of this action in the neighbourhood, the SUNRISE-team hope that we will be able to at least to secure funding for some of the prototypes to be turned permanent.

Figure 3

3) Cultural events

The City of Malmö are already involved in creating cultural activities all around the city and we want to tap in to that. By supporting and creating cultural activities in the public space the SUNRISE-team will create more activity in Lindängen and Hermodsdal together with residents. To boost awareness and status we want to infuse sustainable mobility into these cultural settings. This will be done, both by being present at local events and festivals and by arranging SUNRISE events or campaigns. These events will also be used as a way of creating a dialogue between citizens and the municipality. This will be done through:

A. Ongoing local small events – SUNRISE will be participating in already planned local events to infuse and boost awareness and status of sustainable mobility, for example during "Sommarfest" in June 2019 or other local events during 2019 and 2020. Collaborations with residents will be a big part of this.

B. Other events planned by the City of Malmö – SUNRISE-team will create internal awareness of the different venues in Lindängen and Hermodsdal which can be used when planning for bigger events in Malmö. And by participating in these events, SUNRISE will infuse and boost awareness and status of sustainable mobility.

   One example of this could be "Bike Day" in 2020 – this is an event with focus on sustainable mobility and biking. The day will include auction of bikes, station to get your bike fixed and other activities. We will try to place this event in Hermodsdal in 2020 to promote sustainable mobility in the area. There is a risk that no larger events will be possible to place in the area. If this is the case we will try to focus on smaller local events during the time of SUNRISE (as described in A.).

   Another risk is a lack of interest in the co-implementation process. People say that they are interested in participating today but we can´t be sure that they will commit to a longer process. We will try to minimize this risk by collaborating with established actors in the neighbourhood.

Stakeholders and beneficiaries

Citizens in the area will benefit from the offers to use the park, both through physical activity, cultural events and by using new functions in the park. Having more people out and about in the park jogging or doing sports, or participating in other events will decrease the perception of the park being desolate and unsafe. Residents will also be shown the potentials of the park when we facilitate new events and activities around the park. Also, citizens outside the neighbourhoods using the bike lanes and walking paths to transport themselves from A to B will benefit.

Impacts and indicators

The measures in "Activating Urban Space" are all planned to create more activity and change citizens' perceptions, attitudes and thoughts of the park. Consisting of many micro-measures it is hard to measure the effects of every measure isolated from the whole. We will therefore measure the accumulated effects. Instead of doing a regular survey with questionnaires this evaluation will be made with a qualitative method inspired by tools4dev (2019):

"Measuring results is important, but not every result can be counted, tracked and fit neatly into an M&E framework. Some results are intangible […]. Just because these things are difficult to count that doesn't mean you can't measure them. You just need to measure them in a different way, using qualitative methods or mixed methods (qualitative and quantitative combined)."

We think that measuring the effects with mixed methods will be most useful and most suitable for the measures and the area as it allows for a deeper understanding of user experience and changes in perception. Our attempts to reach people through ordinary surveys and questionnaires have not worked in this area. Actors in the neighbourhood have also confirmed that the best way of getting in contact with people is to meet face to face and to build on already existing trust or use incitements to create interest. By using mixed methods suited for the neighbourhood and it residents we are more likely to get representative data. This will be achieved by:

- Manual counts of bikers, pedestrians and recreational users in the park. This will be done both before and after the SUNRISE-measures. The count of bikers and pedestrians will be done at three different places in the park, for two days, preferably a Tuesday-Wednesday and a Friday and during different times at the day, preferably morning, midday and afternoon/evening. The count will take place during spring and in similar weather conditions.

- The count of recreational users will take place for two days, preferably a weekday and a weekend. The users of the park will be counted at different times during the day. This will be done both before and after the measures and in similar weather conditions.

- Suitable qualitative methods, for example by group interviews/focus groups with residents and park users, and through cultural probes. This will be done both before and after the SUNRISE-measures. The focus groups would be semi-structured around a few selected themes, working with in-depth questions around the perception and usage of the park before the measures. After the SUNRISE-period these will also include talking about the measures implemented since the last focus group. We aim to conduct 2 different focus groups with approximately 8-10 participants in each group. Focus groups should be representative for the population in Lindängen, Hermodsdal and Nydala and we would aim for both cultural and age diversity. The focus groups will be around one and a half hour long.

- Cultural probes will be handed out to students age 10-12 years and they will be encouraged to solve different tasks together with their families. Cultural Probes is a vehicle for self-reporting by asking participants to observe, reflect upon and report their everyday experiences which can lead to better and deeper observation in a context where, due to privacy as well as time constraints, it is not possible to conduct full participant observation (2014). In Lindängen, Hermodsdal and Nydala the kit is also a way of handling the language barrier in the area and to reach families through pupils at the school. Cultural probes aim to seek out subjective thoughts, values and dreams. The probes provoke inspirational responses by using a creative approach in questions instead of analytical and descriptive question usually asked in User Experience Research. In our kit we will use questionnaire like questions but make them into fun activities for families to conduct together. For example, asking the students and families to talk about how they use the park today and instead of just documenting in text they will be asked to use stickers with different activities and people and mark the places they use on a map. The material produced through

the probes will give insight and understanding of how hard to reach residents use and experience the park. The different tasks will be designed to reach the students and their families in a fun way, but still giving us data about the usage of the park and the perceptions of it. The cultural probe will be handed out to a group of students, presenting the project and the tasks and then collecting the probe one or two weeks after.

- We will also document, evaluate and reflect on the quality of the specific measures that will take place during the process.

No.	Impact area	Impact	Indicator	Data used
1	Society	More perceived safety when walking or biking in the park	User attitudes/feeling of safety	Qualitative methods (e.g. group interviews/focus group and cultural probes (qualitative survey))
2		Increased use of public space	User attitudes	Qualitative methods (e.g. group interviews/focus group and cultural probes (qualitative survey))
			Increased number of users	Counts of people in various places at different days and times
3	Society	Increased user satisfaction with public spaces	User attitudes	Qualitative methods (e.g. group interviews/focus group and cultural probes (qualitative survey))
4	Transport	Increased use of bike lanes	Higher usage of sustainably modes	Counts of people and bikes in various places at different days and times

Timetable

What	How	When (month, year)
Preparation of the evaluation	Planning of focus groups/cultural probes. Planning of bikers and pedestrian counts.	March/April 2019 March/April 2019

	Planning of counts of recreational users.	April/May 2019
Data collection of existing situation	Focus groups/ cultural probes. (1-3) Counting of bikers and pedestrian. (1-3) Counting of recreational users. (1-3)	May/June 2019 Spring 2019 Summer 2019
Implementation of the measure	A. Physical Activity, opening of running track B. Place making, • start of work group C. Cultural events, Summerparty • Bike Day	A. May 2019 B. Summer 2019 C. June 2019 May 2020
Data collection on situation after the measures	Focus groups/cultural probes (1-3) Counting of bikers and pedestrian. (1-3) Counting of recreational users. (1-3)	Spring/summer 2020 Spring 2020 Summer 2020

Resources

There are two alternatives for conducting the group interviews/focus groups:

I) A subcontractor will be used to conduct the group interviews/focus groups in the beginning and in the end of WP3. Estimated cost 10.000 Euro. Estimated SUNRISE personnel hours: 20.

II) The SUNRISE-team conducts the group interviews/focus groups in the beginning and in the end of WP3. Estimated cost 750 Euros. Estimated SUNRISE personnel hours: 90.

This is an issue of financing and if we can find the resources we will choose alternative I, otherwise the group interviews/focus groups will be conducted by the SUNRISE-team.

Traffic counting of bicycles will be provided by the city of Malmö. Estimated SUNRISE personnel hours: 8.

Estimated cost of counting of recreational users will be approximately 100 Euros.

Final evaluation, estimated SUNRISE personnel hours: 40.

The above refers to the common evaluation for all Activating Urban Space measures including:

- Facilitating Active Use of Urban Space by Cultural Measures
- Facilitating Active Use of Urban Space by Place Making Measures

Facilitating Active Use of Urban Space by Physical Activity Boosting Measures

Interdependencies between measures

Most of the measures in SUNRISE aim to increase the use of the already existing bike-lanes and walking routes in the area. The measure *Reclaiming urban space* has the objective to remove cars from the designated bike and pedestrian areas, by preventing entrance to the park by car. It is also done by limiting the speeding cars in the neighbourhood, creating a more bike-friendly culture. This measure is crucial for us to make sure that measures to activate the urban space succeed. By removing cars from the park we make sure that the park can be used more safely, both by cyclists and pedestrians but also by people participating in activities. By creating better conditions for biking in the area we also support to the measures of safe and improved bike parking facilities including its promotional part.

All the measures connected to the activating of urban space flank and support each other and should be viewed as a package and not in isolation.

C.1A.3 Physical and regulatory traffic calming test measures in park and adjacent streets (2019)

Description of the measure

Temporal physical traffic calming measures in order to prevent illicit car driving in a park and reckless driving along adjacent streets. The objective of the measures is to make this urban space friendlier to the use of residents; children, pedestrians and cyclists. Thus breaking the vicious circle of the public space being dominated by car users, marginalising the pedestrians and cyclists and giving the illicit car drivers free range of the public space. By calming traffic in adjacent streets and discouraging car drivers from entering the park we also expect/hope to have a calming effect on moped driving through the park.

Stakeholders and beneficiaries

Users of the park: residents and visitors from nearby neighborhoods; recreational walks and workouts, children playing, daily errands and commuting by foot or bike.

Impacts and indicators

In order to meet the difficulties of getting people to respond to surveys, face to face surveys will be conducted at locations where people pass during their daily routines, e.g. the local grocery store. The surveys will be done at different times at the day in order to reach as many people as possible. Incentives will be used in order to increase motivation to participate.

The table below describes the indicators that will be employed to evaluate the measure.

No (*)	**Impact area**	**Impact**	**Indicator**	**Method to be used**	**Comments**
1 (3)	Society	Increased perception of personal safety	Share of respondents that feel safe	Face to face survey in	Target groups are park users and potential park users. Especially pedestrians,

				interview form	cyclists and recreational park users (children playing, for example)
2 (1)	Society	Decreased disturbance from illicit car driving in the park	Share of respondents that perceive illicit car driving in park as disturbing/problematic	Face to face survey in interview form	Target groups are park users and potential park users. Especially pedestrians, cyclists and recreational park users (children playing and/or their parents, for example)
3 (2)	Society	Decreased disturbance from speedy moped driving in the park	Share of respondents that perceive speedy moped driving in park as disturbing/problematic	Face to face survey in interview form	Target groups are park users and potential park users. Especially pedestrians, cyclists and recreational park users (children playing and/or their parents, for example).
4	Society	Decreased disturbance from illicit car driving in the park	Decreased number of cars driving in the park	Traffic counting tubes (TCT)	In order to count the number of cars driving in the park, TCT will be placed at strategic locations within in the park area.

* Numbers in brackets relate to question in survey.

Timetable

The temporal physical traffic and regulatory measures will be tested and evaluated during 2019. After final evaluation permanent solutions will be designed and implemented. The process of designing permanent solution will start during 2019. The permanent measures will not be realized within in the SUNRISE project, therefore not described here.

What	**How**	**When (month, year)**
Preparation of test measures	Mapping problem areas, co-selecting measures, communication actions related to implementation	January – March 2019
Data collection of existing situation/baseline (Pre-evaluation)	Face to face survey in interview form on site, goal of 100 respondents. Traffic counting tubes will be placed at strategic locations within in the park counting the number of cars passing through the park area.	January-March 2019 March- April (TCT)

Implementation of the test measures	Adjustments are made based on input from customer service and observations.	April-June 2019 (test measures will be adjusted based on needs until test period is over November 2019)
Operation of the test measures	Test measures will be in place and during operation they will be included in the regular maintenance of public space.	April 2019 - until permanent solutions are in place during 2020/2021
Data collection on situation after the test measures (Post-evaluation)	Face to face survey in interview form on site, goal of 100 respondents. Traffic counting tubes will be placed at strategic locations within in the park counting the number of cars passing through the park area.	September/October 2019 September/October 2019 (TCT) June 2020 (TCT)

Resources

Pre-data collection before test measures (25 hours). The data collection will be done by the sunrise team.

Post-data collection after measures (25 hours). The data collection will be done by the sunrise team.

Analysing the data and writing MERS-report (35 hours). The data collection will be done by the sunrise team.

Traffic counting tubes will be provided by the city.

Interdependencies between measures

SUNRISE actions with objectives to activate and populate the park and/or enhance parklike features might have a discouraging effect on illicit car driving and speeding moped drivers. These actions will then boost the effect of this measure.

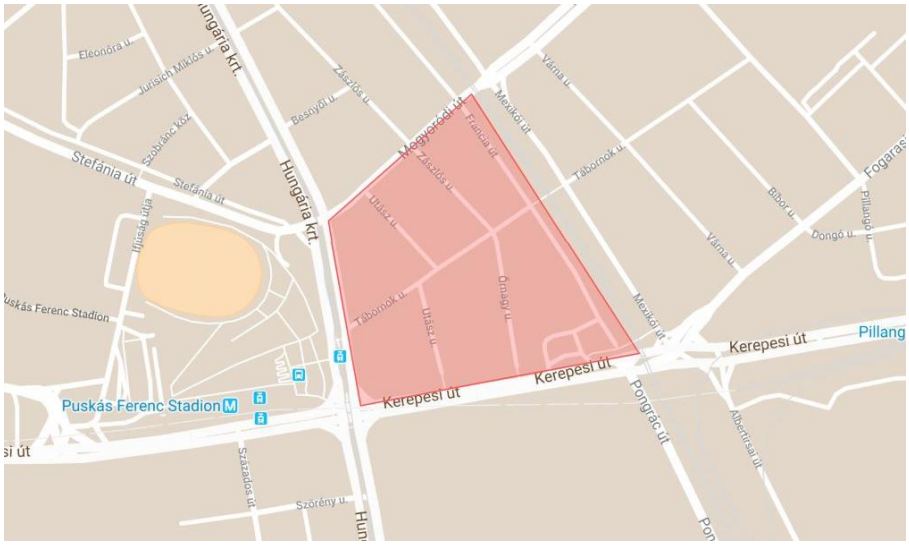
C.1B Zugló (Budapest)

C.1B.1 The introduction of a tempo 30 zone and other traffic-calming elements in the area of Tábornok street

Description of the measure

Tempo 30 zone, traffic-calming elements and the revision of the existing traffic regulations in the area bordered by Mogyoródi út, the railway, Kerepesi út and Hungária út

Location:



Objectives:

> Safe and calm residential area with the limitation of through traffic;

> Safe environment around social and educational institutions

Actual situation:

In the morning rush hour many who head toward the city enter regularly use the smaller residential streets as a short cut (e.g.: Zászlós utca). The drivers are often driving much faster than it is allowed and ignore give way signs. This situation increases the risk of accidents in the area, which might effect the local inhabitants as well as the visitors of the local social and educational institutions.

Suggested elements of the project (subject to technical planning and approvals):

- Revising the existing traffic regulations, introducing the introduction of a tempo 30 zone
- Traffic calming elements (speed bumps)
- Elevated intersections
- Designating one-way streets

Further possible elements of the project (subject to technical planning and approvals):

- Pedestrian crossing in the intersection of Zászlós utca – Tábornok utca
- Allowing bicycle traffic in both directions in one-way streets

Stakeholders and beneficiaries

Stakeholders affected in the implementation:

- Municipality of Budapest District 14 Zugló
- Budapest Közút (Road Authority)

Intended beneficiaries:

- pedestrians, cyclists

- pupils, children, mothers with prams
- residents of the area

Other affected groups:

- car drivers (especially through traffic)

Impacts and indicators

Planned indicators are subject to change depending on the exact measure content, resulting from ongoing technical planning and approvals.

No.	Impact area	Impact	Indicator	Data used	Comments
1	Transport Environment	Reduced volume of through traffic	The volume of through traffic	(2) direct observation Counting transit cars (by registrating license plate at entry and exit, preferably by ANPR)	2 days, 2+3 hours in morning and afternoon peak (in line with the standard of the Budapest transport model), 3 entry and exit points
2	Transport	Lower average speed of vehicles	Time of crossing the area by car	(2) direct observation Measurements (by registrating license plate at entry and exit, preferably by ANPR; and calculating the time spent in the area)	2 days, 2+3 hours in morning and afternoon peak (in line with the standard of the Budapest transport model), 3 entry and exit points
3	Transport Society	Increased level of safety for pedestrians	Number and seriousness of accidents	(4) external data sources Data from the police or from "Web-bal" online accident database	
			The level of perceived safety among pedestrians when crossing an intersection	(3) survey Surveys conducted on public spaces (short questionnaire: e.g. perceived traffic safety 1 to 5, destination, basic demographic data)	3 days, 4+5 hours in morning and afternoon peak, 2 interviewers, min. 432 answers

Timetable

Currently technical planning is ongoing.

	2019										2020				
TASK	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Jan.	Febr.	March	April	May
Technical planning															
Ex ante data collection															
Detailed planning															
Procurement															
Physical implementation															
Introduction of the non-physical/soft measures															
Ex post data collection															

Resources

Estimated costs of surveys:

- ex ante: 1500 EUR
- ex post: 1500 EUR

Total: 3000 EUR

Interdependencies between measures

The measure is strongly connects to the measure number 2 (“Improving the safety of cyclists and pedestrians in and around the underpass of Tábornok utca”). Both of them concern the south-western corner of Törökőr, and the areas of the two measures overlap with each other. Besides this, they have the same goal to calm the traffic in the area and create a safer environment for pedestrians, cyclists, and especially for the children who move around in the area.

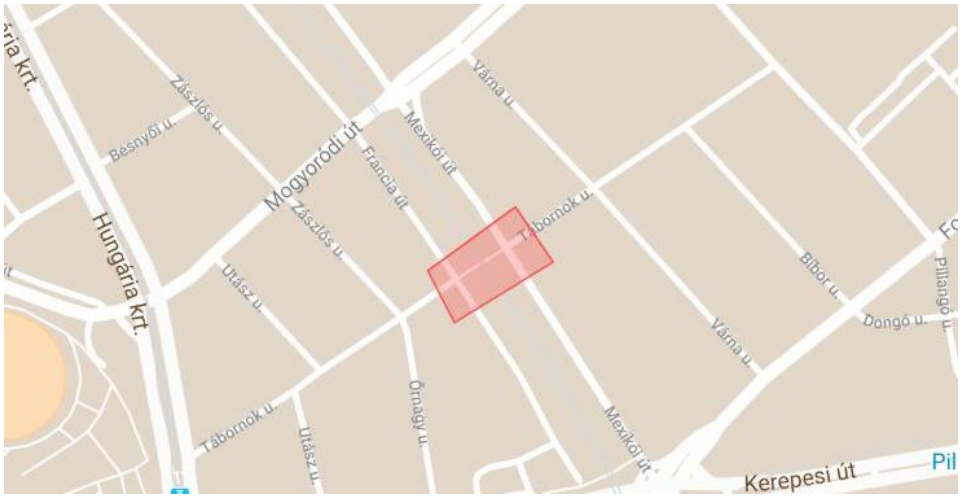
The project connects to the third project (“Safety improvements around schools, kindergartens and nurseries in the area of Újvidék tér”) as well in theme, both of them aims to create a safer environment in the area of educational and social institutions.

C.1B.2 Improving the safety of cyclists and pedestrians in and around the underpass of Tábornok utca

Description of the measure

The development of the underpass in Tábornok utca and the cyclist- and pedestrian-friendly development of the intersections in Francia and Mexikói út

Location:



Objective:

> Safe pedestrian and cycling opportunities

Actual situation:

Many cyclists use the underpass in Tábornok street even though it is not properly formed for this purpose. The two intersections at the two end of the underpass aren't safe either neither for a cyclist not for a pedestrian user.

Suggested elements of the project (subject to technical planning and approvals):

- Improved possibilities for cyclists in the underpass, traffic signs indicating a shared path (both for cyclists and pedestrians)
- Safe intersection at Francia út with a pedestrian crossing and/or the raised intersection
- Safe intersection at Mexikói út with reduced car speed (e.g. raised intersection, speed radar, shake ribs on the surface of the road, push-button traffic light)

The cycling-friendly improvement of the underpass is stated in the Bicycle Network Plan of the district as a short term measure. The Plan suggests the introduction of a shared pedestrian and cycling lane, which fits into the width of the underpass and the number of passing pedestrians and cyclists. The plan suggests to remove the elements obstructing the entrance of the underpass.

Stakeholders and beneficiaries

Stakeholders affected in the implementation:

- Municipality of Budapest District 14 Zugló
- Budapest Közút (Road Authority)

Intended beneficiaries:

- pedestrians, cyclists
- pupils, children, mothers with prams
- residents of the area

Other affected groups:

- car drivers

Impacts and indicators

Planned indicators are subject to change depending on the exact measure content, resulting from ongoing technical planning and approvals.

No.	Impact area	Impact	Indicator	Data used	Comments
1	Transport Environment	Growing number of pedestrians and cyclists	Number of cyclists and pedestrians passing through	(2) direct observation / (4) external data sources Counting (or data form the Bike to work campaign)	2 days, 2+3 hours in morning and afternoon peak (in line with the standard of the Budapest transport model), 1 cross-section
			Amount of the emission coming from traffic	(1) modelling Calculation based on bicycle traffic count and assumed modal change	
2	Transport Society	Increased level of safety for pedestrians and cyclists in the area	Number and seriousness of accidents in the area	(4) external data sources Data from the police or from "Web-bal" online accident database	
			Speed of the vehicles going through the intersections	(2) direct observation Measurements (technology to be decided)	2 days, 2+3 hours in morning and afternoon peak (in line with the standard of the Budapest transport model), 1 section
			The level of perceived safety among pedestrians and cyclists when crossing the intersections	(3) survey Surveys conducted on public spaces (short questionnaire: e.g. perceived traffic safety 1 to 5, destination, basic demographic data)	3 days, 4+5 hours in morning and afternoon peak, 2 interviewers, min. 432 answers

Timetable

Currently technical planning is ongoing.

	2019										2020				
TASK	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Jan.	Febr.	March	April	May
Technical planning															
Ex ante data collection															
Detailed planning															
Procurement															
Physical implementation															
Introduction of the non-physical/soft measures															
Ex post data collection															

Resources

Estimated costs of surveys:

- ex ante: 1500 EUR
- ex post: 1500 EUR

Total: 3000 EUR

Interdependencies between measures

The measure is strongly connects to the measure number 1 (“The introduction of a tempo 30 zone and other traffic-calming elements in the area of Tábornok street”). Both of them concern the south-western corner of Törökőr, and the areas of the two measures overlap with each other. Besides this they have the same goal to calm the traffic in the area and create a safer environment for pedestrians, cyclists, and especially for the children who move around in the area.

C.1B.3 Safety improvements around schools, kindergartens and nurseries in the area of Újvidék tér

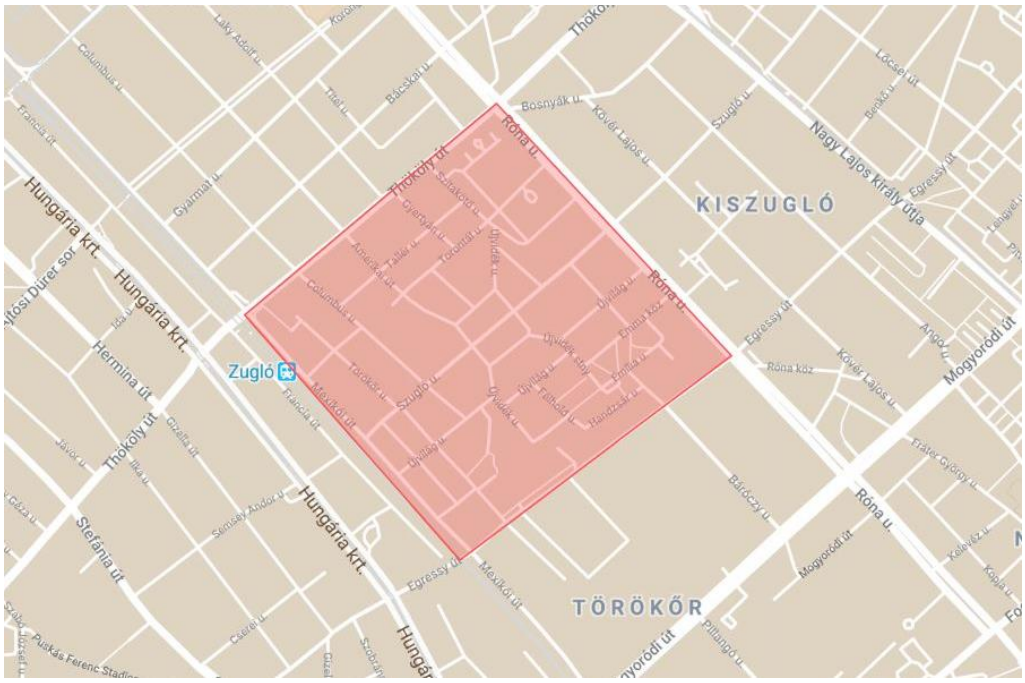
Description of the measure

Safe route to the educational and social institutions in the area of Újvidék tér

Locations:

- Arany János School (Újvidék tér 3.)
- Nursery in Bölcsőde street (Bölcsőde utca 1.)

- Two buildings of the Napraforgó Kindergarten (Emma utca 18. and Újvidék sétány 2.)



Objectives:

> Safe environment around educational institutions

> Increasing the use of sustainable mobility modes

> Awareness-raising

> Safe mobility opportunities for the vulnerable groups of society

Arany János School:

Actual situation:

At the start of the school day the area in front of the school got chaotic because of the parents parking or stopping their cars everywhere. To improve the situation, the regulation of parking, Kiss and Go parking pots, awareness raising campaigns and a shift towards more sustainable modes are needed.

Suggested elements of the project:

- Dedicated Kiss and Go parking-lots in the area of the school (Újvidék tér, Szugló utca, Újvidék utca) in a way that the children getting out of the car don't have to pass the street. Parents should not necessarily stop right in front of the school.
- Regulation of the parking around the school and marking the parking lots in a way that the pedestrian connections become safer
- Walking bus: An imaginary bus route to the school with stops, so the children can safely walk to school accompanied by teachers or parents

- Bicycle train: Similarly to the walking bus a route where children can bike to school in a safe mode.
- Other awareness raising activities based on the STARS project and based on the ideas of the teachers.

Nursery in Bölcsőde street:

Actual situation:

The biggest problem on the street is parking. Cars park on the sidewalk or on the green area between the pavement and the road and this way obstruct the pedestrians.

Suggested elements of the project:

- parking regulation (the ban of parking on the sidewalk and green areas)
- renovation of the sidewalk

Kindergarten in Emma utca:

Actual situation:

In the area of the kindergarten the biggest problem is the big number of parking cars and since many of them belong to the employees working in a big office building across the street parents who bring their children to the kindergarten many times cannot stop near the building.

Suggested elements of the project (subject to technical planning and approvals):

- parking regulations around the kindergarten (marking of parking lots)
- dedicated parking lots for the parents in front of or near the building (e.g.: parking only with a permit made by the kindergarten)

Stakeholders and beneficiaries

Stakeholders affected in the implementation:

- Municipality of Budapest District 14 Zugló
- Schools, Kindergartens and a nursery
- Budapest Közút (Road Authority)

Intended beneficiaries:

- pedestrians, cyclists
- pupils, children, parents, mothers with prams
- residents of the area

Other affected groups:

- car drivers

Impacts and indicators

Planned indicators are subject to change depending on the exact measure content, resulting from ongoing technical planning and approvals.

No.	Impact area	Impact	Indicator	Data used	Comments
1	Transport Society	Safe route to school, kindergarten and nursery	The level of perceived safety around school, kindergartens, nurseries among the children and their parents	(3) survey Surveys conducted in the institutions (short survey for students during class on higher grades; on-line or on-site survey of parents at lower grades and pre-school)	1 day in case of in-class surveys; 2 weeks for online surveys; 2 days in case of on-site survey (1+3 hours in morning and afternoon)
2 3	Transport Environment	Change in the modal split in favour of cycling and walking in the case of children Stronger mobility-consciousness among children and parents	Modal split of the pupils and children attending the institutions in the area	(3) survey Surveys conducted in the institutions (short survey for students during class on higher grades; hands-up survey in lower grades and kindergarten)	1 day in case of in-class surveys
			Amount of the emission coming from traffic	(1) modelling Calculation based on modal change from survey	
4	Environment	Decreased number of illegally parking cars	Number of cars parking on green areas	(2) direct observation Parking survey (counting)	2 days; 1-1 night (late evening/early morning) and daytime counting
5	Transport Environment	Reduced volume of through traffic	The volume of through traffic	Counting transit cars (by registrating license plate at entry and exit, preferably by ANPR)	2 days, 2+3 hours in morning and afternoon peak (in line with the standard of the Budapest transport model), 3 entry and exit points
6	Transport	Lower average speed of vehicles	Time of crossing the area by car	Measurements (by registrating license plate at entry and exit, preferably by ANPR; and calculating the time spent in the area)	2 days, 2+3 hours in morning and afternoon peak (in line with the standard of the Budapest transport model), 3 entry and exit points

Timetable

Currently technical planning is ongoing.

	2019										2020				
TASK	March	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Jan.	Febr.	March	April	May
Technical planning															
Ex ante data collection															
Detailed planning															
Procurement															
Physical implementation															
Introduction of the non-physical/soft measures															
Ex post data collection															

Resources

Estimated costs of surveys:

- ex ante: 1500 EUR
- ex post: 1500 EUR

Total: 3000 EUR

Interdependencies between measures

The project connects to the first project (“The introduction of a tempo 30 zone and other traffic-calming elements in the area of Tábornok street”) in theme, because both of them aim to create a safer environment in the area of educational and social institutions.

C.1C Area around “Neues Hulsberg Viertel” (Bremen)

C.1C.1 Reduction of illegal car parking

Description of the measure

Illegal parking has been a widespread practice in many Bremen neighbourhoods for years – also in the "SUNRISE Quarter". Parking enforcement hardly takes place, therefore illegal parking halfway on pathways is perceived by citizens as a "customary right". However, this practice is at the expense of third parties: the often narrow footpaths are further reduced and severely restrict pedestrian traffic. This affects in particular to people with specific mobility needs (wheelchairs, rollators, walking sticks and prams). Illegal parking also affects bike traffic as bike paths are blocked. Furthermore, illegal parking affects basic safety requirements. Many roads cannot be accessed from fire brigades and in the case of fire, this can have severe consequences. The problem increased as the size of cars grew over the last years.

Stronger monitoring shall be increased to enforce car parking in accordance with the road traffic regulations. This needs to be coordinated with the Ministry of internal affairs, which is responsible for this task. The selection of focus areas might be necessary due to very limited personnel for parking monitoring at present. Involvement of all relevant players, concrete planning of specific measures and decision-making are relevant implementation steps.

Where needed, illegal parking shall be prevented by structural measures (e.g. bollards) or other measures (e.g. markings). If possible, this can be combined with the implementation of facilities having an added value (e.g. bike racks, flower beds). The measures must be coordinated with the planning of car-sharing stations (measure 3), as the associated structural measures can also be used to organise parking and to keep crossings at intersections clear from any parking. The plans for additional bicycle parking spaces must also be taken into account here (measure 4).

Activities:
1.1 Stronger monitoring to enforce car-parking in accordance with the road traffic regulations
1.2 Constructional measures to hinder illegal car-parking or other measures to organize parking

Implementation:
Measure 1 involves the following activities:

- Exchange and cooperation with all relevant players on technical, legal, political issues
- Development of a "risk cadastre" (Identification of risks hot spots by test rides with fire brigade)
- Preparatory study on parking and street use to achieve quantitative data on the parking situation (subcontracted)
- Decision-making on measures and (pilot) actions, by relevant bodies
- Concretisation of measures, planning – on the basis of the preparatory study/ works
- Structural works (→ 1.2: e.g. installation of bollards)
- Execution and administration (→1.1)

Objectives:

- Reduced number of illegally parked cars
- Free sidewalks, bike paths
- Improved walkability, including less barriers for mobility impaired persons
- Open access for fire brigade etc.

Changed (more sustainable) mobility habits

Stakeholders and beneficiaries

Stakeholders:

- **Involvement:** Ministry of the Environment, Urban Development and Transportation, Road Authority, Ministry of Internal affairs, Office of Public Order, Police, Fire Brigade, Borough Administration, Borough Parliament, Representative for people with disabilities of the State of Bremen etc.
- **Decision making:** Ministry of the Environment, Urban Development and Transportation, Borough Administration, Road Authority, Ministry of Internal Affairs; maybe also: the Budget and Finance Committee of City of Bremen (HaFA) or Bremen's Deputation for Environment, Construction, Traffic, Urban Development or Bremen's Parliament (Bürgerschaft),
- **Implementation:** Office of Public Order, Police, Road Authority
- **Further players:** ADFC (German bicycle foundation), Initiative Bremen Alliance for Transport Change ("Bündnis für Verkehrswende"), Initiative "Platz da!", ADAC (automobile club), etc.

Affected players/Beneficiaries:

- Beneficiaries:
    - Residents (house owner, tenants – due to reduced risks in case of fire)
    - Street users: pedestrians, cyclists, particularly children and mobility/visually impaired persons
- Other affected players:
    - Car owners, car users (residents and visitors)
    - Local businesses

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	-/-	-/-	1.1 Political decision pro reduction of illegal parking	Political adoption by relevant body/bodies (e.g. borough parliament) (Ex-Ante)
2	Transport	Reduced number of illegally parked cars	1.2 Reduction of number of cars parked illegally in street/area xy (t.b.d.), in intersections or parking on sidewalks	Study Parking I (Ex-Ante) Study Parking II (Ex-Post)
3	Transport	Free sidewalks, bike paths	1.3 Freed sidewalks [available width in m] at nighttime	Study Parking I (Ex-Ante) Study Parking II (Ex-Post)
4	Transport	Free sidewalks, bike paths	1.4 Freed space [m^2] at nighttime	Study Parking I (Ex-Ante) Study Parking II (Ex-Post)
5	Transport, Society	Increase of accessibility (reduction of barriers)	1.5 Effects on street users (qualitative, e.g. "very high" – "very low", different user groups)	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)
6	Transport	Changed (more sustainable) mobility habits	1.6 Effects on mobility habits	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)
7	Transport	Open access for fire brigade etc.	1.7 Number of junctions/streets not passable for fire brigade /waste collection vehicles	Interviews with fire brigades, waste collection (Ex-Post) Test rides with fire brigade, Ex-Ante, Ex-Post

Timetable

- Political Decision: Oct 19
- Planning, Implementation: Nov 19 – Apr 20
- Evaluation (data collection):
  - Interview/Online B: Aug/Sept 19, A: July/Aug 20
  - Study on Parking B: Aug 18 A: July/Aug 20
  - Test rides Fire Brigade B: Aug 18; Nov 18 A: July/Aug 20
  - Interviews Fire Brigade A: July/Aug 20

Resources

- Subcontracts: Study Parking I, Study Parking II
- Personnel: for Interviews, Online-Questionnaire

Interdependencies between measures

The reduction of illegal parking should be combined with measures which offer alternatives to car ownership and which increase the use of sustainable mobility options (cycling, walking, public transport and car-sharing as an alternative to car-ownership) (Measures 3, 4, 5, 8).

The reduction of illegal parking is a highly sensitive measure and needs to be explained to the citizens. Those activities are part of measure 9.

C.1C.2 Introduction of parking management

Description of the measure

In the SUNRISE quarter, residential parking is under debate due to the high parking pressure. The primary goal is to reduce the number of "external" parkers (e.g. visitors and employees of the hospital) and improve the situation for locals. This could be done by reducing the attractiveness of public space parking by the introduction of parking fees and residential parking (with parking permits within predefined residential zones). In order to decide upon and plan residential parking, the necessary framework conditions (legal parking space available, number of parking cars etc.) have to be investigated in a first step. For this purpose, a comprehensive study of the parking space has been commissioned and data from the Federal Motor Transport Authority has been requested and evaluated. These investigations form the basis for defining the conditions of residential parking conditions (regional extent, parking fees and conditions for visitors etc.).

The introduction of residential parking is highly sensitive and needs a political decision. The achievement of a positive political decision therefore is regarded as a vital milestone in the implementation process.

Activities:
2.1 Pricing of parking space/introduction of fee based parking in public areas
2.2 Preparation and introduction of residential parking

Implementation:

Measure 2 involves the following activities:

- Exchange and cooperation with all relevant players on technical, legal, political issues
- Preparatory study on parking and street use to achieve quantitative data on the parking situation (subcontracted)
- Decision-making on measures and actions, by relevant bodies
- Concretisation of measures on the basis of the preparatory study/ works
- Structural works (e.g. installation parking meters, signs)
- Ensuring sufficient enforcement (and related administration)
- Execution and administration

Objectives:

- Reduced number of parked cars from visitors
- Reduced parking pressure for residents
- Reduced through traffic
- Free sidewalks, bike paths
- Changed (more sustainable) mobility habits

Stakeholders and beneficiaries

- **Involvement:** Ministry of the Environment, Urban Development and Transportation, Road Authority, Ministry of Internal affairs, Office of Public Order, Police, Fire Brigade, Borough Administration, Borough Parliament, Representative for people with disabilities of the state of Bremen etc.
- **Decision making:** Ministry of the Environment, Urban Development and Transportation, Borough Administration, Road Authority, Ministry of Internal Affairs; maybe also: the Budget and Finance Committee of City of Bremen (HaFA) or Bremen's Deputation for Environment, Construction, Traffic, Urban Development or Bremen's Parliament (Bürgerschaft)
- **Implementation:** Office of Public Order, Road Authority
- **Further players:** ADFC (German bicycle foundation), Initiative Bremen Alliance for Transport Change ("Bündnis für Verkehrswende"), Initiative "Platz da!", ADAC (automobile club), etc.

Affected players/ Beneficiaries:

- Beneficiaries:
  - Residential car owners/car users (with parking permit for their car)
  - Street users: pedestrians, cyclists, particularly children, mobility and visually impaired persons)
- Other affected players:
  - Other residents, with more than 1 car in a household
  - Visitors coming by car
  - Local businesses

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	-/-	-/-	2.1 Political decision pro residential parking	Political adoption by relevant body/bodies (e.g. borough parliament) (Ex-Ante)
2	Transport	Reduced number of parked cars from visitors	2.2 Reduction of visitor's parking (foreign number plates/non-Bremen) in the neighbourhood	a) Study Parking I (Ex-Ante) b) Study Parking II (Ex-Post)
3	Transport	Reduced parking pressure for residents	2.3 Improved parking situation for residents (qualitative)	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire" of street users (Ex-Ante, Ex-Post)
4	Transport, Society	Increase of accessibility (reduction of barriers)	2.4 Effects on street users (qualitative, e.g. "very high" – "very low", different user groups)	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)
5	Transport	Changed (more sustainable) mobility habits	2.5 Effects on mobility habits	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)

Timetable

- Political Decision: Oct 2019
- Planning, Implementation: Nov 2019 – Apr 2020
- Evaluation (data collection):
  - Interview/Online B: Aug/Sept 19, A: July/Aug 20
  - Study on Parking B: Aug 18 A: July/Aug 20

Resources

- Subcontracts: Study Parking I, Study Parking II
- Personnel: for Interviews, Online-Questionnaire

Interdependencies between measures

All parking management activities have to be accompanied by stronger monitoring to enforce car parking in accordance with the road traffic regulations (Measure 1.1.). Otherwise parking management measures will be ineffective.

The introduction of residential parking involves (in case of the SUNRISE neighbourhood) the reduction of parking space available, as it must come along with a re-organization of parking and strict legal parking practices. Therefore, the introduction of residential parking should

be combined with measures which offer alternatives to car ownership and which increase the use of sustainable mobility options (cycling, walking, public transport and car-sharing as an alternative to car-ownership) (Measures 3, 4, 5, 8).

The introduction of residential parking is a highly sensitive measure and needs to be explained to the citizens. Those activities are part of measure 9.

C.1C.3 Provision of more of car-sharing stations

Description of the measure

Station-based car-sharing is an alternative to private car ownership. According to a study by TeamRed [2018] on average 16 private cars will be abolished (or not even purchased) in Bremen for every car-sharing vehicle. Station-based car-sharing is therefore an effective measure to reduce the parking demand and a strategy for reclaiming street space.

In addition to the already existing car-sharing stations in the borough, further stations are to be created in the SUNRISE neighbourhood. Thus the attractiveness of car-sharing shall be further improved (e.g. closer distance to the users, more vehicles, improved range of vehicle types). In the SUNRISE quarter, the smaller "mobil.pünktchen", accommodating 2-3 vehicles per station, are expected to be set up. The construction measures needed will be done to have further added values (re-organising parking, erection of bike racks etc.) A public invitation to tender for the operation of car-sharing stations will be carried out.

Implementation:
Measure 3 involves the following activities:

- Exchange and cooperation with all relevant players
- Preparatory study on parking and street use to achieve quantitative data on the parking situation (subcontracted)
- Decision-making on measures and investment decisions, by relevant bodies and operator
- Concretisation of measures on the basis of the preparatory study/ works
- Tendering the operation of car-sharing stations
- Structural works
- Operation

Objectives:

- Increase attractiveness of car-sharing in the neighbourhood
- Reduction of private car ownership
- Changed (more sustainable) mobility habits

Stakeholders and beneficiaries

- **Involvement:** Ministry of the Environment, Urban Development and Transportation, car-sharing service providers, Bremen's car park operator (BREPARK), Road Authority, Borough Administration, Borough Parliament

- **Decision-making:** Ministry of the Environment, Urban Development and Transportation, car-sharing service providers
- **Implementation:** Road Authority, Bremen's car park operator (BREPARK)

Affected players/ Beneficiaries:

- Beneficiaries:
  - (Potential) car sharing users from the neighbourhood for whom car sharing can represent an alternative to car ownership or for owning a second car (i.e. residents, who only irregularly need to car)
  - Street users: pedestrians, particularly children, mobility and visually impaired persons)
- Other affected players:
  - Residents, being car owners/ car users
  - Visitors coming by car

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	-/-	-/-	3.1 Political decision for more car sharing stations	Political adoption by relevant body/bodies (e.g. borough parliament) (Ex-Ante)
2	-/-	-/-	3.2 Investment decision of operators	Operator's investment decision (Ex-Ante)
3	Transport	Increase attractiveness of car-sharing in the neighbourhood	3.3 Number of new users	Statistics provided from car-sharing operators and own calculations applying study results (Ex-Post)
4	Transport	Reduction of private car ownership	3.4 Number of cars taken off the road	Statistics provided from car-sharing operators and own calculations applying study results (Ex-Post)
5	Transport	Reduction of private car ownership	3.5 Street space gained back (due to cars taken off the road) [m2]	Statistics provided from car-sharing operators and own calculations applying study results (Ex-Post)
6	Transport, Society	Increase of accessibility (reduction of barriers)	3.6 Effects on street users (qualitative, e.g. "very high" – "very low", different user groups)	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)
7	Transport	Changed (more sustainable)	3.7 Effects on mobility habits	Interviews of street users (Ex-Ante, Ex-Post)

		mobility habits		Online Questionnaire of street users (Ex-Ante, Ex-Post) Interviews of car sharing users (Ex-Post)

Timetable

- Political Decision: Oct 2019
- Investment Decision by operator: March 2020
- Planning, Implementation: Nov 2019 – Apr 2020
- Evaluation (data collection):
  - Interview/Online B: Aug/Sept 19, A: July/Aug 20
  - Interviews Car Sharing user A: July/Aug 20
  - Statistics from CS operator A: MayAug 2020

Resources

- Personnel: for Interviews, Online-Questionnaire

Interdependencies between measures

Car sharing stations in Bremen are generally equipped with bike racks (principle of multi modal offers). Therefore the implementation of car sharing stations need to be coordinated with parallel activities relating to bike parking (measure 4).

The introduction car-sharing stations can be a sensitive measure for residents as it comes along with the loss of 2 car parking spaces. Therefore the benefit of car sharing needs to be explained to the citizens. Also, potential new users have to be informed about car sharing in general and how it works. Those activities are part of measure 9.

C.1C.4 Creation of bicycle parking spaces in the neighbourhood

Description of the measure

Parking spaces for bicycles in the streets of the neighbourhood shall be created in order to provide safe bike-parking and to reduce the disorderly parking of bicycles in the streets (at front fences, traffic posts, etc.). This could include rain protected, large dimensioned and secured spaces for pedelecs, freight bicycles etc. Coordination with the planning of car-sharing stations is necessary, as bicycle parking spaces are generally integrated here as well.

Implementation:
Measure 4 involves the following activities:

- Exchange and cooperation with all relevant players
- Preparatory study on parking and street use (including bike parking) to achieve quantitative data on the parking situation (subcontracted)
- Decision-making on measure and pilot implementation actions, by relevant bodies
- Concretisation of measures on the basis of the preparatory study/ works
- Market search, selection and purchase of suitable bike racks
- Structural works (installation of bike racks)

Objectives:

- Strengthening of bike traffic
- Free sidewalks, bike paths
- Increased availability of space for parking bikes
- Reduction of private car-ownership
- Increase of accessibility (reduction of barriers)
- Changed (more sustainable) mobility habits

Stakeholders and beneficiaries

- **Involvement:** Ministry of the Environment, Urban Development and Transportation, Road Authority, Borough Administration, Borough Parliament
- **Decision-making:** Borough Administration, Ministry of the Environment, Urban Development and Transportation, Road Authority
- **Implementation:** Road Authority
- **Further players:** ADFC (German Cyclists' Federation)

Affected players/ Beneficiaries:

- Beneficiaries:
  - (Potential) Cyclists from the neighbourhood
  - Street users: pedestrians, particularly children, mobility and visually impaired persons)
- Other affected players (if bike racks substitute car parking spaces):
  - Residents, being car owners/ car users
  - Visitors coming by car

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used	Comments
1	Transport	Increase of accessibility (reduction of barriers)	4.1 Freed space on sidewalks (m2)	a) Study Parking I (Ex-Ante) b) Study Parking II (Ex-Post)	
2	Transport	Increase of accessibility (reduction of barriers)	4.2 Freed lengths of sidewalks (m)	a) Study Parking I (Ex-Ante) b) Study Parking II (Ex-Post)	

3	Transport, Society	Increase of accessibility (reduction of barriers)	4.3 Effects on street users (qualitative, e.g. "very high" - "very low", different user groups)	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)	
4	Transport	Changed (more sustainable) mobility habits Reduction of private car-ownership Strengthening of bike traffic	4.4 Effects on mobility habits	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)	

Timetable

- Planning, Implementation: June 2019 – Apr 2020
- Evaluation (data collection):
  - Interview/Online B: Aug/Sept 19, A: July/Aug 20
  - Study on Parking B: Aug 18 A: July/Aug 20

Resources

- Subcontracts: Study Parking I, Study Parking II
- Personnel: for Interviews, Online-Questionnaire

Interdependencies between measures

The implementation of bike racks need to be coordinated with the implementation of car sharing stations (Measure 3). Those are generally also equipped with bike racks (principle of multi modal offers) in Bremen.

The implementation of bike racks can be a sensitive measure for residents when it results in the loss of car parking spaces. Therefore the benefits of more bike racks in the streets need to be explained to the citizens. Those activities are part of measure 9.

C.1C.5 Implementation of lending station(s) with (rental and) freight bicycles

Description of the measure

Bike-sharing station(s) (including e-bikes/pedelecs and cargo bikes) shall be set up and operated at one or more suitable locations, to provide access to bikes and new bike models to new user groups.

Implementation
Measure 5 involves the following activities:

- Exchange and cooperation with all relevant players
- Decision-making on measure and pilot implementation actions, by relevant bodies (e.g. operator of bike-sharing services)
- Concretisation of measures/ planning
- Operation

Objectives:

- Strengthening of bike traffic
- Reduction of private car ownership
- Changed (more sustainable) mobility habits

Stakeholders and beneficiaries

- **Involvement:** bike-sharing operator (e.g. ADFC, WK-Bike/nextbike), operation partners in the neighbourhood e.g. shop owners, Ministry of the Environment, Urban Development and Transportation, Borough administration, Borough Parliament
- **Decision-making:** bike-sharing operator (e.g. ADFC, WK-Bike/nextbike), operation partners in the neighbourhood e.g. shop owners,
- **Implementation:** bike-sharing operator (e.g. ADFC, WK-Bike/nextbike), operation partners in the neighbourhood e.g. shop owners)

Affected players/ Beneficiaries:

- Beneficiaries:
  - (Potential) Cyclists from the neighbourhood, by having access to (special) bikes (cargo-bikes, e-bikes)
  - Bike sharing operators
  - operation partners in the neighbourhood e.g. shop owners
  - visitors
  - Street users: pedestrians, particularly children, mobility and visually impaired persons)

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	Transport	Strengthening of bike traffic	5.1 Number of users	Statistics provided from bike-sharing operators (Ex-Post)
2	Transport, Society	Increase of accessibility (reduction of barriers) Strengthening of bike traffic	5.2 Effects on street users (qualitative, e.g. "very high" – "very low", different user groups)	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)

3	Transport	Strengthening of bike traffic Changed (more sustainable) mobility habits Reduction of private car ownership	5.3 Effects on mobility habits	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)

Timetable

- Planning, Implementation: June 2019 – Apr 2020
- Evaluation (data collection):
  - Interview/Online B: Aug/Sept 19, A: July/Aug 20
  - Statistics from operator A: May/Aug 2020

Resources

- Personnel: for Interviews, Online-Questionnaire

Interdependencies between measures

The availability of the new sustainable mobility services within the neighbourhood should be well communicated to the citizens, to raise interest and increase the use of it. Those activities are part of measure 9.

C.1C.6 Implementation of pilot micro-hub

Description of the measure

The market for courier, express and parcel services (CEP) has been growing continuously for years due to the increasing online trade. This is associated with increasing burdens for the neighbourhoods: traffic jams, noise, exhaust fumes. The innovative delivery concept of "micro-hubs" is intended to relieve the pressure on residential areas: the service providers use inner-city interim storage facilities (e.g. containers, truck trailers, shops) for their parcels and transport them "on the last mile" with freight bicycles, etc. A micro-hub shall be pilot tested at a suitable location in the SUNRISE neighbourhood, in addition to the one planned for at the new housing development “Neues Hulsberg-Viertel”. In case of the use of public street space, a special permit for a trial will be required, as the German Highway Code does not foresee such privileged use.

Implementation:
Measure 6 involves the following activities:

- Exchange and cooperation with all relevant players

- Decision-making on measure and pilot implementation actions, by relevant bodies (courier, express and parcel service provider)
- Concretisation of measures/ planning
- Legal process (permit for privileged use of public street space)
- Pilot operation

Objectives:

- Reduction of delivery traffic with conventional delivery vans
- Reduction of road blocking by delivery traffic
- Reduction of emissions

Stakeholders and beneficiaries

- **Involvement:** Courier/ express/ parcel service provider, Borough Parliament, Borough Administration, Ministry of the Environment, Urban Development and Transportation, Road Authority
- **Decision-making:** Courier/ express/ parcel service provider, Borough Administration, Ministry of the Environment, Urban Development and Transportation, Road Authority
- **Implementation:** Courier/ express/ parcel service provider

Affected players/Beneficiaries:

- Beneficiaries:
    - Residents
    - All street users
    - Participating courier, express and parcel service (CEP)
- Other affected players
    - Local businesses

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	-/-	-/-	6.1 Investment decision of operators	Operator's investment decision
2	Transport, Economy Energy	Reduction of delivery traffic	6.2 Avoided trips of delivery traffic by truck/van, shift to cargo bikes/e-vans (in km)	Statistics provided from operator of micro-hub and own calculations (Ex-Post)
3	Environment	Reduction of emissions	6.3 CO2-reduction (upscaled)	Statistics provided from operator of micro-hub and own calculations (Ex-Post)

4	Transport, Society	Reduction of delivery traffic	6.4 Effects on street users (qualitative, e.g. “very high” – “very low”, different user groups)	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)
5	Transport, Economy	Reduction of delivery traffic	6.5 Effects on mobility habits	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)

Timetable

- Planning, Implementation: June 2019 – Apr 2020
- Evaluation (data collection):
  - Interview/Online B: Aug/Sept 19, A: July/Aug 20
  - Statistics from operator A: May-Aug 2020

Resources

- Personnel: for Interviews, Online-Questionnaire

Interdependencies between measures

The availability of the new sustainable logistic services within the neighbourhood should be communicated to the citizens, to raise awareness, understanding and support. Those activities are part of measure 9.

C.1C.7 Creation of more space for play of children

Description of the measure

In the streets of the SUNRISE quarter, there are only a few play areas for children and the distances to the nearest playgrounds are sometimes very large, especially for smaller children. One possibility is to set up "temporary play streets". A "temporary play street" is a residential street (or a section of a street) which is closed for any traffic for two to three hours, e.g. on one afternoon a week. Thus, space is provided for children to play and for other residents to meet each other. Residents play a key role to initiate and operate "temporary play streets" on a regular basis, including the management of the relevant equipment (for kids to play, benches, tables etc.).

Implementation:
Measure 7 involves the following activities:

- Exchange and cooperation with all relevant players
- Decision-making on measure and pilot implementation actions, by relevant bodies
- Concretisation of measures/ planning
- (Pilot) operation

Objectives:

- Physical activity of children
- Increased quality of stay
- More room for children
- Changed (more sustainable) mobility habits

Stakeholders and beneficiaries

- **Involvement:** Residents, Borough Parliament, Borough Administration, Ministry of the Environment, Urban Development and Transportation, Road Authority, Initiative "SpielLandschaftStadt e.V."
- **Decision-making:** Residents, Borough Parliament, Road Authority
- **Implementation:** Residents, Initiative "SpielLandschaftStadt e.V."
- **Further players: -**

Affected players/Beneficiaries:

- Beneficiaries:
  - Residents
  - In particular: Children
- Other affected players
  - Car users/owners (residents, visitors)
  - Courier, express and parcel services (CEP)
  - Local businesses

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	Society	More room for children/ for people to meet	7.1 Number of users (children, grown-ups)	Interviews of temporary play street users (Ex-Post)
2	Society	Increased quality of stay Increased Increased physical activity of children	7.2 Effects on street users (qualitative, e.g. "very high" – "very low", different user groups)	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post) Interviews of temporary play street users (Ex-Post)
3	Transport	Changed (more sustainable) mobility habits	7.3 Effects on mobility habits	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post) Interviews of temporary play street users (Ex-Post)

Timetable

- Planning, Implementation: June 2019 – Apr 2020
- Evaluation (data collection):
  - Interview/Online B: Aug/Sept 19, A: July/Aug 20
  - Interviews temp. street users A: July/Aug 20

Resources

- Personnel: for Interviews, Online-Questionnaire

Interdependencies between measures

Residents need to be made aware of the possibility to implement a temporary play streets. Furthermore, the neighbourhood should be informed about planned activities, benefits and associated consequences (i.e. the temporary closing of streets, parking cars are temporarily banned). Those activities are part of measure 9.

C.1C.8 Improvements of the quality of stay

Description of the measure

In the SUNRISE neighbourhood, the quality of stay shall be improved by greening initiatives, the installation of (additional) waste bins and benches, expansion of "nice toilet" initiative of gastronomy (i.e. offering restrooms for the public) etc.

Implementation:
Measure 8 involves the following activities:

- Exchange and cooperation with all relevant players
- Decision-making on measure and pilot implementation actions, by relevant bodies
- Concretisation of measures/ planning
- Installation/ Implementation

Objectives:

- Strengthening of pedestrian traffic
- Increase quality of stay
- Changed (more sustainable) mobility habits

Stakeholders and beneficiaries

- Involvement: Residents, Borough Parliament, Borough Administration, Ministry of the Environment, Urban Development and Transportation, Road Authority, Bremer Stadtreinigung (Waste disposal company), Umweltbetrieb Bremen, schools, businesses, etc.
- Decision-making: Bremer Stadtreinigung (Waste disposal company), businesses, Borough Parliament, Road Authority, Umweltbetrieb Bremen, Schools etc.

- Implementation: Businesses, Bremer Stadtreinigung (Waste disposal company), residents etc.
- Further players: -

Affected players/Beneficiaries:

- Beneficiaries:
  - Residents
  - In particular: Elderly people
  - All street users
  - Local businesses
- Other affected players

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	Society, Environment	Increase quality of stay	8.1 Effects on street users (qualitative, e.g. "very high" – "very low", different user groups)	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)
2	Transport	Strengthening of pedestrian traffic Changed (more sustainable) mobility habits	8.2 Effects on mobility habits	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)

Timetable

- Planning, Implementation: June 2019 – Apr 2020
  - Interview/Online B: Aug/Sept 19, A: July/Aug 20

Resources

- Personnel: for Interviews, Online-Questionnaire

Interdependencies between measures

Residents need to be made aware of planned measures and options to participate. Those communication activities are part of measure 9.

C.1C.9 Information and marketing campaign

Description of the measure

An information and marketing campaign shall be conducted to increase the understanding and actual use of innovative sustainable mobility options (e.g. car-sharing, bike-sharing). Also the available multi-modal options for mobility, and specifically "eco-modes" (the environmental friendly options: public transport, bicycle and walking) shall be communicated. This might be done, for example, by specific marketing activities, like discounted monthly tickets for a promotion period. Finally, the need for the SUNRISE measures, a more fair use of street room, and the general consideration of the needs of other street users shall be communicated. This can be done, for example, by guided street walks (e.g. testing out wheelchairs, walking as blind persons). The information and marketing campaign is closely connected to all other measures of this action plan.

Implementation

Measure 9 involves the following activities:

- Exchange and cooperation with all relevant players
- Decision-making on measure and pilot implementation actions, by relevant bodies
- Concretisation of measures/ planning
- If needed: tender for design/marketing agency
- Execution

Objectives:

- Increase awareness on new mobility offers, multi mobility options
- Increase acceptance/ consideration of needs of other street users
- Changed (more sustainable) mobility habits

Stakeholders and beneficiaries

- **Involvement:** Ministry of the Environment, Urban Development and Transportation, BSAG, ADAC, ADFC, Initiative "Bündnis Verkehrswende", car-sharing provider, bike-sharing provider, Initiative Perspektivwechsel, etc.
- **Decision-making:** institutions involved (see above)
- **Implementation:** institutions involved (see above)
- **Further players:** -

Affected players/Beneficiaries:

- Beneficiaries:
  - Residents in SUNRISE neighbourhood
  - Stakeholders of the SUNRISE process
  - Citizens in Bremen
- Other affected players: -/-

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	Society, Transport	Increase awareness on new mobility offers, multi mobility options Increase acceptance/ consideration of needs of other street users	9.1 Number of people reached	Own statistics on information and marketing campaign (Ex-Post)
2	Society, Transport	Increase awareness on new mobility offers, multi mobility options Increase acceptance/ consideration of needs of other street users	9.2 Effects on street users (qualitative, e.g. "very high" - "very low", different user groups)	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)
3	Transport	Changed (more sustainable) mobility habits	9.3 Effects on mobility habits	Interviews of street users (Ex-Ante, Ex-Post) Online Questionnaire of street users (Ex-Ante, Ex-Post)

Timetable

- Planning, implementation: May 2019 – April 2021
- Evaluation (data collection): B: Aug/Sept 19, Aug/Sept 2020

Resources

- Personnel: for Interviews, Online-Questionnaire

Interdependencies between measures

Communication and marketing activities are part of every measure of the action plan.

C.1D Southend City Centre Neighbourhood

C.1D.1 Greening

Description of the measure

General greening, no specifics have been determined at this juncture to ensure flexibility of the type of greening i.e. trees, planters etc. as any specific measure will need to be checked to ensure they are not confined by constraints and also to avoid limiting the opportunities.

This can also incorporate water features as part of the greening, not necessarily a fountain in the image of the seafront as there are constraints below ground that will limit the scope, but something that can incorporate SUDs.

The conversations with people outlined a general desire to provide a softer feel to the existing streetscape, it was felt that the area is dominated too much by hard landscaping and needs to be broken up by trees and planting.

Stakeholders and beneficiaries

Landscaping proposals will be produced and initially be brought to the Core Group to ensure they meet the requirements project. Once agreed these plans will be shared online, onsite and at specific meeting points and community groups to inform the neighbourhood of the intention.

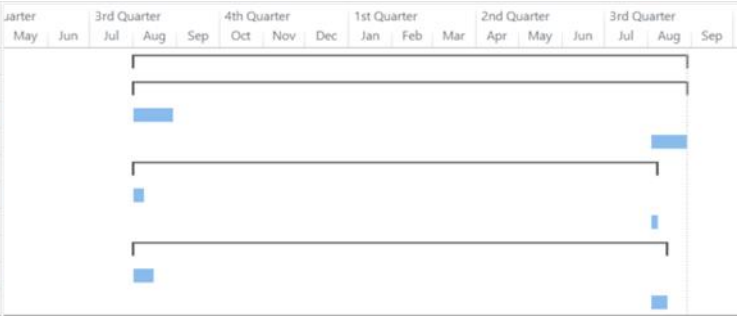
Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No	Impact area	Impact	Indicator	Data used
1	Energy/ Environment	Improved Air Quality through the provision of planting that is sympathetic to the local environment, where none existing currently.	Air quality survey (this will be calculated differently from the air quality survey relating to removal of cars)	Pre-construction ugm3 readings through diffusion tube data erected through the location. Post implementation ugm3 readings through diffusion tube data erected on site. Potential through another project to place permanent 'smart' monitoring stations in the location to monitor air quality on a daily basis, with the ability for people passing through the location to view the statistics in real time.
2	Society	Improved Streetscape through the provision of planting and the instruction of water to soften the existing streetscape from the carriageway dominated space that it currently is.	Face to face and online surveys (this will be a targeted question that relates to planting only) Public opinion and reaction to the measure	Data collection from stakeholders during the Co-Identification & Co-evaluation stage demonstrating a desire for more greening. Face to face and online surveys post implementation of the measures.

Timetable

Task Name	Duration	Start	Finish
Greening	282 days	Thu 01/08/19	Fri 28/08/20
Air Quality Survey	282 days	Thu 01/08/19	Fri 28/08/20
Before Survey	1 mon	Thu 01/08/19	Wed 28/08/19
After Survey	1 mon	Mon 03/08/20	Fri 28/08/20
Face to Face Survey	267 days	Thu 01/08/19	Fri 07/08/20
Before Survey	1 wk	Thu 01/08/19	Wed 07/08/19
After Survey	1 wk	Mon 03/08/20	Fri 07/08/20
Online Survey	272 days	Thu 01/08/19	Fri 14/08/20
Before Survey	2 wks	Thu 01/08/19	Wed 14/08/19
After Survey	2 wks	Mon 03/08/20	Fri 14/08/20



Resources

Evaluation of the measure for Air Quality will be undertaken by Southend Borough Council's Environmental Team as part of their ongoing monitoring of the Town.

Face to face meetings will be undertaken by the Project Team.

Staff costs: 1147.52€

Other costs: 537.9€

- Work material costs: 537.9€ (branded gazebo)
- Additional other costs: 164.1 € (1,641.458 €/100)

Total activity costs 1684.9€

There are direct overlaps with the face to face surveys as this will cover a number of measures, the costs of these face to face surveys have therefore been proportion accordingly.

Interdependencies between measures

All measures require an element of face to face interactions with people to obtain their perspective on the impact of the measures. Rather than undertake these as separate discussions it will be much more practical to capture all this data at once through a survey. This will also apply to online surveys as well, the will not be carried out in isolation but will form part of a wider conversation about all the measures.

C.1D.2 Improving safety

Description of the measure

Improved Safety - Designing out ASB through creating a more active space, both during the day and in the evening providing a safer environment for people at all times of the day/night.

The space is not active during the hours of darkness as there is a feeling that the area is intimidating, additional lighting and the encouragement of more activities during these hours will increase the sense of security within the space resulting in an increase in pedestrian numbers within the area.

Stakeholders and beneficiaries

Design proposals will be produced and initially be brought to the Core Group to ensure they meet the requirements project. Once agreed these plans will be shared online, onsite and at specific meeting points and community groups to inform the neighbourhood of the intention.

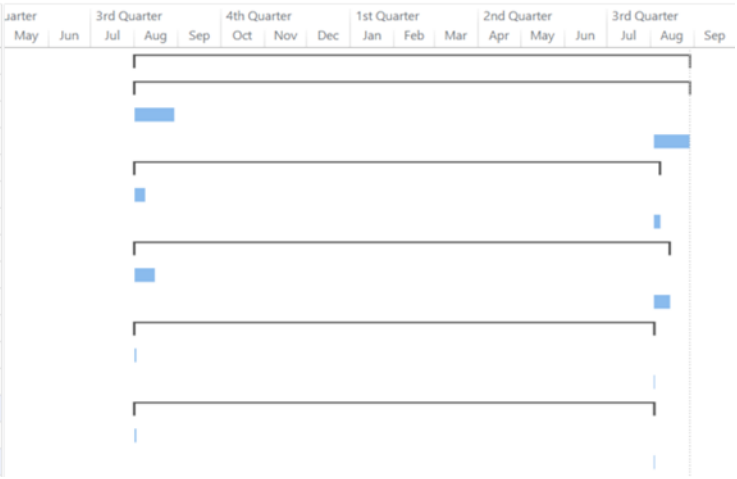
Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	Society	Improved safety through the provision of new lighting to ensure people are still able to permeate the space during the hours of darkness. Increase in night time activity with a growth in economy and reducing the feeling of emptiness within the space.	Face to face and online surveys (this will be a targeted question that relates to perceived safety). Public opinion and reaction to the measure. Increase in pedestrian numbers (this will focus of numbers passing through the space during the evening). Increase in dwell time (This will focus on pedestrians staying within the space during the evening). Increase in trade for existing shops and restaurants (this will focus on the nigh time economy). Increase in event numbers at Victoria Circus (this will focus on events being held in the evening).	Data collection from stakeholders during the Co-Identification & Co-Evaluation stage demonstrating a desire for improved safety in the area. Face to face and online surveys post implementation of the measures. Pedestrian data showing numbers, movements and dwell time pre-implementation. Pedestrian data showing numbers, movements and dwell time post implementation. Data from the BID demonstrating figures for trade pre-implementation and post implementation. Data from the Town Centre Management Team for application of events pre-implementation and post implementation of measures.

Timetable

Task Name	Duration	Start	Finish
Improved Safety	**282 days**	**Thu 01/08/19**	**Fri 28/08/20**
Pedestrian Survey	**282 days**	**Thu 01/08/19**	**Fri 28/08/20**
Before Survey	1 mon	Thu 01/08/19	Wed 28/08/19
After Survey	1 mon	Mon 03/08/20	Fri 28/08/20
Face to Face Survey	**267 days**	**Thu 01/08/19**	**Fri 07/08/20**
Before Survey	1 wk	Thu 01/08/19	Wed 07/08/19
After Survey	1 wk	Mon 03/08/20	Fri 07/08/20
Online Survey	**272 days**	**Thu 01/08/19**	**Fri 14/08/20**
Before Survey	2 wks	Thu 01/08/19	Wed 14/08/19
After Survey	2 wks	Mon 03/08/20	Fri 14/08/20
Business Survey	**263 days**	**Thu 01/08/19**	**Mon 03/08/20**
Before Survey	1 day	Thu 01/08/19	Thu 01/08/19
After Survey	1 day	Mon 03/08/20	Mon 03/08/20
Public Event Survey	**263 days**	**Thu 01/08/19**	**Mon 03/08/20**
Before Survey	1 day	Thu 01/08/19	Thu 01/08/19
After Survey	1 day	Mon 03/08/20	Mon 03/08/20



Resources

Face to face meetings will be undertaken by the Project Team.

Staff costs: 1147.52€

Other costs: 537.9€

- Work material costs: 537.9€ (branded gazebo)
- Additional other costs: 164.1 € (1,641.458 €/100)

Total activity costs 1684.9€

Data on the impact on trade will be evaluated by the BID, with results passed through to the Project Team. This will be the same with regards to the data on events, this will be evaluated by the Town Centre Management with the results passed through to the design team.

Pedestrian surveys will be undertaken as part of the annual pedestrian count within the Town Centre area, this data will then be interpreted by the project team.

Interdependencies between measures

All measures require an element of face to face interactions with people to obtain their perspective on the impact of the measures. Rather than undertake these as separate discussions it will be much more practical to capture all this data at once through a survey. This will also apply to online surveys as well, the will not be carried out in isolation but will form part of a wider conversation about all the measures.

As with the cycle data, pedestrian data will be collected holistically throughout the project area but will target specifics as well. This ensure the data is all collected over the same time periods and can be shown to be relevant to each measure.

C.1D.3 Public space

Description of the measure

Victoria Circus

The need to retain the space for events with seating arranged in a manner that allow a multi-purpose use is required, such as an Amphitheatre arrangement, this would allow tiered seating and an event space within the centre of Vic Circus. When empty the space would no longer feel vacant and will accommodate greening.

Restaurant seating area within the middle of Vic Circus has been identified during the co-identification phase, however any such measure would need to retain the ability to still accommodate an event space at specific dates.

London Road

Regular markets that are more artisan in nature and provided something different to what is already available in the High Street as this is considered tired and worn.

The addition of seating for restaurants outside to create a more continental feel and make the space more vibrate. The existing environment has no seating for this type of activity and does not encourage any dwell time with the space.

The existing Taxi rank to be made drop off and pick up only reduce the amount of vehicles standing ideal in the space. Whilst it is accepted that Taxis are a feature of the space that need to remain it would be preferred if they could be spread around the perimeter of the High Street to allow more pickups at other key locations.

Stakeholders and beneficiaries

Design proposals will be produced and initially be brought to the Core Group to ensure they meet the requirements project. Once agreed these plans will be shared online, onsite and at specific meeting points and community groups to inform the neighbourhood of the intention.

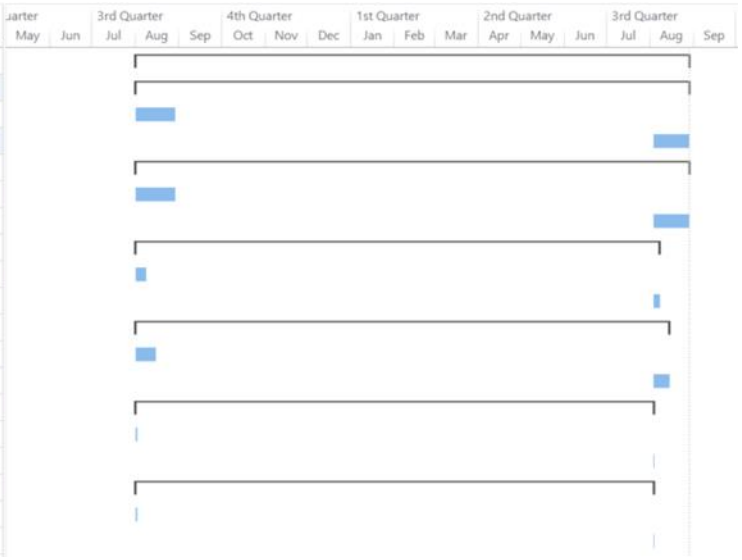
Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No	Impact area	Impact	Indicator	Data used
1	Energy Environment	Improved Air Quality through the removal of cars along London Road through the introduction of a pedestrianised zone.	Air quality survey (this will be calculated on the loss of cars only).	Pre-construction ugm3 readings through diffusion tube data erected through the location. Post implementation ugm3 readings through diffusion tube data erected on site. Potential through another project to place permanent 'smart' monitoring stations in the location to monitor air quality on a daily basis, with the ability for people passing through the location to view the statistics in real time.
2	Society	Improved streetscape through a better allocation of space to certain activities and functions, such as encouraging outside seating for restaurants along London Road and ensuring Victoria Circus remains vibrant when activities are not taking place.	Face to face and online surveys (this will be a targeted question that relates to why people have come to the space) Public opinion and reaction to the measure. Increase in trade for existing shops and restaurants (the information will be broken down into specific times of the day to avoid double counting the night time economy). Increase in event numbers at Victoria Circus (the information will be broken down into specific times of the day to avoid double counting the night time economy).	Data collection from stakeholders during the Co-Identification & Co-Evaluation stage demonstrating a desire for change of use along London Road and Victoria Circus. Face to face and online surveys post implementation of the measures. Data from the BID demonstrating figures for trade pre-implementation and post implementation. Data from the Town Centre Management Team for application of events pre-implementation and post implementation of measures. Pedestrian data showing numbers, movements and dwell time pre-implementation. Pedestrian data showing numbers, movements and dwell time post implementation.

Timetable

Task Name	Duration	Start	Finish
Public Space	**282 days**	**Thu 01/08/19**	**Fri 28/08/20**
Air Quality	**282 days**	**Thu 01/08/19**	**Fri 28/08/20**
Before Survey	1 mon	Thu 01/08/19	Wed 28/08/19
After Survey	1 mon	Mon 03/08/20	Fri 28/08/20
Pedestrian Survey	**282 days**	**Thu 01/08/19**	**Fri 28/08/20**
Before Survey	1 mon	Thu 01/08/19	Wed 28/08/19
After Survey	1 mon	Mon 03/08/20	Fri 28/08/20
Face to Face Survey	**267 days**	**Thu 01/08/19**	**Fri 07/08/20**
Before Survey	1 wk	Thu 01/08/19	Wed 07/08/19
After Survey	1 wk	Mon 03/08/20	Fri 07/08/20
Online Survey	**272 days**	**Thu 01/08/19**	**Fri 14/08/20**
Before Survey	2 wks	Thu 01/08/19	Wed 14/08/19
After Survey	2 wks	Mon 03/08/20	Fri 14/08/20
Business Survey	**263 days**	**Thu 01/08/19**	**Mon 03/08/20**
Before Survey	1 day	Thu 01/08/19	Thu 01/08/19
After Survey	1 day	Mon 03/08/20	Mon 03/08/20
Public Event Survey	**263 days**	**Thu 01/08/19**	**Mon 03/08/20**
Before Survey	1 day	Thu 01/08/19	Thu 01/08/19
After Survey	1 day	Mon 03/08/20	Mon 03/08/20



Resources

Evaluation of the measure for Air Quality will be undertaken by Southend Borough Council's Environmental Team as part of their ongoing monitoring of the Town.

Face to face meetings will be undertaken by the Project Team.

Staff costs: 1147.52€

Other costs: 537.9€

- Work material costs: 537.9€ (branded gazebo)
- Additional other costs: 164.1 € (1,641.458 €/100)

Total activity costs 1684.9€

Data on the impact on trade will be evaluated by the BID, with results passed through to the Project Team. This will be the same with regards to the data on events, this will be evaluated by the Town Centre Management with the results passed through to the design team.

Pedestrian surveys will be undertaken as part of the annual pedestrian count within the Town Centre area, this data will then be interpreted by the project team.

Interdependencies between measures

All measures require an element of face to face interactions with people to obtain their perspective on the impact of the measures. Rather than undertake these as separate discussions it will be much more practical to capture all this data at once through a survey. This will also apply to online surveys as well, the will not be carried out in isolation but will form part of a wider conversation about all the measures.

As with the cycle data, pedestrian data will be collected holistically throughout the project area but will target specifics as well. This ensure the data is all collected over the same time periods and can be shown to be relevant to each measure.

Air Quality is also required for multiple measures, but will target different aspects.

C.1D.4 Street Furniture

Description of the measure

Street Furniture – additional seating is required within the space but it needs to be sympathetic to the useable public space, but it is felt that more is required as it is very limited and often in inappropriate locations.

Lighting was a specific reference, this was identified to be used in a variety of ways, to reduce the unsociable spaces i.e. the alleyway to make the space more welcoming and feel less inhospitable, or as way finding such as beams of light projected in different directions to highlight certain destinations, along with providing a visual enhancement to greening.

Entrance features to be considered at the gateways to the space i.e. the alleyway, London Road and Southchurch Road. This can be formed from lighting or from vertical features but it was considered important to give the location a ‘special feel’ as it is one of the key gateways into the Town Centre.

Public Art, whilst this can be divisive it was considered that something needs to provide an identity at this location, this does not need to be a permanent feature, but rather temporary and changeable and even digital to keep the interest in the space.

Stakeholders and beneficiaries

Design proposals will be produced and initially be brought to the Core Group to ensure they meet the requirements project. Once agreed these plans will be shared online, onsite and at specific meeting points and community groups to inform the neighbourhood of the intention.

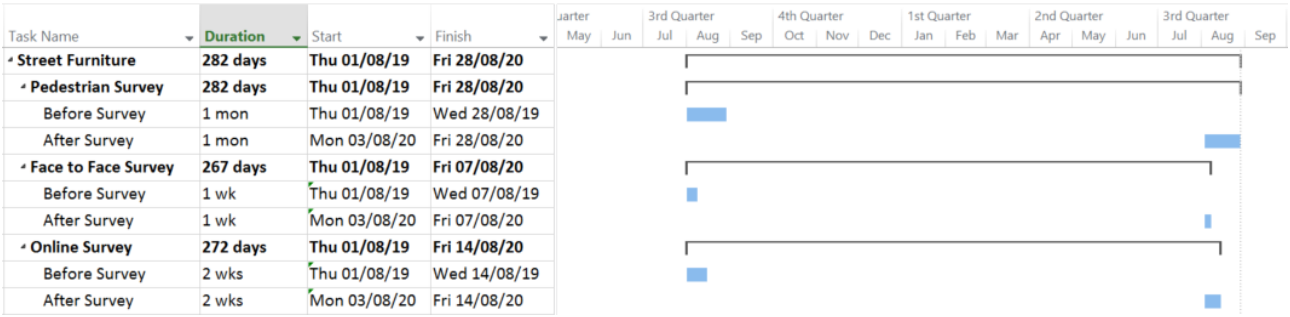
Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No	Impact area	Impact	Indicator	Data used
1	Society	Improved Streetscape through the provision of appropriate street furniture, such as seating, to create a location that people will dwell within, along with gateway features that will encourage permeability of pedestrian movements through the space.	Face to face and online surveys (this will be a targeted question that relates to street furniture only) Public opinion and reaction to the measure. Increase in pedestrian numbers (for example the count will target number of people using seats). Increase in dwell time (for example the count will target the duration people stay seated).	Data collection from stakeholders during the Co-Identification & Co-Evaluation stage demonstrating a desire for more seating, lighting and features within the space. Face to face and online surveys post implementation of the measures. Pedestrian data showing numbers, movements and dwell time pre-implementation. Pedestrian data showing numbers, movements and dwell time post implementation.

Timetable

A simple Gantt chart can be used to illustrate the planning and scheduling of activities undertaken for the evaluation of the measure.



Task Name	Duration	Start	Finish
Street Furniture	**282 days**	**Thu 01/08/19**	**Fri 28/08/20**
Pedestrian Survey	**282 days**	**Thu 01/08/19**	**Fri 28/08/20**
Before Survey	1 mon	Thu 01/08/19	Wed 28/08/19
After Survey	1 mon	Mon 03/08/20	Fri 28/08/20
Face to Face Survey	**267 days**	**Thu 01/08/19**	**Fri 07/08/20**
Before Survey	1 wk	Thu 01/08/19	Wed 07/08/19
After Survey	1 wk	Mon 03/08/20	Fri 07/08/20
Online Survey	**272 days**	**Thu 01/08/19**	**Fri 14/08/20**
Before Survey	2 wks	Thu 01/08/19	Wed 14/08/19
After Survey	2 wks	Mon 03/08/20	Fri 14/08/20

Resources

Pedestrian surveys will be undertaken as part of the annual pedestrian count within the Town Centre area, this data will then be interpreted by the project team.

Face to face meetings will be undertaken by the Project Team.

Staff costs: 1147.52€

Other costs: 537.9€

- Work material costs: 537.9€ (branded gazebo)
- Additional other costs: 164.1 € (1,641.458 €/100)

Total activity costs 1684.9€

Interdependencies between measures

All measures require an element of face to face interactions with people to obtain their perspective on the impact of the measures. Rather than undertake these as separate discussions it will be much more practical to capture all this data at once through a survey. This will also apply to online surveys as well, the will not be carried out in isolation but will form part of a wider conversation about all the measures

As with the cycle data, pedestrian data will be collected holistically throughout the project area but will target specifics as well. This ensure the data is all collected over the same time periods and can be shown to be relevant to each measure.

C.1D.5 Walking and Cycling

Description of the measure

Walking and Cycling – cycle parking within the space is sporadic and unsecure and as such not well used despite the proximity of the Town Centre cycle route. Walking and cycling of bicycles along the High Street is a common sight and is often viewed as inconsiderate and obstructive. The request for more bike parking was raised by cyclist and non-cyclist alike but needs to be included but in a manner that is consistent with the vision of the space rather than ad-hoc. Parking to be clustered rather than in one area.

The incorporation of additional hour bikes in the periphery of the space to encourage cycle hire and wider tourism within the Town was suggested during the co-identification process, this would be an extension to the existing cycle hire network.

Stakeholders and beneficiaries

Design proposals will be produced and initially be brought to the Core Group to ensure they meet the requirements project. Once agreed these plans will be shared online, onsite

and at specific meeting points and community groups to inform the neighbourhood of the intention.

Impacts and indicators

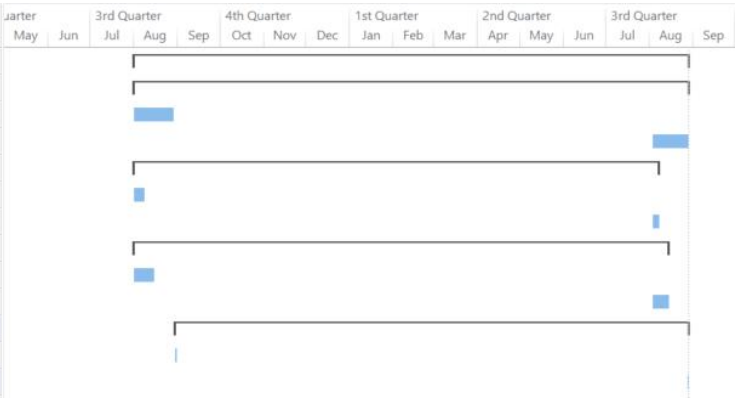
The table below describes the indicators that will be employed to evaluate the measure.

No	Impact area	Impact	Indicator	Data used
1	Society	Increase in cycling due to a greater proportion of space being allocated to cyclists, and improved & secure cycle parking facilities.	Face to face and online surveys (this will be a targeted question that relates to cycling provisions only). Public opinion and reaction to the measure. Increase in cycle numbers. Increase in use of cycle parking.	Data collection from stakeholders during the Co-Identification & Co-Evaluation stage demonstrating a desire for improved cycling. Face to face and online surveys post implementation of the measures. Cycle Hire data showing the number of cycles hired pre-implementation. Cycle Hire data showing the number of cycles hired post implementation.
2	Society	Increase in Cycle Hire from better connectivity to the existing cycle infrastructure nearby.	Increase in Cycle Hire.	Cycle data showing numbers and cycle parking up take pre-implementation. Cycle data showing numbers, and cycle parking up take time post implementation.
3		Increase in pedestrian footfall due to a greater proportion of space being allocated to pedestrians.	Increase in pedestrian numbers (this will focus of numbers passing through the space during the day).	Data collection from stakeholders during the Co-Identification & Co-Evaluation stage demonstrating a desire for improved walking. Pedestrian data showing numbers, movements pre-implementation. Pedestrian data showing numbers, movements post implementation.

Timetable

A simple Gantt chart can be used to illustrate the planning and scheduling of activities undertaken for the evaluation of the measure.

Task Name	Duration	Start	Finish
Street Furniture	**282 days**	**Thu 01/08/19**	**Fri 28/08/20**
Cycle Survey	**282 days**	**Thu 01/08/19**	**Fri 28/08/20**
Before Survey	1 mon	Thu 01/08/19	Wed 28/08/19
After Survey	1 mon	Mon 03/08/20	Fri 28/08/20
Face to Face Survey	**267 days**	**Thu 01/08/19**	**Fri 07/08/20**
Before Survey	1 wk	Thu 01/08/19	Wed 07/08/19
After Survey	1 wk	Mon 03/08/20	Fri 07/08/20
Online Survey	**272 days**	**Thu 01/08/19**	**Fri 14/08/20**
Before Survey	2 wks	Thu 01/08/19	Wed 14/08/19
After Survey	2 wks	Mon 03/08/20	Fri 14/08/20
Cycle Hire Survey	**261 days**	**Fri 30/08/19**	**Fri 28/08/20**
Before Survey	1 day	Fri 30/08/19	Fri 30/08/19
After Survey	1 day	Fri 28/08/20	Fri 28/08/20



Resources

Pedestrian surveys will be undertaken as part of the annual pedestrian count within the Town Centre area, this data will then be interpreted by the project team.

Cycle surveys will be undertaken as part of the annual cycle count within the Town Centre area, this data will then be interpreted by the project team.

Cycle hire data will be supplied by the company who oversees the system, with the data interpreted by the project team.

Face to face meetings will be undertaken by the Project Team.

Staff costs: 1147.52€

Other costs: 537.9€

- Work material costs: 537.9€ (branded gazebo)
- Additional other costs: 164.1 € (1,641.458 €/100)

Total activity costs 1684.9€

Interdependencies between measures

All measures require an element of face to face interactions with people to obtain their perspective on the impact of the measures. Rather than undertake these as separate discussions it will be much more practical to capture all this data at once through a survey. This will also apply to online surveys as well, the will not be carried out in isolation but will form part of a wider conversation about all the measures.

Cycle data will be collected holistically through the project area, as there are a number of specific types of information required particular attention will be paid each specific as well

as capturing for wider purposes. This ensure the data is all collected over the same time periods and can be shown to be relevant to each measure.

As with the cycle data, pedestrian data will be collected holistically throughout the project area but will target specifics as well. This ensure the data is all collected over the same time periods and can be shown to be relevant to each measure.

C.1D.6 Wayfinding

Description of the measure

Wayfinding – There were high numbers of people that sought out SUNRISE public events to specifically ask for directions, this is also a common occurrence. It identified a need for improved wayfinding and visual links from the station and other key entry points of the town, signposting attractions and other strategic destinations signed to remove confusion.

Stakeholders and beneficiaries

Wayfinding proposals will be produced and initially be brought to the Core Group to ensure they meet the requirements project. Once agreed these plans will be shared online, onsite and at specific meeting points and community groups to inform the neighbourhood of the intention.

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used
1	Energy & Environment	Reduction of confusion from a lack of pedestrian wayfinding to strategic destinations.	Reduction of 'stop and seek' information from Street Rangers.	Data collection from stakeholders during the Co-Identification & Co-Evaluation stage demonstrating a desire for improved wayfinding. Face to face and online surveys post implementation of the measures. Data from the BID demonstrating figures for 'Stop & Seek' information pre-implementation and post implementation. Diffusion tube data erected on site. Potential through another project to place permanent 'smart' monitoring stations in the location to monitor air quality on a daily basis, with the ability for people passing through the location to view the statistics in real time.

Timetable

A simple Gantt chart can be used to illustrate the planning and scheduling of activities undertaken for the evaluation of the measure.

Task Name	Duration	Start	Finish
Wayfinding	**282 days**	**Thu 01/08/19**	**Fri 28/08/20**
Face to Face Survey	**267 days**	**Thu 01/08/19**	**Fri 07/08/20**
Before Survey	1 wk	Thu 01/08/19	Wed 07/08/19
After Survey	1 wk	Mon 03/08/20	Fri 07/08/20
Online Survey	**272 days**	**Thu 01/08/19**	**Fri 14/08/20**
Before Survey	2 wks	Thu 01/08/19	Wed 14/08/19
After Survey	2 wks	Mon 03/08/20	Fri 14/08/20
Stop & Seek Request	**261 days**	**Fri 30/08/19**	**Fri 28/08/20**
Before Survey	1 day	Fri 30/08/19	Fri 30/08/19
After Survey	1 day	Fri 28/08/20	Fri 28/08/20

Resources

Face to face meetings will be undertaken by the Project Team.

Staff costs: 1147.52€

Other costs: 537.9€

- Work material costs: 537.9€ (branded gazebo)
- Additional other costs: 164.1 € (1,641.458 €/100)

Total activity costs 1684.9€

Interdependencies between measures

All measures require an element of face to face interactions with people to obtain their perspective on the impact of the measures. Rather than undertake these as separate discussions it will be much more practical to capture all this data at once through a survey. This will also apply to online surveys as well, the will not be carried out in isolation but will form part of a wider conversation about all the measures.

C.1E Baka (Jerusalem)

C.1E.1 Promoting walking to build a sustainable community

Description of the measure

WALKABILITY is the behavioural way or preference of active lifestyle. Active lifestyle includes using the public spaces for fitness activities and travel by non-motorised means of transport to reach daily destinations. Walkability can be influenced by tradition, physical infrastructure, transport opportunities, local private car possession rate, environmental awareness, etc.

The physical infrastructure contains connectivity to destinations and to public transportation, safety, urban design and additional criteria that enable effective movement within the public space. Improving elements in the public space may lead to increased walkability in the area.

There are two types of interventions intended to increase walkability within the Baka neighbourhood:

1. Behavioural - Educational program at the two neighbourhood's elementary schools, and communal initiatives to increase awareness of walkability as a value and urban lifestyle.
2. Placemaking initiatives to improve the walking experience and desirability of walking in the neighbourhood's public spaces – Conversation Bench + Gad Rivka upgrading

Measure 1: Educational programme

i. Awareness campaign with student ambassadors

What is it?

An educational program at the two neighbourhood's elementary schools, and communal initiatives to increase awareness of walkability as a value and urban lifestyle.

The Aim:

To promote the values and importance of walkability as a lifestyle and urban system through an educational programme in which the students become the ambassadors to the community about the topic. The aim is for the value of walkability to filter through the community, starting with the schools, then the parents, family, friends and neighbours, etc.

The students first learn about the topic, then give over presentations to other students in school, and then present the topic at a community event in the community centre.

This project works in parallel with improving safety measures at crosswalks (see next sub-measure), as a way to encourage families to implement the values of the awareness campaign by walking to school in the mornings.

Air pollution reduction educational program – Geulim school – a continuing program from last year expose the students to air pollution effects on their health, life quality, environment resources etc. the solutions under the student's range of possibilities is by preferring sustainable transportation to nearby destinations, with emphasis on arriving to school by foot.

Health promotion educational program – Efrata School – a new program of health promotion that focus on healthy nutrition and active lifestyle. Each school that take part at this program have to obligate to focal points in the two themes above. As a continuation of air pollution reduction program from last year (Efrata shared the program with Geulim last year) Efrata obligated to encourage arrival to school by foot as part of promoting active lifestyle.

- **Air pollution** educational programme in school [Efrata, Geulim] March 2018 to Jun 2018;
- **Health promotion** [Efrata] programme October 2018 to June 2019; and
- **Air pollution reduction** [Geuilime] programme October 2018 to June 2019

ii. Safety improvements and Walking Days

What is it?

Within and around Baka there are certain roads and crosswalks that are dangerous due to traffic issues. Parents have expressed their willingness to send their older kids walking to school if certain areas were safer. The resulting programme is a partnership with the local police, who will provide policemen for 4 crosswalks at rush hour; and the establishment of "Walking Days" at the schools in which the parents are notified that policemen will be presiding the crosswalks and it is safer for the kids to walk to school.

The Aim:

To encourage parents to send their kids walking, or to walk with the kids to school.

It is important to resolve the safety concerns raised by the parents, otherwise they will simply not allow their kids to walk to school.

This is organized in tandem with the awareness campaign, in which students, parents and residents hear about the value of walkability and are encouraged to implement it in their daily routine.

The aim is also to encourage parents to drive less in the neighbourhood, thereby decreasing traffic congestion and air pollution.

Measure 2: Placemaking interventions

What is it?

Placemaking initiatives to improve the walking experience and desirability of walking in the neighbourhood's public spaces – Conversation Bench + Gad Rivka upgrading.

Aim

Both the Conversation Bench and Gad-Rivka upgrade are projects aimed at creating nodes of activity within the public spaces of Baka, in an effort to enliven the walking experience and encourage social interaction.

The Conversation Bench is designed in such a way that encourages people to speak and engage with each other, and for populations of different ages and background to be seated comfortably.

Gad-Rivka is a courtyard at the entrance to Baka and serves both as a gateway between neighbourhoods and as a seating area for families and seniors. By improving its overall design and aesthetic, the aim is for seniors to have a more accessible and sociable experience with each other, for families to have safe activity spaces by their home, and for the passageway between neighbourhoods to be clearly demarcated and visually legible as a pathway.

These projects are in synergy with the educational programme, for they offer another way of encouraging walking and social engagements and activity nodes in the public spaces of Baka.

Stakeholders and beneficiaries

Stakeholders

1. Educational programme
    - Students at the schools
    - Efrata and Geulim schools
    - Parents
    - Environmental Department of the Jerusalem Municipality
    - SUNRISE Baka team
    - Jerusalem Master Plan Transportation office - PR department
    - Jerusalem Master Plan Transportation office – survey unit
    - Local designers
    - Local police station
    - SUNRISE sub-committee for the Walking to School programme - active parent volunteers interested in advancing walkability initiatives in Baka.

2. Placemaking Interventions
    - Residents
    - Environmental Department of the Jerusalem Muni
    - Eden Municipal Company (partial Placemaking budget)
    - SUNRISE Baka team
    - Jerusalem Master Plan Transportation office - PR department
    - Jerusalem Master Plan Transportation office – survey unit
    - Local designers
    - SUNRISE sub-committee for the Conversation Bench and sub-committee for the Gad-Rivka upgrade, and the SUNRISE Core Group
    - Rova Oranim - Municipal Public Works Office for the Baka Area

Beneficiaries

1. Educational programme
    - Students at the schools
    - Efrata and Geulim schools
    - Parents

- Baka drivers (due to less traffic congestion)
- Environmental Department of the Jerusalem Muni
- SUNRISE Baka team
- Jerusalem Master Plan Transportation office - PR department
- Jerusalem Master Plan Transportation office – survey unit
- Local designers
- Local police station
- SUNRISE sub-committee for the Walking to School programme - active parent volunteers interested in advancing walkability initiatives in Baka.

2. Placemaking Interventions

- Residents
- Pedestrians in Baka (residents and non)
- Environmental Department of the Jerusalem Muni
- Eden Municipal Company (partial Placemaking budget)
- SUNRISE Baka team
- Jerusalem Master Plan Transportation office - PR department
- Jerusalem Master Plan Transportation office – survey unit
- Local designers
- SUNRISE sub-committee for the Conversation Bench and sub-committee for the Gad-Rivka upgrade, and the SUNRISE Core Group
- Rova Oranim - Municipal Public Works Office for the Baka Area

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

Impact	Impact area	Indicator	Method
Walkability			
1. Increasing the rate of walking to and from destinations within the neighbourhood	TRANSPORT	1.1 Number of students arriving at primary school on foot 1.2 Number of arrivals at leisure activities within the neighbourhood on foot 1.3 Frequency of and satisfaction with walking experience at Gad-Rivka 1.4 Frequency of and satisfaction with walking experience and social interaction at the conversation bench *1.5 Number of people walking through Gad-Rivka*	1.1 Before (November and December 2017) and after (December 2018) at schools using the annual survey 1.2 Before and after at leisure activities using the annual survey 1.3 Survey at Gad-Rivka (before and after) 1.4 Survey at conversation bench (after only) *1.5 Counts at Gad-Rivka (before and after)*
2. Increasing community awareness of non-motorized transportation usage	TRANSPORT/ SOCIETY	2.1 Rate of students that took part in the educational program and can explain the advantages of walking to daily destinations. 2.2 Levels of Acceptance – consensus among residents regarding non-motorised transport	2.1 Evaluation of health promotion program (Efrata) and air pollution programmes (Geulim) and school – through a questionnaire administered to the students (after only questionnaires) 2.2 Survey – the last open question on issues to improve the public sphere at the annual survey
3. Increasing community commitment to walking in Baka	SOCIETY	3. Number of initiatives related to walking promoted in Baka	3. Review of reports of projects in Baka (before and after)
4. Raising sense of belonging to Baka as a sustainable community	SOCIETY	4. Degree of belonging to Baka as a sustainable community	4. Focus group (only after) with people affected by the programs

Timetable

time table		2017		2018												2019												2020												2021			
		N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
Indicator	**Method**																																										
number of students arriving at primary school on foot	Survey		B																												A			Not for data collection							
Number of arrivals at leisureactivities within the neighbourhood on foot	*Survey*		B																												A											
Frequency of and satisfaction with walking experience at Gad-Rivka	*Survey at Gad-Rivka (before and after)*																				B										A											
Frequency of and satisfaction with walking experience and social interaction at the conversation bench	Survey at conversation bench (after only)																									A																
Number of people walking through Gad-Rivka - depends on time avialability	*Counts at Gad-Rivka (before and after)*																				B										A											
Rate of students that took part in the educational program and can explain the advantages of walking to daily destinations.	*Evaluation of health promotion program (Efrata) and air pollution programmes (Geuilime) – through a questionnaire(after only)*																				A																					
Levels of Acceptance – consensus among residents regarding non-motorised transport	*Survey – the last open question on issues to improve the public sphere at the annual survey*		B																												A											
Number of initiatives related to walking promoted in Baka	*Review of reports of projects in Baka (before and after)*														B											A																
Degree of belonging to Baka as a sustainable community	Focus group (only after) with people affected by the programs																															A			Not for data collection							

Resources

1. Survey - For the overall impact of SUNRISE projects Survey – distribution done through strategic division's infrastructure. Data analysis done with research unit of Transportation Master Plan.
   - Digital distribution platform
   - Online Data collection platform
   - HR for processing data – 16 hours (each time)
   - HR for distributing and persuading residents to take part in survey, questionnaire etc – 15 hours (each time)
   - Building the survey – 20 hours (once)
   - HR for Data Analysis by statistician and by team – 20 hours (each time)

2. Educational programme
   - Focus Groups – done by trained communal worker with 6-12 residents, HR for persuading residents to take part, HR for database management and analysis - 7 hours for one group
   - Questionnaire – part of the communal work of SUNRISE, HR for persuading residents to take part, HR for database management and analysis – 7 hours
   - Local press – depends on the press will to review the process
   - Map + brochure - graphic design with Public Transport team, distribution by HR at schools
   - Printing of maps

3. Placemaking
   - Focus Groups – done by trained communal worker with 6-12 residents, HR for persuading residents to take part, HR for database management and analysis - 5 hours for one group
   - Questionnaire – part of the communal work of SUNRISE, HR for persuading residents to take part, HR for database management and analysis - 20 hours
   - Local press – depends on the press will to review the process
   - Project tracker – reviewing the annual projects report of the communal centre - 2 hours once a year
   - Accessories for workshops

Interdependencies between measures

All SUNRISE measures aim to promote the vision and lifestyle of a walkable neighbourhood.

By promoting the education programme, the aim is to encourage students of all ages to prioritize walking. The students influence each other as well as their parents, and in so doing an important and foundational sector of the Baka community is engaged in the promotion of walkability as a lifestyle.

This is supplemented by the efforts to improve safety conditions, which would allow many families to implement the promoted values and send their kids walking to school.

In parallel, increasing the comfort, attractiveness and sociability of particular nodes in the neighbourhood aims at inviting seniors, young people and other populations to engage with the values of walkability, and to effectively walk more and encounter fellow residents more easily.

C.1E.2 Development of the Green Path plan - Planning the Green Path according to public guidance, needs and solutions

Description of the measure

The Green Path is one of the flagship measures within the Baka neighbourhood, with the aim of creating a walkable promenade for all residents, and that prioritizes pedestrians and cyclists over cars. This work is being carried out by HQ Architects, but the most crucial part is for the plan to resonate with the residents and their vision for the neighbourhood.

While this work can be done mostly by architectural professionals, the experience and point of view of residents is crucial to its success and relevance. Moreover, the plan being developed is at the design level and in order to be implemented, the Baka community will have to lobby the municipality to finance its construction.

Therefore, the measure for this aim is to see whether the plan is designed according to the neighbourhood's needs and values, to provide a platform for residents to take nuanced and careful decisions for important urban challenges (such as parking versus trees or pavement width) and to verify that there is a consensus among residents for the plan that will be submitted to the municipality for approval.

Stakeholders and beneficiaries

Stakeholders

- Residents along Green Path, residents in Baka, CCF
- SUNRISE Baka team
- HQ Architects
- Jerusalem Municipality - Environmental Dept, Roads and Traffic Department, City Architect

Beneficiaries

- Residents along Green Path, residents in Baka, CCF
- SUNRISE Baka team
- HQ Architects
- Jerusalem Municipality - Environmental Dept, Roads and Traffic Department, City Architect

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

Green Path Plan			
1. Achieving public acceptance of the plan	SOCIETY	1.1 Positive comments in the local press 1.2 Level of expressed approval in focus groups	1.1 Review of local press (before and after) 1.2 Focus group (the group, made up of members of the public who were not involved in the co-creation process, discuss the plan according to public needs, guidance and solutions that were raised during the co-identification and co-creation phases, and check if the issues have been solved in the final plan).
2. Increasing interest of the public to walk and cycle more once the plan is implemented	TRANSPORT	2.1 Stated intentions about walking and cycling 2.2 Evidence that similar changes in the infrastructure increased walking and cycling in other parts of the city	2.1 Questionnaire after presenting the plan to the public (who may have been involved in developing the plan) 2.2 Review of these other parts of the city

Timetable

time table		2017		2018												2019												2020												2021			
		N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
Indicator	**Method**																																											
Positive comments in the local press	*Review of local press (before and after)*		B																															A								
Level of expressed approval in focus groups	*Focus group (members of the public who were not involved in former phases)*																																	A								
Stated intentions about walking and cycling	*Questionnaire after presenting the plan to the public*																														A											
Evidence that similar changes in the infrastructure increased walking and cycling in other parts of the city	*Review of these other parts of the city*																			A																							

Resources

Describes the resources available for the evaluation of each measure.

- Survey - For the overall impact of SUNRISE projects Survey – distribution done through strategic division's infrastructure. Data analysis done with research unit of Transportation Master Plan.
    - Digital distribution platform
    - Online Data collection platform
    - HR for processing data - 16 hours (each time)
    - HR for distributing and persuading residents to take part in survey, questionnaire etc - 15 hours (each time)
    - Building the survey - 20 hours (once)
    - HR for Data Analysis by statistician and by team - 20 hours (each time)
- Focus Groups – done by trained communal worker with 6-12 residents, HR for persuading residents to take part, HR for database management and analysis - 7 hours for one group
- Questionnaire – part of the communal work of SUNRISE, HR for persuading residents to take part, HR for database management and analysis - 5 hours for one group
- Local press – depends on the press will to review the process
- Research review – 3 hours
- Flyers - graphic design, distribution by Community Council – 10 hours
- Accessories for workshops

Interdependencies between measures

Measuring the extent and impact of walkability, and the involvement of residents in the planning of the Green Path in Baka will show how SUNRISE's objectives for sustainable mobility have been met.

Planning the Green Path is a professional endeavour by HQ with full partnership of the residents. It is a process that inherently raises debates of walkability and its benefits, and invites the residents to truly engage with the values and trade-offs in making their neighbourhood walkable. The process serves therefore also as an awareness campaign, and is part of the overall strategy seen in the Walkability section of initiatives. With the public at large involved in planning the Green Path, which is a central axis in Baka, it ensures that all populations in Baka are reached by SUNRISE activities.

There is an overlap between the residents involved in the Green Path planning and the other initiatives with the schools and placemaking - for example there are parents involved in the school programme and the Green Path. When residents are operating in multiple circles, it strengthens the overall efforts at increasing awareness, for these residents are already involved and committed to advancing the values of walkability in their community and they are effectively the community leaders with the SUNRISE team.

C.1F Neo Rysio, Thermi, Thessaloniki

C.1F.1 Improvement of public transport services and public transport information

Description of the measure

The measure is divided into two sub measures:

- Improvement of inter-municipal public transport services (increase frequencies)
- Improvement of public transport (through information technology e.g. Smart bus stops, new bus stop facilities e.g. new solar shelters, refurbish the existing bus stop signs)

Improvement of inter-municipal public transport services (increase frequencies)

There is no direct connection with the Municipality of Thermi despite the fact that it is in close distance form Neo Rysio. Citizens don't have either a direct connection to the centre of their municipality in Thermi except from municipal transport which is also limited as well as intramunicipal connections.

The measure deals with the improvement of the inter-municipal public transport frequencies. Today seven (7) bus routes are operating daily departing from Thermi and connecting the major settlements of the municipality. These bus routes cross Neo Rysio serving the locals who need to move around the Municipality The implementation of the measure foresees the increase of the daily bus routes to nine (9) improving by this way the frequency of the service.

Bus Routes	**Departure from Thermi**	**Passing through Neo Rysio**
	Daily scedule	
1°	06:40	07:00
2°	07:20	07:50
3°	09:10	09:25
4°	10:45	10:55
5°	13:50	14:05
6°	15:15	15:25
7°	18:00	18:30
8°	20:00	20:10
9°	22:45	22:55

Improvement of public transport (through information technology eg. Smart bus stops, new bus stop facilities e.g. new solar shelters, refurbish the existing bus stop signs)

Public transport exists, but with reduced frequencies, with 20 trips per day connecting Neo Rysio with the terminal station of IKEA. IKEA is located at the eastern part of Thessaloniki conurbation and constitutes the major terminal of the city with many lines connecting the eastern municipalities of the Regional Unity of Thessaloniki to the city centre and the western municipalities. Public transport seems to be inadequate for locals who are asking for more reliable and frequent transport. Bus stops are old and shelters (where they exist) are poorly maintained and without sufficient lighting.

The measure proposes the installation of two standard bus stops at the two main central points of the settlement, providing real time information for the bus routes while at the same time two standard shelters will replace the existing ones using new solar ones. The smart bus stops will enable passengers to know the arrival of the bus in real time, something quite useful especially when they have to wait for it for a long time during bud weather conditions.

Stakeholders and beneficiaries

Beneficiaries of the measure are the residents and visitors of Neo Rysio who wish to move to/from Thessaloniki or within the Municipality's settlements as well as students of secondary education who use the two stops for their transition to school.

Impacts and indicators

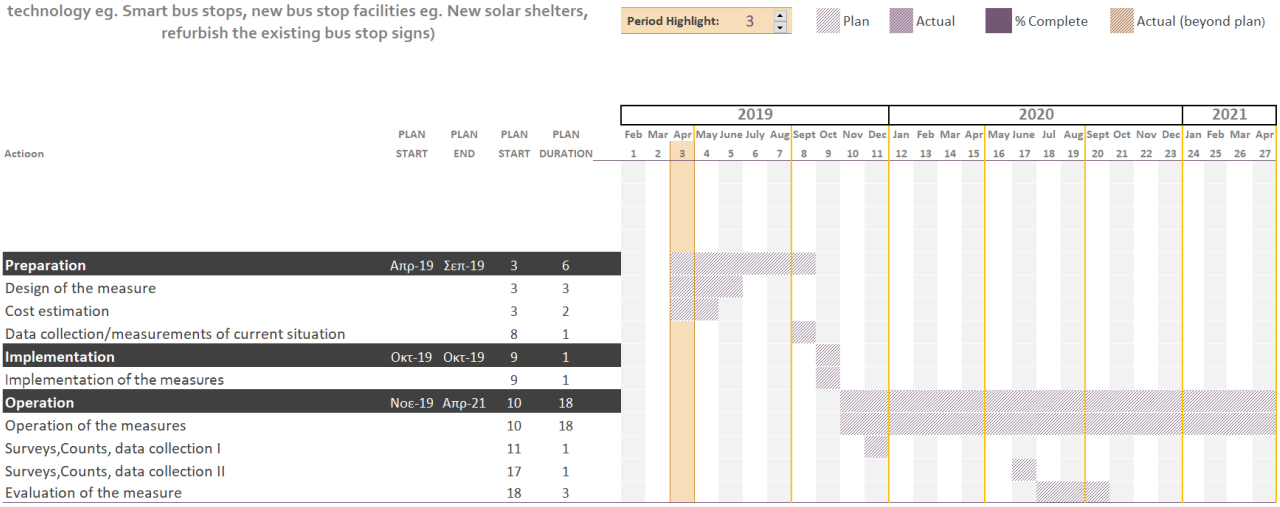
The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used	Comments
Improvement of inter-municipal public transport services (increase frequencies) **Improvement of public transport (through information technology e.g. smart bus stops, new bus stop facilities e.g. new solar shelters, refurbish the existing bus stop signs)**					
1	Municipal Transport	Improve quality of municipal services	User satisfaction	Survey (face-to-face)	The survey will include questions for both sub measures
2	Public transport	Improved travel information	User satisfaction		
3	Municipal Transport	Increase usage of municipal services	Passenger numbers	Counts at bus stops	
4	Public transport	Increase usage of public transport through improved travel information	Passenger numbers	External data sources (Usage statistics)	

Timetable

Gantt Chart -Measure 1

Improvement of inter-municipal public transport services (increase frequencies) and Improvement of public transport (through information technology eg. Smart bus stops, new bus stop facilities eg. New solar shelters, refurbish the existing bus stop signs)



Actioon	PLAN START	PLAN END	PLAN START	PLAN DURATION
Preparation	Απρ-19	Σεπ-19	3	6
Design of the measure			3	3
Cost estimation			3	2
Data collection/measurements of current situation			8	1
Implementation	Οκτ-19	Οκτ-19	9	1
Implementation of the measures			9	1
Operation	Νοε-19	Απρ-21	10	18
Operation of the measures			10	18
Surveys,Counts, data collection I			11	1
Surveys,Counts, data collection II			17	1
Evaluation of the measure			18	3

Resources

Describes the resources available for the evaluation of each measure.

Action in place		**Resources (hourly rate 11.16 €)**	
Survey		**Number of surveys**	3
Indicators	User satisfaction of PT		
Target population	pt users in Neo Rysio		
Duration	5 hours/day, 3 days	**hours**	5
Weekdays	M, Wed, Fr	**days**	3
Location	At the two central bus stops	**people (2 each location)**	4
Planned sample size	200		
Other actions considered	None	**total**	2.009,30 €
Direct observation	**3 times**	**Number of surveys**	3
Indicators	Passenger numbers		
Duration	6 hours/day, 3 dayss	**hours**	6
Weekdays	M, Wed, Fr	**days**	3
Location	At the two central bus stops	**people (2 each location)**	4
Other actions considered	None	**total**	2.411,16 €
		Measure 1 TOTAL	4.420,47 €

Interdependencies between measures

N/A

C.1F.2 Improvement of accessibility to schools

Description of the measure

The measure refers to the development of a “pedestrian bus” that will reduce vehicles in areas around schools while at the same time increase road safety for both pedestrians and vehicles.

Most primary school pupils (with their parents in most cases), are moving around schools, mainly by private cars. As a result, traffic congestion is created outside the school buildings during students morning and leaving hours, as well as an increase in CO2 emissions and other pollutants due to the large number of vehicles. Most of these vehicles are parked in inappropriate parking areas and create road safety issues both for pedestrians and parents, as well as for other passing and parked vehicles. In this context, this action concerns the improvement of road safety in the movement of pupils to and from school units.

This action promotes the creation of a pedestrian bus. Students are organized to walk all together and be accompanied by an adult. The team follows a defined route and gets / lets the children out of their homes. The idea is usually staffed with parents who are already going to their school children on foot. The approach is similar to a bus line, the "pedestrian bus" usually has a fixed route and itineraries. The "pedestrian bus" needs cooperation between parents, schools or the municipality. In any case, it requires cooperation with parents.

Stakeholders and beneficiaries

Beneficiaries of the measure will be students, parents and guardians as well as the whole community that will benefit by the increase of safety for both pedestrians and vehicles.

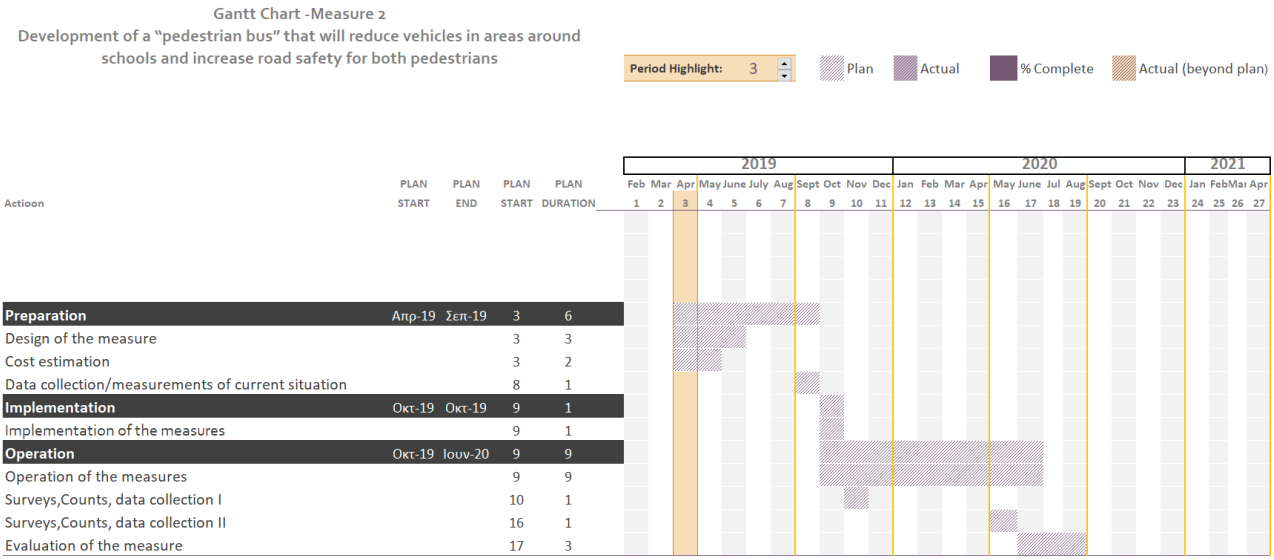
Impacts and indicators

The table below will be used by the neighbourhoods to describe the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used	Comments

Development of a “pedestrian bus” that will reduce vehicles in areas around schools and increase road safety for both pedestrians and vehicles.					
1	Transport	Improved accessibility to schools	Perception of accessibility	Surveys (face-to-face)	
2	Transport	Increase of safety levels	Less car traffic around schools	Modal split (counts arriving at schools)	

Timetable



Resources

Describes the resources available for the evaluation of each measure.

Action in place		**Resources (hourly rate 11.16 €)**	
Survey		**Number of surveys**	3
Indicators	Perception of accessibility		
Target population	Parents		
Duration	2 hour/day, 5 days	**hours**	2
Weekdays	M, Tue, Wed, Thur, Frid	**days**	5
Location	Outside schools	**people (2 each location)**	2
Planned sample size	100		

Other actions considered	None	**total**	669,77 €
Direct observation	**3 times**	**Number of surveys**	3
Indicators	Modal split (counts around schools)		
Duration	2 hour/day, 5 days	**hours**	2
Weekdays	M, Tue, Wed, Thur, Frid	**days**	5
Location	Outside schools	**people (2 each location)**	2
Other actions considered	None	**total**	669,77 €
		Measure 2 TOTAL	1.339,53 €

Interdependencies between measures

N/A

C.1F.3 Increase bicycle use

Description of the measure

The measure refers to the development of bicycle facilities (parking facilities outside schools and athletic centers)

There is a bicycle path connecting main street of the settlement to the secondary School passing through the local municipal athletic center, the football court and other athletic sports facilities. There are gaps in some parts of the cycle corridor. The bicycle path is used by young people especially students to reach their school and the aforementioned leisure activities.

The existing cycle path network linking the center of Neo Rysio with crucial infrastructure, such as the high school and the sports center, could be used more if improvements were made to the infrastructure and the missing link of the infrastructure was completed. In addition, the creation of a bicycle parking system or a bike sharing scheme coupled with a good promotion of the mode could raise public awareness of sustainable mobility and lead to a bike shift in favor of sustainability. The measure proposes the development of a bicycle path scheme in three crucial infrastructures attracting many young people during the day. The infrastructure is going to be placed outside the new secondary school and the two athletic centers. It is estimated that this measure will shift modal shift in favour of bicycle.

Stakeholders and beneficiaries

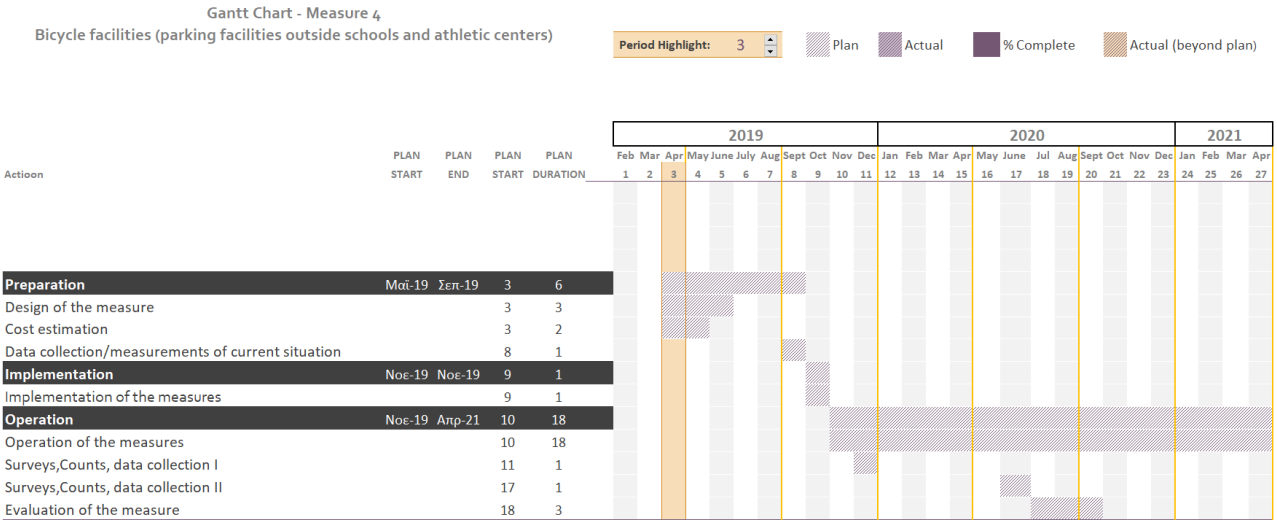
Beneficiaries of the measure will be citizens of Neo Rysio especially young people and students.

Impacts and indicators

The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used	Comments
1	Transport	Increase of bike usage	Level of bike usage	Surveys (face-to-face) Counts at key points	

Timetable



Resources

Describes the resources available for the evaluation of each measure.

Action in place		**Resources (hourly rate 11.16 €)**	
Survey		**Number of surveys**	3
Indicators	Level of bike usage		
Target population	Bike users		
Duration	2 hour/day, 5 days	**hours**	2
Weekdays	M, Tue, Wed, Thur, Frid	**days**	5
Location	Outside schools & athletic centers	**people (2 each location)**	4
Planned sample size	200		
Other actions considered	None	**total**	1.339,53 €
Direct observation		**Number of surveys**	3
Indicators	Level of bike usage		
Duration	2 hour/day, 5 days	**hours**	2

Weekdays	M, Tue, Wed, Thur, Frid	**days**	5
Location	Outside schools & athletic centers	**people (2 each location)**	4
Other actions considered	None	**total**	1.339,53 €
		Measure 4 TOTAL	2.679,07 €

Interdependencies between measures

N/A

C.1F.4 Place informational maps in central point of the settlement (eg. timetables of inter-municipal transport, public transport)

Description of the measure

What really lacks from the area is the real-time information for both public and municipal transport as well as information in general about the options available to residents and visitors. As far as real-time information is concerned, this issue will be addressed in the first measure with the installation of smart stops for public transport.

The measure proposes the creation and placement of a map illustrating the available alternatives, the bus lines that pass through Neo Rysio and their timetable for both public and municipal transport. The map will be placed in a central part of the village where one of the two smart stops will be installed.

Stakeholders and beneficiaries

Beneficiaries of the measure will be citizens of Neo Rysio especially young people and students.

Impacts and indicators

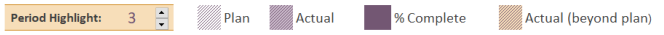
The table below describes the indicators that will be employed to evaluate the measure.

No.	Impact area	Impact	Indicator	Data used	Comments
1	Public & municipal transport	Improved travel information	User satisfaction	Surveys (face-to-face)	
2	Public transport	Increase usage of public transport through improved travel information	Increase usage of PT	Bus occupancy (Tickets sold on bus lines connecting N. Rysio)	

Timetable

Gantt Chart - Measure 6

Place informational maps in central point of the settlement (eg. timetables of inter-municipal transport, public transport)



Actioon	PLAN START	PLAN END	PLAN START	PLAN DURATION
Preparation	Απρ-19	Σεπ-19	3	6
Design of the measure			3	3
Cost estimation			3	2
Data collection/measurements of current situation			8	1
Implementation	Ιαν-20	Φεβ-20	9	1
Implementation of the measures			9	1
Operation	Ιαν-20	Απρ-21	10	19
Operation of the measures			10	19
Surveys,Counts, data collection I			11	1
Surveys,Counts, data collection II			17	1
Evaluation of the measure			18	3

Resources

Describes the resources available for the evaluation of each measure.

Action in place		**Resources**	
Survey		**Number of surveys**	3
Indicators	Perception regarding information offered		
Target population	All residents		
Duration	6 hours/day, 5 days	**hours**	6
Weekdays	M,T,Wed,Th, Fr	**days**	5
Location	At the two central bus stops & schools	**people (2 each location)**	4
Planned sample size	300		
Other actions considered	None	**total**	4.018,60 €
		Measure 4 TOTAL	4.018,60 €

Interdependencies between measures

Measures 1, 2,3,4 have independencies with measure 6 as the actual modal shift in favour of public and municipal transport, walking, car sharing and cycling have also to deal in an horizontal way with the improved travel information that is provided and implemented in measure 6.

D. Appendices

Appendix D.1 MEASURE EVALUATION RESULTS TEMPLATE

SUNRISE
Sustainable Urban Neighbourhoods Research and Implementation Support in Europe

Measure Evaluation Result Summary

Measure No.:	
Measure Title:	
Responsible Author(s):	
Responsible Co-Author(s):	
Date:	
Status:	Draft / Final
Dissemination level:	Confidential / Public

Executive Summary

1 page

A brief introduction of the nature of the measure and a summary of the key evaluation results

[[REMINDER: UK English to be used throughout!]]

A. Introduction

A.1 Objectives

The measure objectives are:

(A) High level / strategic:

- ……
- ……
- ……

(B) Measure level:

- ……..
- ……..
- ……...

These are only bullet points, which do not need to comprise full sentences.

The stated objectives will be assessed through the indicators chosen in section C.1.1, and section C.3 will state in general terms to which degree these objectives have been achieved.

A.2 Description

Text text text

1 to 3 pages

This is a concise, but still full, description of the measure including the nature of the measure, the location and scale of the measure, and, where applicable, including maps and/or photos of the measure

B. Measure implementation

B.1 Innovative aspects

- **Innovative aspect 1** – Text text text.
- **Innovative aspect 2** – Text text text.

Although presented in bullet format, this should still be text with full sentences. "Innovative aspect 1" etc should be overwritten with the title / headline of the aspect described

B.2 Research and Technology Development

Text text text.

This section describes any research or development that had to be carried out to enable the implementation of this measure. Typical examples are market research, user surveys or software development. If no research or development was necessary, the text text text should simply be "Neither research nor any technology development was necessary."

B.3 Situation before SUNRISE

Text text text.

This section should explain in full text, and where applicable including figures, whether and which any relevant measures / infrastructure / political decisions that were relevant for the measure, were actually already in place before the start of the SUNRISE project.

Where nothing relevant was in place, this section should state at least whether and which problems, relevant for this measure, had been recognised before the project, for instance lack of accessibility, noise pollution, lack of parking space, lack of night time security, an accident hotspot etc.

B.4 Actual implementation of the measure

Section B.4 provides the narrative and basis for the process evaluation.

"Subtitle" should be overwritten with the actual subtitle, if it is worth subdividing any of the three stages into substages.

In any case each step in the process should be listed with the date when it happened. This could be the concrete date 15.7.2018 or, when it is not a specific day, July 2018 or June – Aug 2018. The text that follows should be a short narrative of what happened then.

If the step was a special event, e.g. the official opening of something, a photo of the event would be nice. Also photos of promotional material are helpful.

B.4.1 Stage 1: Preparation

[if applicable:] ***Subtitle***

Date Text text text.

[if applicable:] ***Subtitle***

Date Text text text.

B.4.2 Stage 2: Implementation

[if applicable:] ***Subtitle***

Date Text text text.

[if applicable:] ***Subtitle***

Date Text text text

B.4.3 Stage 3: Operation

Date Text text text or "There was no operational phase".

B.5 Inter-relationships with other measures

Text text text:

- **Measure x.y** – Text text text.
- **Measure x.z.** – Text text text.
- …….

Measure x.y should be overwritten with the actual measure title.

B.6 Cost and Financing of the Measure

Text text text.

Text here is not necessary, if the table below is self-explanatory, but could highlight special issues, for instance unexpected costs or costs only incurred because of special circumstances.

Table B.6.1: Project costs

Costs covered by the project budget:	
Staff costs (actual staff wage rates, month year)	**€…..**
Other costs	**€…..**
• **…**	
Additional measure costs not covered by the project budget (non-eligible)	**€…..**

• ... *Total measure costs*	€.....

The table above should provide a detailed breakdown of all costs involved in preparation and implementation of the measure. Note that it comprises both eligible and non-eligible costs, since the readers are not interested in how much of the costs has been funded by the EC, but want to get a good idea of the costs they would incur, if they were to replicate the measure in their cities.

C. Impact Evaluation Findings

C.1 Measurement methodology

C.1.1 Impacts and Indicators

Table C1.1: Indicators

No.	Impact	Indicator	Data used	Comments
1				
2				
3				
4				
5				

Impact, indicator and data used / data sources are obligatory, comments can be made in addition, if a special aspect is to be highlighted.

The impacts are neutral expressions of the objectives that this measure tries to achieve and should therefore relate to section A.1.

Detailed description of the indicator methodologies:

- **Indicator 1. Title.** Text text text
- **Indicator 2. Title.** Text text text.
- **Indicator 3. Title.** Text text text.
- **Indicator n. Title.** Text text text.

The text per indicator should specify the indicator in detail. It should also say how, and if relevant in which locations, the data was collected as well as defining the data collection periods: either distinctive points in time, or specific data collection periods, or once per year, or continuous throughout the project etc.

C.1.2 Establishing a Baseline

- **Indicator 1. Title.** Text text text
- **Indicator 2. Title.** Text text text.
- **Indicator 3. Title.** Text text text.
- **Indicator n. Title.** Text text text.

The baseline is a given point or period before the measure implementation started. This section does not include the data for the baseline itself, but describes how the baseline was established, e.g a passenger count on line 5 in June 2018.

C.1.3 Building the Business-as-Usual scenario

- **Indicator 1. Title.** Text text text
- **Indicator 2. Title.** Text text text.
- **Indicator 3. Title.** Text text text.
- **Indicator n. Title.** Text text text..

In most cases in SUNRISE the Business-as-Usual, or BaU, scenario is expected be the same as the baseline, because the data would not have changed between Before and After without the measure; in this case that can be simply stated. But in few cases the situation may have changed due to factors that have either nothing to do with the SUNRISE project or would have changed also because of other measures implemented in the project. For instance, there are national trends towards more car sharing or increased bus usage or even decreased bus usage. In such cases there are two main options to establish the BaU scenario: either national or regional figures that describe the general trend or, if this is not available or relevant, the trend over the last few years leading to the point of the Before data.

Indicator and indicator number should remain in all of C.1; only Title should be overwritten by the actual indicator name.

C.2 Measure results

The results are presented under subheadings corresponding to the evaluation categories used for indicators - society, economy, transport, energy and environment.
There are no general rules how the results should be presented in the next five sections, since the type and complexity of the data used varies hugely between indicators. The tables below indicate the general principles for the discussion of the data: a presentation of the Before, BaU and After results, and then then comparison between them.
Note for all sections of C.2:

- *Ideally you can fill in all six columns.*
- *Where you cannot establish a BaU scenario, please simply delete columns 3 and 6.*
- *Where you don't have any before data, delete the whole table and report your findings in free text.*

C.2.1 Society

Text text text or "For this measure there are no indicators relating to society".

Table C2.1.1:

Indicator	Before (date)	B-a-U (date)	After (date)	Difference: After -Before	Difference: After - B-a-U
1					
2					
3					
N					

C.2.2 Economy

Text text text or "For this measure there are no indicators relating to economy".

Table C2.2.1:

Indicator	Before (date)	B-a-U (date)	After (date)	Difference: After -Before	Difference: After - B-a-U
1					
2					
3					
n					

C.2.3 Transport

Text text text or "For this measure there are no indicators relating to transport".

Table C2.3.1:

Indicator	Before (date)	B-a-U (date)	After (date)	Difference: After -Before	Difference: After - B-a-U
1					
2					
3					
n					

C.2.4 Energy

Text text text or "For this measure there are no indicators relating to energy".

Table C2.4.1:

Indicator	Before (date)	B-a-U (date)	After (date)	Difference: After -Before	Difference: After - B-a-U
1					
2					
3					
n					

C.2.5 Environment

Text text text or "For this measure there are no indicators relating to economy".

Table C2.5.1:

Indicator	Before (date)	B-a-U (date)	After (date)	Difference: After -Before	Difference: After - B-a-U
1					
2					
3					
n					

C.2.6 Cost Benefit Analysis or Cost Efficiency Analysis

Text text text or "For this measure no cost benefit analysis has been carried out".

The text should provide a full description of the data used for the CBA and the results obtained or "For this measure no cost benefit analysis has been carried out". The costs are the total costs from table B.6.1

Where a CBA could not be carried out, an attempt should be made to do a cost-efficiency analysis, i.e. to choose at least one relevant indicator and calculate the cost for this. For instance when the total costs for improvement of a given fleet of vehicles was € 100,000 and the CO2 emissions from this fleet were reduced by 20 tons, then the cost for reducing the emissions would be € 5,000 / ton.

C.3 Achievement of (quantifiable) targets and objectives

This section should report the evaluation performed by the Neighbourhood Evaluation Manager and the Core Group of the Co-Creation Forum. If the evaluation is not unanimous, different opinions can be reported.

No.	Target	Rating
1	Text text text.	
2	Text text text.	
3	Text text text.	
4	Text text text.	
5	Text text text.	
n	Text text text.	
NA = Not Assessed O = Not Achieved ✱ = Substantially achieved ✱✱ = Achieved in full ✱✱✱ = Exceeded		

Text text text for each target used

This text should be brief explanations for the reason why a given rating was chosen.

The targets used correspond to the impacts chosen in section C.1.1 and therefore also directly to the objectives in section A.1.

C.4 Up-scaling of results

Text text text

This section states how, at least in theory, the measure could be expanded to other areas of the city and to which extent. If there is potential for such expansion, then an attempt should be made to estimate to which degree the impacts that have been measure now could be multiplied through such an expansion.

C.5 Appraisal of evaluation approach

Text text text

This section provides a critical assessment of the evaluation approach used. Ideally the conclusion would of course be that the evaluation approach was ideal, but the local evaluation team could have also come to the conclusion that one of the indicators turned out to be rather meaningless and / or another indicator should have been chosen instead. Equally it would be possible that the right indicators have been chosen, but that the data collection was suboptimal, for instance because the data has been collected too early or

too late, or from the wrong points in the network, or that response rates to surveys were too low because of the way they have been conducted. This section helps other cities to plan their own evaluation when they want to replicate the measure.

C.6 Summary of evaluation results

Text text text

This summary shall highlight the key findings of chapter C.2 and C.3 and will be a major input to the overall project evaluation report.

C.7 Future activities relating to the measure

Text text text

This section should state whether the city has any plans to continue the measure beyond the lifetime of SUNRISE (hopefully yes), and whether and which plans exist to extend the measure further, either by intensifying it in the same area or implementing it also in other parts of the city. In contrast to chapter C.4, which shows what would be hypothetically possible, this section reports on real stated intentions.

D. Process Evaluation Findings

D.1 Drivers

D.1.1 Drivers during the planning phase

- **Driver 1** – Text text text.
- **Driver 2** – Text text text.

D.1.2 Drivers during the implementation phase

- **Driver 1** – Text text text.
- **Driver 2** – Text text text.

D.1.3 Drivers during the operational phase

- **Driver 1** – Text text text.
- **Driver 2** – Text text text.

The drivers to be described in these three sections may be

- ***The motivations of the principal actors, e.g. residents, shop keepers, politicians, Council staff or members,***
- ***External factors, such as tax regimes, national events or national or European trends, or***
- ***Any other issues that were helpful in driving the measure forward.***

Driver 1 etc as well as Barrier 1 etc below should all be overwritten by the title / headline of the issue.

D.2 Barriers

D.2.1 Barriers at the planning phase

Barrier 1

Description of the problem

Text Text Text

Corrective action taken (if any)

Text Text Text

Resulting deviation from plan (if any)

Text Text Text

Barrier n

Description of the problem

Text Text Text

Corrective action taken (if any)

Text Text Text

Resulting deviation from plan (if any)

Text Text Text

D.2.2 Barriers at the implementation phase

Barrier 1

Description of the problem

Text Text Text

Corrective action taken (if any)

Text Text Text

Resulting deviation from plan (if any)

Text Text Text

Barrier n

Description of the problem

Text Text Text

Corrective action taken (if any)

Text Text Text

Resulting deviation from plan (if any)

Text Text Text

D.2.3 Barriers at the operation phase

Barrier 1

Description of the problem

Text Text Text

Corrective action taken (if any)

Text Text Text

Resulting deviation from plan (if any)

Text Text Text

Barrier n

Description of the problem

Text Text Text

Corrective action taken (if any)

Text Text Text

Resulting deviation from plan (if any)

Text Text Text

D.3 Participation

D.3.1 Measure Partners

- **Measure partner 1 -** [Who and what was their role in the project.]
- **Measure partner 2** - [Who and what was their role in the project.]
- **Measure partner 3** - [Who and what was their role in the project.]
- **Measure partner 4** - [Who and what was their role in the project.]
- **Measure partner 5** - [Who and what was their role in the project.]

D.3.2 Stakeholders

- **Stakeholder 1 -** [Who and what was their role in the project]

- **Stakeholder 2** – [Who and what was their role in the project.]
- **Stakeholder 3** – [Who and what was their role in the project.]

Measure partner 1 or Stakeholder 1 should be overwritten by the company or institution name

E.Recommendations

E.1 Recommendations: measure replication

Text text text

This part of the recommendations is related to the measure itself, i.e. in part to section B4, but in particular to section C.

These recommendations are meant for cities that are planning to introduce the same measure and should therefore state

- *Which elements of the measure will be easy to implement in different contexts,*
- *Which elements of the measure were very dependent on the local context and can only be replicated under special conditions,*
- *Which lessons have been learnt where things may not have gone smoothly with recommendations how other cities could avoid encountering the same problems,*
- *Which elements of the measure worked well and in how far the desired effects were achieved,*
- *Which expected impacts did not emerge and recommendations on what other cities could do to achieve better results.*

E.2 Recommendations: process

Text text text

These recommendations are related to driver and barrier fields, i.e. in part to section B4 but mainly to section D. And as in E.1 the key in this section is to tell other cities what pitfalls there have been in the planning and implementation process as well as in the operational phase, and how such problems can be avoided or overcome by other cities.

***NOTE:** In many cases past MERS are not good examples to follow for section E, because this section has often only been added in a rush at the end of the project without due consideration, although it is key for the target audience of the MERS.*

Appendix D.2 CO-CREATION EVALUATION REPORT (CCER) TEMPLATE

SUNRISE
Sustainable Urban Neighbourhoods Research and Implementation Support in Europe

Co-Creation Evaluation Report (CCER)

City:	
Reporting Period:	
Responsible Author(s):	
Responsible Co-Author(s):	
Date:	
Status:	Draft / Final
Dissemination level:	Confidential / Public

Objectives of this CCER

One of the contributions of SUNRISE is an evaluation of the utility of the co-creation approach at neighbourhood level.

Task 4.3 explains:

"By definition, monitoring and assessing processes go hand in hand. In SUNRISE, the monitoring of the co-creation processes will be done from the outside as well as from the inside of the CCF. The NEM will closely observe and record progress, and analyse the drivers and barriers for the processes.

(...)

At the end of the project, each NEM will document the observations made, and lessons learnt, over the four years in a report for which the format will have been agreed with the "Project Process Evaluation Manager (PPEM) so that also a cross-site comparison of the findings can be undertaken by the PPEM."

REMINDER: What is Co-Creation?

The pre-fix "co-" stands for anything that is to be done "together". In the context of SUNRISE, the parties that are supposed to act together in collaborative ways comprise, as a minimum, residents and, more broadly speaking, all local stakeholders, experts of various disciplines and the public administration.

The combination of the following two definitions from the literature describe SUNRISE's notion of co-creation:

Co-creation refers to a process that brings together different parties, e.g. a company and a group of customers, to jointly produce a mutually valued outcome (Prahalad & Ramaswamy, 2004).

In a co-creation approach, heterogeneous actors collaborate to produce knowledge, instruments, technology, artefacts, policy, know-how, etc. (ERA-NET Cofund Smart Urban Futures).

This "Co- Creation Evaluation Report" (CCER) will be help to create systematic process documentation and to evaluate the entire co-creation process in SUNRISE.

*In the project SUNRISE in addition to the **final results report**, two packages of **evaluation interim results reports** are to be created. For this reason, please send this report template to the Project Process Evaluation Manager (TUW) (nadine.haufe@tuwien.ac.at) in the **months 11, 29 and 45**.*

Executive Summary

1 page

A brief introduction to the nature of the co-creation process in the neighborhood (e.g. what happened, description of the process, who was involved) and a summary of the main evaluation results (especially barriers and drivers).

[REMINDER: UK English to be used throughout!]

A. Introduction

Before starting a participation process, the following three steps are necessary:

- ***Define the goals of the process***
- ***Collect background information on the neighbourhood***
- ***Collect information about the social structure of the neighbourhood***

[5 pages]

A.1 Objectives/ Goals of the co-creation process

This section should briefly describe the specific neighbourhood co-creation process objectives including the spatial, social, political and the mobility-related objectives at the neighbourhood-level.

Text test text

A.2 Background information on the neighbourhood

No neighbourhood is a blank canvas, but has ongoing planning activities (such as city development plans, or strategic plans of other fields than mobility) and community organisations that are active players. Together with legal frameworks from various fields (planning law, non-discrimination law, building codes, etc.) these factors influence the participation process, thus it is important to know about them.

A.2.1 Social structure of the Neighbourhood

Each neighbourhood has a specific social structure that needs to be known before starting the participation process. This is a concise, but full, description of the social structure of the neighbourhood including: Age composition: share of children, youth, adults, seniors; Household structure: share of single households, shared flats, families; Share of migrant population and their origin (cultural background); Income structure or occupations (students, workers, home-office); Level of Education and other relevant information of the social structure of the neighbourhood.

Text text text

A.2.2 Legal frameworks

Especially the national/ city/ local planning law outlines specific guidelines on participation requirements in planning projects. In that sense, residents and local businesses may have a right to participation. This section should explain whether and which any relevant frameworks of law and political decisions that were relevant for the co-creation process.

Text, test, text

A.2.3 Existing Planning Projects and Activities in the Neighbourhood

A new participation process is building upon existing activities. This section should be explain whether and which any relevant projects, activities, plans and decisions in the neighbourhood were actually already in place before the start of the SUNRISE project (in the last three years).

(A) Strategic plans and decisions of the city government for the neighbourhood in the field of mobility

Text, text, text

(B) Activities of community organisations or citizens' initiatives in the neighbourhood

Text, text, text

(C) Existing mobility planning activities in the neighbourhood in the last three years (with or without participation processes)

Text, text, text

(D) Existing and previous participation processes in the neighbourhood (not only in the field of mobility) and the experiences with participation processes in these activities (successful aspects and problems).

Project/ Survey Title:	**Text text text**
Date/ Period	Text text text
Objectives:	Text
Number and types of Participants:	Text
Successful Aspects	Text
Problems	Text

Project/ Survey Title:	**Text text text**
Date/ Period	Text text text
Objectives:	Text
Number and types of Participants:	Text
Successful Aspects	Text
Problems	Text

Project/ Survey Title:	Text text text
Date/ Period	Text text text
Objectives:	Text
Number and types of Participants:	Text
Successful Aspects	Text
Problems	Text

Project/ Survey Title:	Text text text
Date/ Period	Text text text
Objectives:	Text
Number and types of Participants:	Text
Successful Aspects	Text
Problems	Text

Project/ Survey Title:	Text text text
Date/ Period	Text text text
Objectives:	Text
Number and types of Participants:	Text
Successful Aspects	Text
Problems	Text

B. Process Documentation

In this section the co-creation process of the SUNRISE project with the individual methods / tools / events / activities will be documented.

The ongoing documentation of the process is an important task for various reasons:

- ***It can be used to inform the public or interested persons (groups) about the progress and the results.***
- ***The documentation of individual steps is the prerequisite for being able to build on already gained insights and results in the following process steps.***
- ***It makes the process results transparent.***
- ***It is the basis for an evaluation of the participation process***

How to fill out the form:

Please fill in a box for each co-creation activity. Ensure that all co-creation process steps are documented carefully and comprehensibly. Please note that the activities have to be listed chronologically.

To the numbers in the form:

1.) What is the name of the activity (e.g. workshop, round table, focus groups, world café …)?

2.) For which phase the co-creation activity is used (e.g. co-Identification of problems & co-validation of needs; co-development & co-selection of solutions and measures; co-implementation of solutions and measures; co-assessment and co-evaluation the process and the impact of the measures)?

3.) What has been done in the activity (subjects / topics)? When and how often did the activity take place (date (s), time period, number of these co-creation activities)? Where did the activity take place (place, location)?

4.) Which number and groups of participants involved in the co-creation activity? What was their role in the co-creation activity?

Participant fields and examples of possible participants

NR	Participant field	Examples of participants
1	**Politics**	City/ neighbourhood politicians (policy makers)
2	**Administration**	City administration, specialized departments (spatial, urban, regional, transport planners…)
3	**Press / Media**	Journalists, bloggers etc.
4	**Interest groups / lobbyists**	Associations, chambers, trade unions, foundations, researchers, NGOs etc.
5	**Citizens**	Local residents, children, youth, elderly, families, pedestrians, cyclists, car drivers, employees, …
7	**Business**	Local business owners, companies, shop owners, house owners, real estate owners &agencies …
8	**Service providers**	Social institutions, public transport companies, bike share companies …
9	**Other**	?????????

5.) What are the objective(s) of the co-creation activity (e.g. awareness, education, idea-making, measure development, decision-making, evaluation …)

6.) What are the decisions or results were taken during the activity (e.g. working structures, plans, solutions, measures …)?

7.) What are the most important drivers during the co-creation activity?

Driver fields and examples of possible drivers

NR	Driver field	Examples of drivers
1	**Political / strategic**	Commitment of key actors, presence of sustainable development agenda or vision, positive impacts of a local election, coalition between key (policy) stakeholders due to converging interests, reliable participation strategy …
2	**Institutional**	Supportive administrative structures, procedures and routines, laws, rules, regulations, programs and their application…
3	**Cultural**	Existing participatory activities and structures in the neighbourhood, engaged residents …
4	**Problem related**	Pressure of the problem(s) causes shared sense of urgency among key stakeholders to sustainable mobility …
5	**Involvement / communication**	Constructive and open involvement of (policy) key stakeholders, constructive and open consultation and involvement of citizens or users …
6	**Positional**	The co-creation activity concerned is part of a (city) program and/or a consequence of the implementation of a sustainable future vision of the entire city …
7	**Planning**	Accurate planning and to determine requirements of the co-creation activity, good understanding of participants´ requirements and its consideration in the co-creation activity, good time planning of the co-creation activity …
8	**Organisational**	Strong and clear leadership, highly motivated key persons, good time management …
9	**Financial**	Availability of public funds (including SUNRISE funding), financial contribution of the business community and the neighbourhood administration …
10	**Technological**	Sufficient work materials (pens, paper, flip charts, PCs ...), technology available and proved (light, beamer, computer, internet, online tools) and technical support, available participation tools (online & offline) …
11	**Spatial**	Size of the room, continuity of use, variety of room sizes, space for experimental projects …
12	**Other**	?????????

8.) What are the most important barriers during the co-creation activity?

Barrier fields and examples of possible barriers

NR	Barrier field	Examples of barriers
1	**Political / strategic**	Opposition of key actors for political and/or strategic motives, lack of sustainable development agenda or participation strategies, impact of a local elections, conflict between key (policy) stakeholders …
2	**Institutional**	Impeding administrative structures, procedures, routines, laws, rules, regulations and their application, rigid hierarchical structure of organizations …
3	**Cultural**	No existing participatory activities and structures in the neighbourhood, frustrated and un engaged residents, few experience with participation …
4	**Problem related**	Complexity of the problem(s) to be solved, lack of shared sense of urgency among key stakeholders to sustainable mobility …
5	**Involvement / communication**	Insufficient involvement or awareness of the (policy) key stakeholders, insufficient consultation and involvement or awareness of citizens or users, language barrier (aggressive, technical, other language) ...
6	**Positional**	Relative isolation of the co-creation activity to (city) programs and/ or the neighbourhood future visions , lack of exchange with other activities or stakeholders, conflict of goals with other strategic plans …
7	**Planning**	Insufficient planning and determining requirements of the co-creation activity, lack of understanding of participants´ requirements and limited consideration in the co-creation activity …
8	**Organisational**	Weak leadership, lack of individual motivation or know-how of key persons …
9	**Financial**	Lack of public funds (including SUNRISE funding), unwillingness of the business community and the neighbourhood administration to contribute financially …
10	**Technological**	Insufficient work materials (pens, paper, flip charts, PCs ...) and technology (light, beamer, computer, internet, online tools), insufficient technical support, lack of participation tools (online & offline), lack of testing participation tools …
11	**Spatial**	Insufficient size of the room, no continuity of use, lack of rooms, no space for experimental projects, low accessibility …
12	**Other**	????????

9.) Which corrective action (if any) was applied to overcome the barriers?

Checklist of action fields and examples of possible actions

NR	Action field	Examples of actions
1	**Political / strategic**	(Co-)development of vision for the neighbourhood and/ or (co-)identification of main goals for sustainable mobility in the neighbourhood, involvement of the key stakeholders (politicians, experts …) and discussion about the sustainability problems to be solved …
2	**Institutional**	(Co-)Analysis of impeding administrative structures, legislation, organisational structures etc., identification of the scopes of action and involvement of key stakeholders (administration, experts …) to discuss about change the impeding rules, structures, legislation, organisational structures, (co-)develop work-arounds ….
3	**Cultural**	Targeted approach of specific residents and offer for dialog with specific tools/ events, Providing information on participation, …
4	**Problem related**	Activities for creating the sense of urgency among key stakeholders to sustainable mobility, (Co) analysis of the problem and prioritising individual subtasks …
5	**Involvement / communication**	Consultation of stakeholders by additional workshop, conference, focus group, expert meeting, interviews or questionnaires (online/ offline), public awareness campaign about the sustainability problems to be solved, bringing together key stakeholders to discuss the sustainability problems, public awareness campaign through media activities, providing information in different language …
6	**Positional**	Embed co-creation activity in existing sustainability programs (combined with the strategic actions), promoting activities to exchange experiences with other co-creation activities / projects/ cities (workshop, conference, focus group etc.) …
7	**Planning**	(Re-) assess objectives to determine requirements for the co-creation processes, analysing of the participants´ needs to better understand their requirements, (co-)revision or restructuring of the time and activities plan …
8	**Organisational**	Promote activities to raise leadership competences, distribute responsibility among more people, offering activities to raise the motivation of the participants, adaption in leadership organisation …
9	**Financial**	Attempt to provide additional funding for the co-creation activity, develop a context which is attractive to the business community to contribute financially, redistribute funding within organisation …
10	**Technological**	Attempting to raise additional technical resources for the activity (all kind of equipment), all kind of actions to solve technological problems …
11	**Spatial**	Looking for appropriate spaces/ rooms, creating experimental and /or co-creation zones / corridors …
12	**Other**	?????????

10.) How much did the co-creation activity cost (approximate costs in Euros)? This section should provide a detailed breakdown of all costs (incl. all hidden costs, e.g. estimated costs for rooms, work material or moderation funded through SUNRISE or by the city) involved in preparation and implementation of the co-creation activity.

11.) Support of the city for the co-creation activity (e.g. legal, financial, technical …)

B.1 Co-Creation Activity 1

1.) Co-Creation Activity:	Name of the Activity
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

B.2 Co-Creation Activity 2

1.) Co-Creation Activity:	Name of the Activity
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

B.3 Co-Creation Activity 3

1.) Co-Creation Activity:	Name of the Activity
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

B.4 Co-Creation Activity 4

1.) Co-Creation Activity:	Name of the Activity
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

B.5 Co-Creation Activity 5

1.) Co-Creation Activity:	**Name of the Activity**
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

B.6 Co-Creation Activity 6

1.) Co-Creation Activity:	Name of the Activity
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

B.7 Co-Creation Activity 7

1.) Co-Creation Activity:	**Name of the Activity**
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

B.8 Co-Creation Activity 8

1.) Co-Creation Activity:	Name of the Activity
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

B.9 Co-Creation Activity 9

1.) Co-Creation Activity:	**Name of the Activity**
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

B.10 Co-Creation Activity 10

1.) Co-Creation Activity:	**Name of the Activity**
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

B.11 Co-Creation Activity n

1.) Co-Creation Activity:	**Name of the Activity**
2.) Co-Creation Phase:	Phase in which the activity is carried out
3.) Description & how to:	Text, text, text
4.) Participants / Stakeholders:	*Number:* *Participant field:* • *Participant 1 - [Who and what was their role]* • *Participant 2 - [Who and what was their role]* • *Participant n - [Who and what was their role]*
5.) Objective(s):	Text, text, text
6.) Results / Decisions taken	• Result 1 – Text, text, text • Result 2 – Text, text, text • Result n – Text, text, text
7.) Drivers of the activity	• Driver 1 – Text, text, text • Driver 2 – Text, text, text • Driver n – Text, text, text
8.) Barriers of the activity	• Barrier 1 – Text, text, text • Barrier 2 – Text, text, text • Barrier n – Text, text, text
9.) Corrective action taken (if any) to overcome the barriers	Text, text, text
10.) Costs	Staff costs: …… € Other costs: …..€ • Room rent: ……€ • Work material costs: ……€ • Additional other costs: ……€ Total activity costs ……€
11.) Support from the City	Text, text, text

C. Process Evaluation Results Summary

This summary shall highlight the key findings of chapter B and will be a major input to the overall project evaluation report.

C.1 Co-Creation Activities

This section should be summarising all realised co-creation activities in the Neighbourhood. The bullet points (Activity 1 etc.) below should all be overwritten by a title / headline of the activity and a short description.

C.1.1 Total Number of realised Co-Creation Activities

- Total Number: ….

C.1.2 Activities during the Co-Identification and Co-Validation Phase

- **Activity 1** – Text, text, text
- **Activity 2** – Text, text, text
- **Activity n** – Text, text, text

C.1.3 Activities during the Co-Development and Co-Selection Phase

- **Activity 1** – Text, text, text
- **Activity 2** – Text, text, text
- **Activity n** – Text, text, text

C.1.4 Activities during the Co-Implementation and Co-Creation Phase

- **Activity 1** – Text, text, text
- **Activity 2** – Text, text, text
- **Activity n** – Text, text, text

C.1.5 Activities during the Co-Assessment and Co-Evaluation Phase

- **Activity 1** – Text, text, text
- **Activity 2** – Text, text, text
- **Activity n** – Text, text, text

C.2 Participants

This section should be summarising all participants/ stakeholders and their role in the co-creation process. The bullet points (Participant 1 etc.) below should all be overwritten by a title / headline of the participant.

C.2.1 Total Number of Participants in the Co-Creation Process

- Total Number of Participants:

C.2.2 Participants during the Co-Identification and Co-Validation Phase

- **Participant 1** – [Who and what was their role in the process]
- **Participant 2** – [Who and what was their role in the process]
- **Participant n** – [Who and what was their role in the process]

C.2.3 Participants during the Co-Development and Co-Selection Phase

- **Participant 1** – [Who and what was their role in the process]
- **Participant 2** – [Who and what was their role in the process]
- **Participant n** – [Who and what was their role in the process]

C.2.4 Participants during the Co-Implementation and Co-Creation Phase

- **Participant 1** – [Who and what was their role in the process]
- **Participant 2** – [Who and what was their role in the process]
- **Participant n** – [Who and what was their role in the process]

C.2.5 Participants during the Co-Assessment and Co-Evaluation Phase

- **Participant 1** – [Who and what was their role in the process]
- **Participant 2** – [Who and what was their role in the process]
- **Participant n** – [Who and what was their role in the process]

C.3 Results of the Co-Creation activities

This section should be summarising the most important results of the co-creation activities in each phase. The bullet points (Result 1 etc.) below should all be overwritten by a title / headline of the result and a short description.

C.3.1 Results during the Co-Identification and Co-Validation Phase

- **Result 1** –Text, text, text
- **Result 2** – Text, text, text
- **Result n** – Text, text, text

C.3.2 Participants during the Co-Development and Co-Selection Phase

- **Result 1** –Text, text, text
- **Result 2** – Text, text, text
- **Result n** – Text, text, text

C.3.3 Participants during the Co-Implementation and Co-Creation Phase

- **Result 1** –Text, text, text
- **Result 2** – Text, text, text
- **Result n** – Text, text, text

C.3.4 Participants during the Co-Assessment and Co-Evaluation Phase

- **Result 1** –Text, text, text
- **Result 2** – Text, text, text
- **Result n** – Text, text, text

C.4 Drivers

This section should be describing the relevant drivers of the co-creation process. The bullet points (Driver 1 etc.) below should all be overwritten by a title / headline of the driver and a short description.

C.4.1 Drivers during the Co-Identification and Co-Validation Phase

- **Driver 1** – Text text text.
- **Driver 2** – Text text text.
- **Driver n** – Text text text

C.4.2 Drivers during the Co-Development and Co-Selection Phase

- **Driver 1** – Text text text.
- **Driver 2** – Text text text.
- **Driver n** – Text text text

C.4.3 Drivers during the Co-Implementation and Co-Creation Phase

- **Driver 1** – Text text text.
- **Driver 2** – Text text text.
- **Driver n** – Text text text

C.4.4 Drivers during the Co-Assessment and Co-Evaluation Phase

- **Driver 1** – Text text text.
- **Driver 2** – Text text text.
- **Driver n** – Text text text

C.5 Barriers

This section should be describing the relevant barriers of the co-creation process. These should be concise descriptions of any problems encountered together with the effects they had and the ways these problems were overcome. The bullet points (Barrier 1 etc.) below should all be overwritten by a title / headline of the issue.

C.5.1 Barriers at the Co-Identification and Co-Validation Phase

Barrier 1

Description of the problem

Text, text, text

Corrective action taken (if any)

Text, text, text

Resulting deviation from plan/ strategy (if any)

Text, text, text

Barrier n

Description of the problem

Text, text, text

Corrective action taken (if any)

Text, text, text

Resulting deviation from plan/ strategy (if any)

Text, text, text

C.5.2 Barriers at the Co-Development and Co-Selection Phase

Barrier 1

Description of the problem

Text, text, text

Corrective action taken (if any)

Text, text, text

Resulting deviation from plan/ strategy (if any)

Text, text, text

Barrier n

Description of the problem

Text, text, text

Corrective action taken (if any)

Text, text, text

Resulting deviation from plan/ strategy (if any)

Text, text, text

C.5.3 Barriers at the Co-Implementation and Co-Creation Phase

Barrier 1

Description of the problem

Text, text, text

Corrective action taken (if any)

Text, text, text

Resulting deviation from plan/ strategy (if any)

Text, text, text

Barrier n

Description of the problem

Text, text, text

Corrective action taken (if any)

Text, text, text

Resulting deviation from plan/ strategy (if any)

Text, text, text

C.5.4 Barriers at the Co-Assessment and Co-Evaluation Phase

Barrier 1

Description of the problem

Text, text, text

Corrective action taken (if any)

Text, text, text

Resulting deviation from plan/ strategy (if any)

Text, text, text

Barrier n

Description of the problem

Text, text, text

Corrective action taken (if any)

Text, text, text

Resulting deviation from plan/ strategy (if any)

Text, text, text

C.6 Costs of the Co-Creation Process

The table should provide a detailed breakdown of all costs involved in preparation and implementation of the co-creation process. Note that it comprises both eligible and non-eligible costs, since the readers are not interested in how much of the costs has been funded by the EU, but want to get a good idea of the costs they would incur, if they were to replicate the measure in their cities. Text here is not necessary, if the table below is self-explanatory, but could highlight special issues, for instance unexpected costs or costs only incurred because of special circumstances.

Table C.6.1: Total co-creation process costs

Staff costs (actual staff wage rates, month year) …… Other costs • ……	€….. €….. €…..
Total co-creation process costs	€……

C.7 Support from the City

What are the three most important supports from the city encountered during the reporting period for the co-creation process?

Please fill in a specification of the support in one sentence. This is important to make the support more understandable for people outside the cities - without detailed knowledge of the co-creation process - below the support should be described in more detail. Questions to be answered in this part are: Which impact did the support from the city have on the co-creation process?

	Rating	Specification of support (max one sentence)
1	Most important support	• Support in one sentence Text, text, text
2	Second most important support	• Support in one sentence Text, text, text
3	Third most important support	• Support in one sentence Text, text, text

D. Recommendations

This recommendation is related to the Co-Creation Process itself and to drivers and barriers in the process. These recommendations are meant for cities that are planning to introduce the same co-creation activities and should therefore state:

- *Which co-creation activities will be easy to implement in different contexts,*
- *Which co-creation activities were very dependent on the local context and can only be replicated under special conditions.*

The key in this section is to tell other cities what pitfalls there have been in the different phases, and how such problems can be avoided or overcome by other cities. This recommendation should therefore state:

- *Which lessons have been learnt where things may not have gone smoothly with recommendations how other cities could avoid encountering the same problems,*
- *Which co-creation activities worked well and in how far the desired effects were achieved,*
- *Which expected impacts did not emerge and recommendations on what other cities could do to achieve better results.*

Text, text, text

Appendix D.3 INITIAL DATA COLLECTION PER CITY

MALMO

Title of dataset (e.g. Public Transport Customer Satisfaction Survey 2016)	Data Category (please choose all that apply among Economy, Energy, Society, Enviroment, Transport)	List of indicators included in the dataset (e.g. quality of service, number of PT passengers, average journey time, emissions, etc.)	Method of data collection (survey, interview, observation)	Frequency of data collection (e.g. annual, monthly, continuous)	Coverage (please select from drop-down list)	Data availability (e.g. kept on premise, online, SharePoint, other)	If the dataset is available online, please provide the link to it (incl. the login details if password protected)	Will the dataset be collected until the end of SUNRISE?	Notes (including first occurrence of the data collection and ethical issues, e.g. storage of personal data)	Contact	Please provide your assessment of the relevance of the dataset to SUNRISE	Please indicate the language in which the dataset is available
Accessibility index	society, transport	proximity to e.g. schools, playgrounds, work, healthcare, parks and shopping	collection from existing databases	annually	Neighbourhood	internal database		Yes	since 2017	Mozafar	relevant	Swedish
Municipal travel survey	society, transport	modal split	survey	every 5th year	Neighbourhood	internal database		Yes	latest data collection in 2013, 2018 upcoming, ambition to complement traditional data with travel-app, potential pilot already in 2017 in Lindängen	Frida	relevant	Swedish
Punctual traffic counts	transport	traffic counts and measures, e.g. number of pedestrians, cyclists, cars and trucks	observation	annually, but streets vary	City	internal database		Yes	periodic traffic counts at pre-defined streets, there are some spots in Fosie and Lindängen, but very few. It is unclear how often and when they are going to be measured next.	Biljana	relevant	Swedish
Habitability index	environment	air quality and noice	collection from existing databases	annually	Neighbourhood	internal database		Yes	since 2015	Erik	relevant	Swedish
Neighbourhood survey	society, transport, environment	ca. 70 question about people's perception of their environment	survey	annually (jan/ feb)	Other	internal database		Yes	since 2015, SUMP area level	Erik	relevant	Swedish
Malmö area survey	society	crime rate, perceived security	survey	annually	Other	on premise		Yes	every second year since 2014		relevant	Swedish
National police assessment on particularly vulnerable areas	society	crime rate, perceived security	National authority data	annually	Neighbourhood	on premise		Yes			relevant	Swedish
Kundservice	society	citizen reports	statistics of individual reports	continously	Neighbourhood	on premise		Yes	continously	Anki	relevant	Swedish
Malmö initiativet	society	citizen proposals	statistics of past proposals	continously	Neighbourhood	on premise		Yes	continously		relevant	Swedish
Conzoom	society	lifestyle data	collection of data from Swedish authorities, interviews and surveys	ambition annually	Neighbourhood	internal database		Not sure	2016, under development	Frida	less relevant	Swedish
Statistics Sweden, economical data	economy	level of education, income level, employment	National authority data	annually	Neighbourhood	internal database		Not sure	2017, under development	Erik	relevant	Swedish
Statistics Sweden, population data	society	age groups	National authority data	annually	Neighbourhood	internal database		Not sure	2015, under development	Erik	relevant	Swedish
Statistics Sweden, car ownership	transport	number of cars per 1000 inhabitants	National authority data	annually	Neighbourhood	internal database		Yes	Plan- och Byggatlas	Håkan, SBK	relevant	Swedish

BUDAPEST

Title of dataset (e.g. Public Transport Customer Satisfaction Survey 2016)	Data Category (please choose all that apply among Economy, Energy, Society, Enviroment, Transport)	List of indicators included in the dataset (e.g. quality of service, number of PT passengers, average journey time, emissions, etc.)	Method of data collection (survey, interview, observation)	Frequency of data collection (e.g. annual, monthly, continuous)	Coverage (please select from drop-down list)	Data availability (e.g. kept on premise, online, SharePoint, other)	If the dataset is available online, please provide the link to it (incl. the login details if password protected)	Will the dataset be collected until the end of SUNRISE?	Please provide your assessment of the relevance of the dataset to SUNRISE	Please indicate the language in which the dataset is available	Notes (including first occurrence of the data collection and ethical issues, e.g. storage of personal data)
Hungarian Central Statistical Office - Detailed Gazetteer	Society	Resident population, Number of dwellings, Area size	survey and obligatory data collection	annual	Other	online	http://www.ksh.hu/apps/hntr.telepules?p_lang=HU&p_id=16337	Yes	Not sure	Hungarian, English	Coverage: city district
Hungarian Central Statistical Office - Detailed Gazetteer	Society	Distribution of population by nationality and religion	census	2011	Other	online	http://www.ksh.hu/apps/hntr.telepules?p_lang=HU&p_id=16337	No	Not sure	Hungarian, English	Coverage: city district Next census: 2021
Hungarian Central Statistical Office - Detailed Gazetteer	Society	Resident population, Number of dwellings	census	2011	Other	online	http://www.ksh.hu/apps/hntr.telepules?p_lang=HU&p_id=16337	No	Yes	Hungarian, English	Coverage: city district Next census: 2021
Hungarian Central Statistical Office - Population census 2011	Society	Population by age group	census	2011	Other	online	http://www.ksh.hu/nepszamlalas/tablak_teruleti_01	No	Yes	Hungarian, English	Coverage: city district Next census: 2021
TEIR - Settlement database	Society	Number of jobs, Average net monthly income of households	census	2011	Other	online access can be requested by municipalities		No	Not sure	Hungarian	Coverage: city district Next census: 2021
Zugló integrated settlement development plan	Society	Number of primary and secondary education units, Number of tertiary education units	survey	2015	Neighbourhood	online	http://www.zuglo.hu/wp-content/uploads/2015/05/helyzetfeltaras_helyzetelemzes_Zuglo_onscreen.pdf	No	Yes	Hungarian	
Hungarian Central Statistical Office - Dissemination database - Regional statistics	Society, Economy, Transport	Number of students in primary and secondary education, Number of tourists, Number of guest nights, Number of passenger cars, Number of freight vehicles, Number of traffic accidents (by seriousness and causer), Number of passenger cars and freight vehicles by fuel types	survey and obligatory data collection	annual	Other	online	http://statinfo.ksh.hu/Statinfo/themeSelector.jsp?&lang=en	Yes	Yes	Hungarian, English	Coverage: city district Other territorial data (e.g. neighbourhood level) is available only for fee.
BKK Centre for Budapest Transport	Transport	Public transport data (lines, stops, schedules, public bike sharing system etc.) Passenger volume data	Own data; Survey	continuous	Neighbourhood	on request		Yes	Yes	Hungarian	Coverage: any (per line, area etc.) depending on the indicator
BKK Centre for Budapest Transport - Budapest traffic model	Transport	number of PT passangers, average trip distance, average journey time, modal-split, lenght of PT networks/infrastructure, etc.	traffic model based on household surveys and traffic/passenger countings		City	on request		Not sure	Yes	Hungarian	
Data records of Municipality of Zugló	Transport	Number of registered e-cars, hybrid cars, LPG/CNG driven cars Pay parking areas	Own data	continuous	Neighbourhood	on request		Yes	Yes	Hungarian	Data to be requested from different departments
Zugló GIS database	Society, transport	GIS data (Number of cars per address, insitutions, residents by age group per blocks, bicycle infrastructure, public transport routes and stops, commercial activities)	Own data	continuous	Neighbourhood	on request		Yes	Yes	Hungarian	
Environmental status analysis of Budapest, 2015	Energy, Environment	Air pollution, Noise, Energy consumption (by purpose, including transport)	Various	2014	City	online	http://budapest.hu/Documents/BpKAE_2015_honlapra.pdf	No	Not sure	Hungarian	
National Air Quality Measurement Network	Environment	Air quality indicators, Emission data	manual and automatic measurements	annual reporting/continuous measuring	City	online	http://levegominoseg.hu/automata-merohalozat?AspxAutoDetectCookieSupport=1	Yes	Yes	Hungarian	
Bicycle friendly Zugló concept	Transport	Bicycle traffic at certain locations; Accidents involving cyclists	traffic countings; police accident data	2015	Other	available in pdf		No	Yes	Hungarian	
Accident data	Transport	Accidents by location, cause, types of vehicles etc.	police accident data	continuous	Other	on request		Yes	Yes	Hungarian	Coverage: any

BREMEN

Title of dataset (e.g. Public Transport Customer Satisfaction Survey 2016)	Data Category (please choose all that apply among Economy, Energy, Society, Enviroment, Transport)	List of indicators included in the dataset (e.g. quality of service, number of PT passengers, average journey time, emissions, etc.)	Method of data collection (survey, interview, observation)	Frequency of data collection (e.g. annual, monthly, continuous)	Coverage (please select from drop-down list)	Data availability (e.g. kept on premise, online, SharePoint, other)	If the dataset is available online, please provide the link to it (incl. the login details if password protected)	Will the dataset be collected until the end of SUNRISE?	Please provide your assessment of the relevance of the dataset to SUNRISE	Please indicate the language in which the dataset is available	Notes (including first occurrence of the data collection and ethical issues, e.g. storage of personal data)
Permanent traffic counters e.g. 10 cycling counters)	Transportation	number of vehicles / bicycles a counting station	technical counting (loops)	cont	Other	available on website	http://vmz.bremen.de/radzaehlstationen/	Yes	it is a background information to assess the development of cycling in the inner city areas	German (but anyway mainly numbers)	no personal data, publically accessible
VBN Kundenbarometer	Transportation/ Acceptance	customer satisfaction of PT users on regional level	interviews (tel)	annual	Other	via regional PT organisation / see http://www.zvbn.de/bibliothek/data/VBN-Kundenbarometer-2016_Praesentation-ZVBN-kurz.pdf	https://www.vbn.de/aktuelles/pressemitteilungen/archiv/detailseite/vbn-erreicht-gute-noten-im-oepnv-kundenbarometer.html	Yes	background information about satisfaction with Public Transport	German	regional PT
Kundenzahlen Carsharing (customers of car sharing in Bremen)	Transportation	number of Carsharing users	data from operators	quarterly	City	via operators		Yes	very relevant, also data available on post coide level (on request)	German (but anyway mainly numbers)	data according postal codes for neighbouhood on request
Study on Car-Sharing (to be issued end of 2017)	Transportation	data on the use and impact of car-sharing in Bremen.	Interview	once	Neighbourhood	Study will be published, online	not yet	No	relevant	German	no personal data, publically accessible
Official statistics on private and commercial cars registered	Transportation	private and commercial cars registered; data available on city level, boroughs and quarters	Official statistics of Kraftfahrtbundesamt (Federal Motor Transport Authority)	annual	Neighbourhood	online	http://www.statistik-bremen.de/tabellen/kleinraum/stadt_ottab/131.htm#bild15	Yes	relevant	German (but anyway mainly numbers)	no personal data, publically accessible
Statistics on Modal Split (2008, 2013)	Transportation	modal split (Summarised for five broad areas of Bremen)	Interviews (around 1000 interviewees for all of Bremen)	frequently, but only every couple of years (data from 2008 and 20013)	City	Published in "Verkehrsentwicklungsplan 2025 Bremen" (Traffic development plan 2025)	http://bremenbewegen.de/	No	background information only	German	no personal data, publically accessible

SOUTHEND

Title of dataset (e.g. Public Transport Customer Satisfaction Survey 2016)	Data Category (please choose all that apply among Economy, Energy, Society, Enviroment, Transport)	List of indicators included in the dataset (e.g. quality of service, number of PT passengers, average journey time, emissions, etc.)	Method of data collection (survey, interview, observation)	Frequency of data collection (e.g. annual, monthly, continuous)	Coverage (please select from drop-down list)	Data availability (e.g. kept on premise, online, SharePoint, other)	If the dataset is available online, please provide the link to it (incl. the login details if password protected)	Will the dataset be collected until the end of SUNRISE?	Please provide your assessment of the relevance of the dataset to SUNRISE	Please indicate the language in which the dataset is available	Notes (including first occurrence of the data collection and ethical issues, e.g. storage of personal data)
Air Quality	Enviroment	Emissions	Survey	Continuous	Neighbourhood	Kept on premise		Yes	Very	English	
Accident data	Safety	Accidents History	Survey	As required	Neighbourhood	Kept on premise		Yes	Very	English	
Delivery Survey	Transport	Frequency of Delivery	Survey	As required	Neighbourhood	Kept on premise		Yes	Very	English	
Parking Survey	Transport	Occupancy	Survey	As required	Neighbourhood	Kept on premise		Yes	Very	English	
Taxi Rank Survey	Transport	Frequency and Passenger Numbers	Survey	As required	Neighbourhood	Kept on premise		Yes	Very	English	
Taxi Rank Demand Survey	Transport	Frequency and Passenger Numbers	Survey	Annual	City	Kept on premise		Yes	Very	English	
Traffic Survey	Transport	Volume of Traffic	Survey	Annual	Neighbourhood	Kept on premise		No		English	
Three Dimensional Existing Visualisation	Society	None	Survey	As required	Neighbourhood	Kept on premise		No	Not Very	N/A	
Noise	Enviroment	Decible Level	Survey	As required	Neighbourhood	Not Undertaken		Yes	Very	English	
Road Safety Audit	Safety	Percivied Safety Issues	Observations	As required	Neighbourhood	Not Undertaken		Yes	Very	English	
Cycle Survey	Transport	Volume of Traffic	Survey	As required	Neighbourhood	Not Undertaken		Yes	Very	English	
Face to Face Survey	Society	Perception of space	Interview	Continuous	Neighbourhood	Not Undertaken		Yes	Very	English	
Online Survey	Society	Perception of space	Interview	Continuous	Neighbourhood	Not Undertaken		Yes	Very	English	
Pedestrian Survey	Transport	Destination and Origin	Survey	As required	Neighbourhood	Kept on premise		Yes	Very	English	

JERUSALEM

Title of dataset (e.g. Public Transport Customer Satisfaction Survey 2016)	Data Category (please choose all that apply among Economy, Energy, Society, Enviroment, Transport)	List of indicators included in the dataset (e.g. quality of service, number of PT passengers, average journey time, emissions, etc.)	Method of data collection (survey, interview, observation)	Frequency of data collection (e.g. annual, monthly, continuous)	Coverage (please select from drop-down list)	Data availability (e.g. kept on premise, online, SharePoint, other)	If the dataset is available online, please provide the link to it (incl. the login details if password protected)	Will the dataset be collected until the end of SUNRISE?	Please provide your assessment of the relevance of the dataset to SUNRISE	Please indicate the language in which the dataset is available	Notes (including first occurrence of the data collection and ethical issues, e.g. storage of personal data)
Air quality	Environment	PM10, NOx, NO2, CO	monitoring stations	every 5 min.	City	online	http://www.svivaaqm.net/Default.rtl.aspx	Yes	Yes	Hebrew	
		WS, WD, RH, Temp.							Not sure		
neighborhood survey	Society & Transport	public transportation efficiency, walkability, safe sidewalks, children's arrival to education institutions, parking, community assets	survey	every 2-3 years	Neighbourhood	internal (municipality)		Yes	Yes	Hebrew	
Jerusalem and Jerusalem suburbs Onboard Passenger Survey 2015-2017	Transport	Number of passengers, trip time, origin address, origin activity, destination address, destination activity, travel frequency (public transportation), method of payment	Number of passengers by observation (counting), journey properties by face-to-face survey	continuous during November - March	City	kept on promise		Yes	Yes	Hebrew	
Jerusalem and Jerusalem suburbs Household Travel survey	Transport	origin address, origin activity, destination address, destination activity, travel frequency, vehicle of transport, number and location of stops, joined trips, etc.	interview + GPS Tracker	continuous during November - June past few years	City	kept on promise		Yes	Yes	Hebrew	
Parkind Demand in Jerusalem Neighbourhoods	Transport	parking Supply vs. demand, number of vehicle by hour, origin & destination activity+address, frequency of parking, payment, parkund duration, etc.	observation + face-to-face survey		Neighbourhood	kept on promise		Not sure	Yes	Hebrew	
Tourist Transportation Survey	Transport	similar as above	face-to-face survey + GPS Tracker		Other	kept on promise		Not sure	Not sure	Hebrew	

Appendix D.4 PEOPLE INVOLVED IN THE EVALUATION PROCESS

Name	Organisation	Responsibility	Email
Achille Fonzone Christiane Bielefeldt Damian Stantchev	TRI – Edinburgh Napier University	PEM	a.fonzone@napier.ac.uk christiane.bielefeldt@gmail.com d.stantchev@napier.ac.uk
Nadine Haufe	Technical University Vienna (TUW)	PPEM	nadine.haufe@tuwien.ac.at
Antal Gertheis	Mobilissimus Ltd.	NEM – Budapest	gertheis@mobilissimus.hu
Susanne Findeisen	City of Bremen (The Senate Department for Environment, Construction and Transport) (SUBV)	NEM - Bremen	susanne.findeisen@umwelt.bremen.de
Yaron Toren	City of Jerusalem	NEM - Jerusalem	yrtoren@jerusalem.muni.il
Joanna Christensson	City of Malmö	NEM - Malmö	Joanna.Christensson@malmo.se
Justin Styles	Southend-on-Sea Borough Council	NEM - Southend	JustinStyles@southend.gov.uk
Chrysa Vizmpa	Thessaloniki's Integrated Transport Authority	NEM – Thessaloniki	chvizmpa@oseth.com.gr

Partners


RUPPRECHT CONSULT
Forschung & Beratung GmbH
BKK
BUDAPESTI KÖZLEKEDÉSI KÖZPONT
KOUCKY & PARTNERS
SUSTAINABLE TRANSPORT CONSULTANTS
מינהל קהילתי בקעה רבתי
HCÜ
southend onsea
BOROUGH COUNCIL
TU WIEN
Vienna University of Technology
Department of Spatial Planning
Sociology
raum isra
URBANISTA
CREATING THE FUTURE CITY
ZUGLÓ
POLIS
Transport Research Institute
Informing decisions. Shaping policy.
Malmö stad
MOBILISSIMUS
Der Senator für Umwelt, Bau und Verkehr
Freie Hansestadt Bremen
שוחה לחיות בירושלים
www.jerusalem.muni.il
ZLC
MIT GLOBAL SCALE NETWORK
TALENT HUB FOR SUPPLY CHAIN
Zaragoza Logistics Center