



FINAL PROJECT BROCHURE

introducing project results



Danube Transnational Programme
CityWalk

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PROJECT PARTNERS

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ERDF co-funded partner

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Development Centre of the Heart of Slovenia, Slovenia
Cassovia Life Sciences, Slovakia
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Municipality of Oradea, Romania
Varna Free University "Chernorizets Hrabar", Bulgaria
Regional Development Agency of the Pilsen Region, Czech Republic
Municipality of Weiz, Austria
Varna Municipality, Bulgaria
Municipality of Nyíregyháza City with County Rank, Hungary

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Chamber of Commerce and industry of Serbia, Serbia

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CITYWALK

Towards energy responsible places: establishing walkable cities in the Danube Region

CityWalk project helped cities in the Danube Region to reduce emissions, noise and to become safer, better places to live, by increasing the role of more sustainable forms of mobility in the urban transport mix, especially active transport forms – like walking and biking. To do so the main focus of project was to improve the key conditions of walkability.

Increasing greenhouse gas emissions and congestions are negative side effects of urbanization, resulting from inefficient and unsustainable local transport systems. A key challenge in cities is to improve transport systems and accessibility in an environmentally-friendly manner. CityWalk project resulted in improved urban mobility - while reducing emissions, noise levels and congestions, increasing safety and making cities more liveable places (and also contributing to a healthier population).



Although the emphasis was on walking, the project addresses the challenge with a holistic approach – improving urban mobility through efficiently combining various means of transport. Efficient urban transport systems, with an emphasis on active forms of transport – especially walking have various conditions – we helped cities in the Danube Region to identify the obstacles, develop and implement a plan to address those obstacles.

To do so, our partnership developed a toolkit (walkability guide, index and online tool), designed 10 walkability plans, delivered 10 pilot actions, and developed and presented local and national policy proposals.

BENEFITS OF WALKABILITY

Positive impacts on several aspects of life at micro and macro level

Health benefits. Walking more is healthy – so improved walkability, the increase in the number of citizens walking regularly instead of using automobile is good for the overall health status of the city. In fact, improved walkability probably has a more direct and more immediate positive effect on the health of city dwellers than many public health initiatives trying to encourage people to exercise more. In highly walkable neighbourhoods or cities people mostly walk to reach their destination – and while doing so they exercise without even noticing.

Environmental factors: less noise, less air pollution, since congestion and exhaust fumes are reduced. As a result of less motorized transport use, the environmental burdens are decreased. Almost all of the walkability interventions include positive changes for the environment.

Manifold economic advantages. It contains economic growth, creation of new work places after implementation and creating a new place for selling local goods. Moreover, making a neighbourhood more attractive leads to the increase in the number of tourists. The attractive environment means a good marketing for the city, so it appeals to pedestrians and cyclists, who provide a constant source of income for restaurants, cafés, etc. Being in a walkable place, people usually do more physical activity, consequently, their sick leave is less – this is also beneficial for businesses. Not to mention that the value of houses in walkable areas is higher, as more people want to live there. Also, these neighbourhoods are more attractive for investments.

Social benefits. Walkable cities are socially more inclusive, providing equal opportunities for all. Walkable cities also promote more frequent social interactions: if acquaintances drive by each other in cars, most likely they don't even notice. If, however, they pass by each other on foot

or by bike, they can (and do) easily stop, say hello and have a quick chat. Such chance encounters enhance relations and social capital, can lead to new ideas, cooperation possibilities, joint projects – and ultimately a much stronger, helpful and resilient local community – one where the citizens also have a much stronger attachment to the place.

The following infographics visualize the positive impacts of walkability and the negative impacts of its absence.



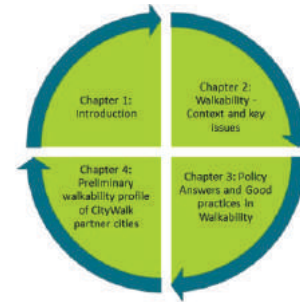
BASELINE STUDY

Sustainable urban mobility is an issue of increasing importance in cities around the world. With a steadily growing urban population intra-urban mobility needs are on the rise, resulting in a continuous increase in the number of cars moving around in city streets. Our still very much car-oriented cities struggle to cope with this mobility pressure – and its various negative consequences. Car-oriented urban transport systems lead to various negative environmental impacts, health problems, and scarcity of quality public spaces in cities. Recognizing this problem cities around the world look for solutions enabling efficient and sustainable urban mobility.

To improve walkability and to facilitate smart integration of sustainable transport modes in urban areas, it is crucial to have a clear view on the current state of the art regarding the issue, including results of related scientific research, definitions of key terms, activities being done by various cities in this field across Europe as well as outside Europe, documented best practices. In addition, it is also important to understand and present how the development of sustainable urban mobility integrates with other policy areas in urban development. Finally, we also needed to clearly identify the current state of affairs - policies, priorities, plans - in the cities represented in CityWalk partnership.

The Baseline Study plays a crucial role in this process. Its main purpose is to create a common understanding and level playing field among all the partners regarding the context and key issues related to walkability. Being one of the first deliverables, the Baseline Study brought all partners involved in the project to the same level of initial knowledge and information at an early stage of project implementation. It also set the scene for future readers not involved in the project.

In addition to the Baseline Study document, the key findings, conclusions are also presented in other formats, more specifically, a presentation and a set of infographics (uploaded to the Library section). These tools then can be used for multiple purposes: partners can use them to present the findings to local stakeholders, and the partnership can also use these tools to support the dissemination process (presentations in conferences, blog articles), as well as to establish a solid foundation for presenting the policy proposals.



By reading the Baseline Study carefully, you will:

- have a good understanding of the concept of walkability;
- learn the most important negative consequences of dominantly car-oriented urban transport systems;
- understand the most important benefits of better walkability in our cities;
- know about the key issues, challenges related to developing walkability in urban areas;
- have an initial overview of the types of interventions that can contribute to improving walkability;
- learn basic facts about each-others' cities and their walkability challenges, goals and plans.

WALKABILITY INDEX CALCULATOR

Although walkability has become a key concept in cities, it is difficult to measure the level of walkability of cities, since several factors determine it. Based on scientific research the CityWalk partners created a Walkability Index which shows whether a city is more or less walkable.

WELCOME TO THE WALKABLE WORLD
NUMBER OF WALKABILITY
WALKABILITY INDEX
NUMBER OF WALKABILITY
WALKABILITY INDEX

WALKABILITY INDEX CALCULATOR

Although walkability has become a key concept in cities, it is difficult to measure the level of walkability of cities, since several factors determine it. Based on scientific research we created a Walkability Index which shows whether a city is more or less walkable. Please fill in the empty cells and calculate the level of walkability in any town, city, state.

BASIC DATA

Country:

Name of the town:

Number of inhabitants:

Characteristic:

SECONDARY DATA

NAME OF THE INDICATOR (DESCRIPTION)	STATISTICAL DATA / ESTIMATION	YOUR VALUE	COMPARISON TO THE AVERAGE
Surface area of pedestrian-only zones compared to the area of the city	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="percentage"/>	<input style="width: 50px;" type="text" value="%"/>
Length of pavements with solid surface: <small>1000 square meters of the city center in any other case of urban pavement</small>	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="km or kilometers"/>	<input style="width: 50px;" type="text" value="%"/>
Length of cycling network: <small>A cycling network includes various dedicated lanes (separated lanes, ordinary lanes and shared)</small>	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="km or kilometers"/>	<input style="width: 50px;" type="text" value="%"/>
Number of playgrounds	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="number km²"/>	<input style="width: 50px;" type="text" value="%"/>
Number of public sports facilities: <small>Such as fitness centers, swimming pools, tennis courts, basketball courts, etc.</small>	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="number km² people"/>	<input style="width: 50px;" type="text" value="%"/>
Number of crimes	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="number 1000 people"/>	<input style="width: 50px;" type="text" value="%"/>
Number of crimes committed in public space	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="number 1000 people"/>	<input style="width: 50px;" type="text" value="%"/>

Number of road accidents involving pedestrians	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="number 1000 people"/>	<input style="width: 50px;" type="text" value="%"/>
Number of public toilets	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="number km², km² or km² per square"/>	<input style="width: 50px;" type="text" value="%"/>

OWN MEASUREMENT

NAME OF THE INDICATOR (DESCRIPTION)	STATISTICAL DATA / ESTIMATION	YOUR VALUE	COMPARISON TO THE AVERAGE
The rate of accessible pedestrian crossings for disabled people compared to all the crossings in the city. <small>The pedestrian average is 10% for accessible pedestrian crossings (of the road), more if available (such as sound signals, etc.)</small>	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="percentage"/>	<input style="width: 50px;" type="text" value="%"/>
Average walking time to cross a street <small>Checks frequency of a pedestrian crossing, from city and road to road, using pedestrian crossings (not change for frequent urban crossings)</small>	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="seconds"/>	<input style="width: 50px;" type="text" value="%"/>
Average costs of payments <small>Costs of services offered to the user (such as parking, maintenance, etc.) and average in the area</small>	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="value"/>	<input style="width: 50px;" type="text" value="%"/>
Frequency of public transport <small>Check frequency of public transport services and the frequency of public transport services. Based on the frequency, include the average value, taking into account the frequency</small>	<input type="radio"/> Statistical data <input type="radio"/> Estimation	<input type="text" value="value"/>	<input style="width: 50px;" type="text" value="%"/>

EVALUATION OF WALKABILITY

We suggest you to conduct the following questionnaire in your own city. You can do it paper format conducted on the streets but also online. In the later case you can easily use every five survey tool (e.g. Google Forms, Survey Monkey, etc.). The subject you conduct at least 100 answers and fill in the table below with the average value.

HOW MUCH DO YOU AGREE WITH THE FOLLOWING STATEMENTS? (1 = NOT AT ALL, 5 = TOTAL)	YOUR EVALUATION ON THE 1-5 SCALE	COMPARISON TO THE AVERAGE
There are many retailers, shops within walking distance (10 minutes) from my residence	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
It is easy to access most of the services in the city on foot	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
It is easy to reach the city center from most parts of the city by walking, on bicycle or by combining walking with public transport	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
I feel safe when walk in the city during daylight	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
The city streets are well lit during night	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
I feel safe when walk in the city during night	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
It is safe to cross streets in the city	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
It is safe to bike in the city	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
Sidewalks are wide enough, without major barriers	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
The quality condition and maintenance of sidewalks are good	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
It is easy to find eating facilities (cafés, bars, etc.) in most parts of the city	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
It is easy and cheap to park in the city center	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>
1000 of the city sidewalks are very nice, attractive for walking	<input type="text" value=""/>	<input style="width: 50px;" type="text" value="%"/>

Send

WALK'N'SMILE APP

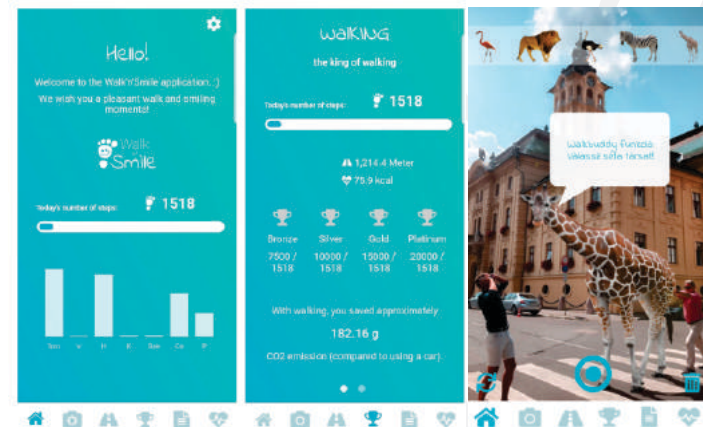
The Walk'n'Smile app developed in the scope of the CityWalk project is now available to the public. It was created as a tool to, among other, enable walkability assessment using smart phones and with the goal of increasing the number of people choosing walking over the use of motorized vehicles by making walking more fun. The app is based on a traditional pedometer (the app requires Google Fit app to count the steps) and supplements it with various exciting functions – awards based on the number of steps, funny photos, calories calculator, and city walkability evaluation survey.



With the help of augmented reality technology you can create interesting photos, take a walk with exotic animals and celebrities such as Cristiano Ronaldo, Pink, Einstein, Chaplin or you can recreate the famous Abbey Road photo with the Beatles. The aim of the app is to promote walking, healthy lifestyle and happiness.

It allows you to measure the number of steps and compare it to the lengths of the worldwide known routes such as Route 66, Tour de France and the original Marathon in Sparta to name just a few. It offers the possibility to calculate how many steps are needed to burn the calories of the croissant you had for breakfast or how many calories have been burnt with the steps taken. The app also calculates the savings of money and CO₂ emissions saved by simply choosing walking over driving.

Alongside the app developing process the webpage offering online walkability assessment tool was designed. The webpage aims to provide information on walkability and offers an opportunity to calculate the current level of walkability in the partner cities (Ptuj, Szeged, Kamnik, Nyíregyháza, Žilina, Varaždin, Oradea, Varna, Pilsen, Weiz, Valjevo, Belgrade and Stříbro). The walkability index calculator uses the walkability index, designed with scientific research, to show the level of the walkability of the chosen city. All that is needed is to fill the template with the required information and the system calculates the level of the walkability of the city. Once the level of walkability is known, the user can use the analysis of the good practices from all over the world to find potential solutions and information on the benefits of walkability. Without doubts it will be possible to measure the level of walkability in the non-project partner cities with some extra efforts such as providing statistical data, own measurements and questionnaires.



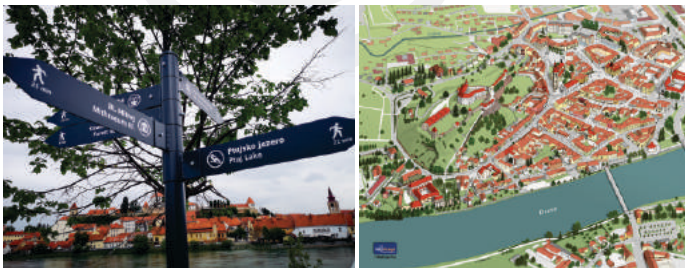
PILOT ACTION IN PTUJ

Scientific Research centre Bistra Ptuj, Slovenia

With the new 3D info/signboards and signposts prepared within the CityWalk project, the first step was taken towards a comprehensive arrangement of space in the city center of Ptuj.

The Catalog of urban equipment for the old town core Ptuj was prepared, which included guidelines for the city to be organized in the field of editing with used equipment (benches, baskets, signs, boards, signposts, lights, other).

Signs indicating the distance/walking time to certain services and facilities, identifying a walking route (a tourist route that continues in the city, for example), signs informing drivers about pedestrian zones, etc.



A group of stakeholders have been involved, which influence the development and overall image of the city: the Municipality of Ptuj, SRC Bistra Ptuj, the Ptuj Institute of Tourism, the Common Municipal Administration of the Spodnje Podravje municipality (spatial planning) and the external expert in the preparation of the catalog of urban equipment.

Together, we have developed solutions for the overall arrangement of the city, provided solutions and guidelines for arranging custom-made visitors in the future.

The city is aware that people need high quality streets, squares, parks, overpasses and playgrounds, so that individuals can stay, socialize, play, move and recreate. The quality of life in the city depends on the opportunity provided by the adequately equipped surfaces. Urban equipment plays a key role in improving the state of the open space of the city, making the city experience more enjoyable, as well as staying more comfortable and safe in it.



PILOT ACTION IN KAMNIK

Development Centre of the Heart of Slovenia, Slovenia

The pilot activities focused primarily on establishing walkable areas and raising interest in sustainable mobility in the Municipality of Kamnik. We created the programme for the implementation of Fairy tale routes of the Kamnik city. City's cultural heritage was explored, local fables and fairy tales related to cultural heritage of Kamnik were designed into a walking route through the city's most interesting and historically relevant parts. Audio recordings of collected fairy tales were entered into the interactive map. The ultimate goal was to encourage locals to walk through the fairy tale route, listen to fairy tales with their children and learn about cultural heritage of Kamnik. With this pilot activity we have made much more interesting experience of walking along the streets of Kamnik. Fairy tales were also printed as a colouring booklet for children.

The pilot action was tested with two different groups. The first one were children from local kindergartens, and the second group was formed based on the invitation published in local newspaper and local library mailing list – the aim was to get together citizens interested in walking in order to motivate them and show them that walking can also be fun and educational.

Interactive workshop was designed with the purpose of educating citizens on how to effectively communicate their needs for safer city with better walkability conditions. In Kamnik increasing greenhouse gas emissions and congestions are negative side effects of urbanization, resulting from inefficient and unsustainable local transport systems. At the workshop, local officials and citizens interactively began to search for proposals / ideas on the example of the Kamnik municipality, focusing on four questions: What is well-built, what is missing, what are unexploited potentials and what are inspiring good practices from elsewhere?



Together, they have come up with six key objectives or goals that should be prioritized in the future. During the lecture, issues of how to harmonize the interests of citizens and decision makers in the most efficient way, and how to persuade the mayor were also tackled. Participants came to the conclusion that successful forms of participation play a key role in this, and that it is crucial that decision-making is made up of mixed bodies and create movements that involve personal and informal contacts.

The 3rd pilot activity was to show transparently the parking facilities in the municipality of Kamnik. Citizens often complain about insufficient and too small parking areas in the city centre. Our intention was to direct them to the parking areas outside of the city centre. The Map of parking facilities in the City of Kamnik contains a list of payable and free parking spaces in the Municipality of Kamnik with marked walking distances to most frequently visited points in the city. The aim is to show citizens that there city is easily manageable on foot.

PILOT ACTION IN ŽILINA

Cassovia Life Sciences, Slovakia

The priority of the city of Žilina is to continuously reduce the emission burden of the urban environment, especially through restrictive measures towards cars. These measures were designed to reduce the number of cars in the center, then reduce conventional vehicles while promoting alternative urban transport, such as public transport, cycling, and walking and, last but not least, promoting electromobility. All this should lead to a significant improvement in the quality of life in the city.

The city's population uses usually cars for the transport to the city center, and the situation is currently unbearable. The city has therefore begun to take measures to improve the conditions for pedestrians in the city and thereby increase the more comfortable life in the city. Cassovia Life Sciences by this reason prepared several events as an Action Plan activities for awareness-raising events to give priority to walking, cycling, combined with public transport.

The first activity was an interactive workshop for the participants of the pediatric conference, which was held in Žilina and was attended by pediatricians from the Czech and Slovak Republics. In total, about 600 participants attended the conference. Cassovia Life Sciences prepared its own stand with information about the project and activities in Žilina. Part of this was the active involvement in the interactive workshop after the full day program. The aim of this activity was to bring the situation in Žilina closer and to inform about plans to improve the conditions for the citizens of the city.

Events connected with the Walk'n'Smile application have been prepared for high schools and motivated to use walking, bike or public transport for city transport. It was prepared for them a competition by searching for interests in the city of Žilina on the most interesting monuments. At the

same time, we were interested in the opinion of teenagers on the situation in the city.

The upcoming events for high school and college students show that moving around is important for them and often use walking, cycling or public transport. In particular, they point to the lack of public transport in the city, as well as the undeveloped bicycle paths. Bikesharing enjoys great popularity in the city and in the first month of operation, it has created a world record for bicycle rental in 24 hours. At the same time, they point out the expansion of possible routes to the outskirts of the city, as well as to increase the number of bicycles in operation.

In total, more than 200 representatives of secondary schools, city residents and conference participants attended the events organized within the Action Plan.

In conclusion, walking for the city's inhabitants is very important, especially because of their health and physical condition, but also in terms of environmental protection. The City of Žilina is gradually introducing further steps to reduce the number of cars in the city center.



PILOT ACTION IN VARAŽDIN

City municipality Varaždin, Croatia

City of Varaždin made plan, within the project, to combine several urban mobility actions which would improve walkability and cycling within city centre and also to reduce motor vehicles influence in that area.

Several sites which would be suitable for pilot actions were located, but during the implementation (according to project official analysis and confirmation made by city police department) 3 sites/routes were endorsed as crucial.

For walkability - 1 street and 1 route, and regarding the cycling - 1 'grey area' for parking, were marked for placement of equipment and works.

'Vrazova' street in city centre is one of the most 'busiest' streets which includes pedestrians (especially primary and secondary school pupils, students), cyclists and motor vehicles. It is also included in route 'WalkCity'. The main problem in 'Vrazova' are crosswalks and their low



visibility during the daylight and furthermore during the night. So, to make paths more visible to motor vehicles and to secure pedestrians and cyclists during the crossing, LED lighting markers were placed on whole length.

Second action was modifying motor vehicle 'grey area' parking spaces into slots for cyclists. In several parts of the city there are small pedestrian and non-parking zones which have been turned (by owners of the motor vehicles and residents of that areas) into parking area for cars and motorcycles. Regarding the fact that most of these areas need extension of parking places for bicycles, City of Varaždin (in cooperation with city police) placed parking slots on 3 locations around the city marketplace, so the stakeholders could easily move around and park their bicycles.

Third action was marking the city centre streets into route for local/regional citizens and tourists who want to meet the city on foot (pedestrians especially). The name of the route is called 'WalkCity' and is the best way to see the city on foot, how long (in meters and minutes) must they walk to each city attraction and to promote walking as the healthiest and eco-friendly action in urban mobility area.

PILOT ACTIONS IN ORADEA

Municipality of Oradea, Romania

The pilot actions implemented in Oradea consist of: technical designs for “Transforming Aurel Lazăr street into pedestrian zone” and for “The construction of a Park&Ride underground parking lot - as an instrument for the last-mile sustainable intermodal transport”, and also in the development of signaling elements for the city center and for three of its entrances.

The first two pilot actions are already included in the Sustainable Urban Mobility Plan for Oradea that underlines the Oradea Municipality's interest and desire to better develop and create pedestrian areas among the city.

The two technical designs focused on the applying of the principles of accessibility to pedestrian areas and signalization which is needed-last and first mile focus (First mile and last mile (FMLM) journeys represent a huge challenge for cities, for transit systems, and for people) and they are a tool to encourage intermodal transport between public, private, pedestrian and cycling in central of Oradea.

Following the service contracts implementation and completion under the law conditions, the two documentations were received and the construction works will soon begin for the two investments that are financed under ROP 2014-2020 PA4. The signalling elements have the role of guiding the tourist to the main objectives of tourist attraction in the proximity of place he finds himself at that moment, identifying the place he is on the map displayed on infopoint and pointing the entrances in our city.

All these pilot actions are important in order to encourage the idea of intermodal transport between motorized transport (local public bus, taxi, private cars) and non-motorized transport (pedestrian and bicycles), to

raise the awareness upon the importance of using pedestrian mobility among the inhabitants of Oradea citizens, as well as the tourists.

The outcomes and expected results of the 3 pilot actions are:

- increasing the safety of pedestrians and residents,
- increasing the attractiveness of the pedestrian areas through urban furniture, ambient lighting, green spaces,
- reducing emissions of greenhouse gases with 25.4% at the level of the first year after completion of the project implementation (2023),
- increasing the number of people using built / upgraded / extended bicycle tracks / tracks,
- increasing the number of people using pedestrian areas constructed / upgraded/extended with 50% at the level of the first year after completion of the project implementation (2023),
- installing Bike Rental ("bike-sharing"),
- bollards - Installed systems for prohibiting/reducing the car traffic in certain areas,
- raising the attractiveness of the city.



PILOT ACTION IN STŘÍBRO

Regional Development Agency of the Pilsen Region, Czech Republic

The pilot action addresses the one of the most important problems of walkability – improving the safety and motivation of schoolchildren to realize their trips to school by walking. The pilot project has been realized among the 20 classes of schoolchildren of two elementary schools Mánesova and Gagarinova.

Objectives of the pilot are the determining the travel route from home to school, the mode of transport when traveling to school, finding the ideal mode of transport to school and identifying risk spots on the map of the wider neighbourhood of the school. These objectives were achieved by designing and applying the questionnaires with empty map of City of Stříbro, in which the schoolchildren marked their trips to school, the risk spots and filled the answers regarding the used mode of transport on their trips to school.

After the evaluation of the questionnaires the verification of most marked risk spots or bottleneck was realized by technical experts. After the multicriterial evaluation selected the feasibility study designer two critical bottlenecks for the proposal of the technical solution – wider neighbourhood of both elementary schools. Both areas currently don't have satisfactory conditions for K+R system, which is often used by bringing the schoolchildren to school by car. The drivers stopping their cars on the road to disembark the schoolchildren create the congestion on the streets in the wider neighbourhood of the school during the morning rush hours. Also, the neighbourhood in front of both elementary schools will be optimized regarding to the safe walking of schoolchildren around both schools.

For the two most important priorities – the wider neighbourhoods of Mánesova and Gagarinova elementary school, the designer prepared a



technical study in the structure: summary technical report, synoptic situation, situation of the technical solution, typical width layout, plotting into the cadastral map, framework evaluation of financial demands. In addition to these outcomes there are the maps with the cumulative risk spots and cumulated routes from home to both elementary schools available. Above mentioned outcomes of technical feasibility study should serve as input for next level of project documentation – documentation for building location a documentation for building permit.

The RDA team realized very good experience in the field of cooperation with schoolchildren, teachers and management of both elementary schools within the process filling the questionnaires and maps. Risk spots, bottlenecks or areas marked by the schoolchildren largely coincide with the bottlenecks identified by the transport engineer within the Local Walkability Plan of city of Stříbro. On the other hand, there is a need for integration of the wider public for next levels the project documentation – especially the documentation for building location a documentation for building permit.

PILOT ACTION IN WEIZ

Municipality of Weiz, Austria

The project City Walk provided the City of Weiz with the opportunity to invest in and implement different awareness-raising measures. Thus, 'walkshops' and walking tours with different target groups and walking buses with pupils were conducted in order to identify feel good areas and areas that present potential dangers to pedestrians. As part of those walking inspections pedestrian numbers were also evaluated. At 10 especially highly frequented locations in the City of Weiz info points for the new pedestrian guiding system were positioned. This system presents pedestrians with a map where they can identify points of interest within 5 or 10 minutes of walking indicated as a circle around the current location. With the pedestrian guiding system the public's awareness for how much distance they can actually cover on foot in only a few minutes is raised considerably. As an additional incentive the approximate Co2 savings compared to the use of a car, the calories burned and the amount of steps required are clearly presented as well. For pedestrians and cyclists in particular, routes and paths only usable by them were marked exclusively on the map. Additionally there will be arrows placed on certain info points to indicate the direction of nearby points of interest and how many minutes the journey will take either by foot or by bike.

As one area with increased numbers of pedestrians and cyclists alike, a pedestrian bridge in the inner city was identified. (called PEZO-bridge) This bridge turned out to be the perfect location for our pedestrian and cyclist counting machine. The machine is using a 3D camera system to identify pedestrians and cyclists. On a hardware panel numbers for the current daily pedestrians and cyclists can be displayed as well as the counting number for the current year. The counting machine is meant to raise the public's awareness for how many people actually commute through this area and shall serve as motivation to walk more frequently

within the city or to take the bike more often. Through the implementation of the pilot actions of the project City Walk the City of Weiz expects to see an increase in pedestrians and cyclists and a reduction of car traffic in the long run.



PILOT ACTIONS IN VARNA

Varna Municipality, Bulgaria

The Municipality of Varna implemented five pilot actions under the CityWalk project. Each of the pilots had its specific goals and challenges and addressed different topics important for the city and for the citizens themselves.

"Car-free day 2018" was the event in Varna, organized and conducted for the second consecutive year, together with the Municipality of Varna and NGO "European youth capital". This year, the initiative was accompanied by the first pilot action, "Organizing walking event under „CityWalk" project and open air pedestrian workshop on road safety". During the pilot, citizens evaluated the current walking infrastructure and shared their vision on what needs improved.

Preliminary data from more than 200 hundred citizens from different target groups and age ranges was collected. A camera device was installed in important intersection to measure car-flow, human-flow and number of cyclists. The area where the camera was placed is extremely busy all day long and there are cycling facilities, facilities for disabled, BRT and well maintained sidewalks so we could analyze the modal split in certain zone in details which is a base for further developments and measurements. One of the most important findings was that pedestrians prefer to go around a small relaxing zone instead of entering it, because they think that the area is not safe, pleasant and has poor lightning. Another finding was the small number of cyclists compared to the cars.

The 3rd pilot action was implemented in two parts, the first one was focussed on sport activities (golf lessons), whereas the second on walking and cycling tour in the city center. All participants had to collect six stickers from six different checkpoints by walking or cycling. At the end two bicycles were gifted and more than 500 other gifts were distributed

among the participants. The pilot action brought together more than 2500 citizens of Varna through events, games and materials which were accessible, interesting and engaging.

We developed materials (picture book illustrations for the form of safety games 100 pcs and a brochure about the project 100 pcs) and 3 events were conducted within two weeks such as lectures on safety, understanding the important characters of the Highway Traffic Act in three schools, training walk which included crossing of 2 key intersections where through interesting activities participants in the movement were introduced measures for a safer crossing and walk.

The children and their parents, about 110 participants in the event, had the opportunity to acquire through and during pedestrian traffic - synchronizing the body, sharing and sharing space, realizing and understanding street traffic, monitoring the environment, coping with the dangers of the street and other. Walking along, participants interacted with other people and the city, mapped and learned to respond to the behavior of others on the street.



PILOT ACTIONS IN NYÍREGYHÁZA

Municipality of Nyíregyháza City with County Rank, Hungary

The project team of Nyíregyháza implemented two pilot actions.

The idea of „Designing informative signs for pedestrians“ came from the American Walk [Your City] initiative. When we question why people in a city are not walking, the answer is often that it takes too much time to walk. Empirical research in recent years, however, points out that when people try to estimate physical distances in time, they often come up with false results – a time requirement of a 500-meter or 1.5-kilometer walk is overestimated which discourages them from walking. One way to correct this misconception is to use clear, plain signs that remind people that they are not too far from the places they go to almost every day – these signs emphasize the length of the walk in minutes instead of distance. In the framework of this pilot action, Nyíregyháza prepared a concept paper about the content requirements of the signs (e.g. if a citizen chooses walking or cycling, they avoid ... CO2 emissions and burn ... calories, highlighting the environmental and health benefits of both) and found an external expert who designed them. After the CityWalk project ended, the signs were manufactured and showcased at several pre-determined locations of the city.

The pedestrian-friendly renovation of the nearby apartments kick-started the idea that it would be worthwhile to elaborate a uniform concept for the whole Dózsa György Street, taking into account the key conditions of walkability. The city's leadership considers it important to involve the local citizens in the planning process, and therefore organized a 1-day community event (a 'picnic') by closing off a part of the street from motorized traffic. It is worth to note that this was met with complaints at first from some of the citizens since it hinders their ability to travel by car – this reaction shows that changing the local perspective on the modal split and the importance of the different traffic modes is an urgent task. During



the afternoon, there was a BMX show, a drawing competition for kids on the sidewalk (in the topic of why walk in the city), mini-tennis, a basketball championship, a photo competition using the Walk'n'Smile mobile application developed by the CityWalk project partners and several concerts. Representatives of the local police were also present in an informative capacity, talking about measures to prevent traffic accidents. The event raised awareness about walkability and sustainable mobility through highlighting the importance of a healthy lifestyle (the visitors had a chance to get fitness advice – and apples – for free), meanwhile gathering the participants' opinion regarding possible modifications (facilitated by a questionnaire and an interactive workshop, i.e. a walkshop). The most creative – and feasible – ideas will be used later by the municipality.

PILOTS ACTIONS IN VALJEVO

City of Valjevo, Serbia

Three pilot actions were designed to improve the walkability conditions in the City of Valjevo: (1) Designing of thematic walking routes, signs, touristic, pedestrian and bicycle signalization, (2) Signposting of touristic, pedestrian and bicycle signalization, and (3) Organization of workshops and events.

The City of Valjevo recognized a challenge in directing citizens and tourists to the key routes, efficiently placing signalization in the central city area, marking key routes for pedestrian, bicycle and other traffic and focus on key locations, routes, zones and attractors in the central city area and beyond. Also recognized was the need for providing important and usefull information for citizens and tourists.

The City of Valjevo designed thematic pathways, routes, layouts, shapes and contents of pedestrian, bicycle and tourist signalization, prepared complete project-technical documentation for routes and signs and signalization and signposted pedestrian, biking and touristic signs on key routes, directions and intersections.



Due to lack of education about safety in traffic for pedestrians and cyclists (especially school population and elderly), about benefits of waking, cycling, active forms of sustainbale urban mobility and gneral lack of awareness about walking and cycling culture, healthy lifestyles several educational and promotional events were organized. Events for school children covered the topics of safety in traffic, safe participation of pedestrians in traffic, safe bycycle riding and advantages of cycling in relation to other modes of transport and promoting healthy and active lifestyle. 964 students from preschool, elementary and secondary school particiipated at those events. There was also a lecture on traffic safety organised for elderly.

Three outdoor promotional events were organized to raise awareness and popularize walking, biking and healthy lifestyle:

- Organization of awareness campaign/action to popularize walking and healthy lifestyles.
- Organization of promotional campaign/action for cyclists
- Organization of the central promotional event of the "CityWalk" project in Valjevo.



SZEGED, FEBRUARY 2017



WEIZ, APRIL 2018



PTUJ, NOVEMBER 2017



ORADEA, MARCH 2019



WINNING THE DTP PHOTO COMPETITION

On 31st August 2018 the voting for DTP Photo Competition contributions concluded. We are very happy to share with you that the CityWalk project had two photos among the top 20, one of them as a winning photograph.

The photo of a Girrafe walking the streets of Szeged, promoting walking with the use of Walk'n'smile app received the highest number of votes among 112 photos from 38 DTP funded projects and the Beatles inspired photo, Walking the CityWalk Roads, was voted into top 20.

As such, both photos will be printed on postcards to be distributed at many events related to Interreg project activities.





CityWalk.project

www.interreg-danube.eu/citywalk

