



## URBACT III

(2014 - 2020)

### Application Form

Action Planning Networks (APNs)

Priority axis-Investment Priority-Specific Objective 1-1-2

1. Promoting Integrated Sustainable Urban Development

1.1. Disseminating good practice and expertise and capitalising on the results of the exchange of experience in relation to sustainable urban development, including urban-rural linkages

1.1.2. To improve the design of sustainable urban strategies and action plans in cities

### The Last Safe Kilometre

The Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide

### Submitted version

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# 1.PROJECT SYNTHESIS

## 1.1 Project identity

### Identification

Acronym	The Last Safe Kilometre
Programme reference	1555072423
N° SYNERGIE-CTE (for search)	5917
Title	The Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide
Lead Partner	Skawina (POLAND)

### Length of project

Start date	End date
2019-09-16	2020-03-20

## 1.2 Summarised description of the issue to be addressed by the network

The project addresses the topic of safe and sustainable mobility for children, especially for school travel. These issues are closely related to city planning in terms of population spread and school accessibility as well as public space safety and quality. The main aim of the project is to develop strategies and action plans that will allow to create child friendly zones within a 1km radius from the school in urban and rural areas, specifically using placemaking approach.



### 1.3 Proposed Partnership

Lead Partner	Partner organisation	Type of organisation	Regrouping	Country	Area	NUTS 3
	Municipality of Skawina	Local Public authority	EU Less developed regions	POLAND	Małopolskie	Krakowski
	City of Ginosa	Local Public authority	EU Less developed regions	ITALY	Puglia	Taranto
	The City of Zilina	Local Public authority	EU Less developed regions	SLOVAKIA	Stredné Slovensko	Zilinský kraj
	Saldus Municipality Council	Local Public authority	EU Less developed regions	LATVIA	Latvija	Kurzeme
	MUNICIPALITY OF MAIA	Local Public authority	EU Less developed regions	PORTUGAL	Norte	Área Metropolitana do Porto
	Rethymno	Local Public authority	EU Transition regions	GREECE	Κρήτη (Kriti)	Περιοχή (Réthymni)
	Central Region Malta	Regional Public authority	EU Transition regions	MALTA	Malta	Malta
	Molina de Segura	Local Public authority	EU Transition regions	SPAIN	Región de Murcia	Murcia
	Municipality of Fabriano	Local Public authority	EU More developed regions	ITALY	Marche	Ancona
	Granollers City Council	Local Public authority	EU More developed regions	SPAIN	Cataluña	Barcelona

## 1.4 Thematic objective

	Allocate the project to 1 specific TO
Thematic objective	7. Sustainable transport

## 1.5 Total budget

ERDF		Swiss Fund		Norway Fund		Other Financing	Total budget
ERDF	Public co-financing	Swiss Fund	Public co-financing	Norway Fund	Public co-financing		
89,846.73 €	26,850.95 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	116,697.68 €

## 2. PRESENTATION OF PROJECT PROPOSAL

### 2.1 Thematic Content

#### 2.1.1 Definition of the issue / policy challenge to be addressed

*Describe in detail the key urban challenge/issue to be specifically addressed by the Action Planning Network and the relevance to EU cities.*

*ATTENTION – no text over 8500 characters (including spaces) will be used.*

##### Problem definition:

The key policy issue that the network will challenge is children mobility - especially school children mobility. The problem of safe and sustainable school travel is a growing issue all over the world closely related to increasing index of motorization. The reasons behind that situation are complex and diverse. Starting from changing demographics - rapid growth of population, especially in suburbs of urban centres and metropolitan areas, but also, in contrary shrinking of the second and third-tier cities. That's linked to uncontrolled urbanisation and often followed by the problems with infrastructure, especially with lack of safe and convenient walking and biking spaces. Spatial disprace of the cities linked with their growth - urban sprawl, and insufficient school network is causing travel distances to increase. Same time public transportation systems are or behind changing reality or malfunctioning due to lack of funding in shrinking settlements. We can't forget about one of the most crucial reasons - car oriented mentality. Despite numerous examples and clear data available on negative influence that private car has on our cities and life quality, car dependance, especially in less developed European countries increases.

As a result the number of school children that are driven to schools is rising. This situation has wide consequences on our cities and our lives. First of all, rising number of children being driven to school is causing serious safety hazard around schools. It also creates vicious circle of safety - parents' safety concerns often convince more parents to drive their children to school in order to secure a safe school travel. Secondly it's causing rise in traffic congestion during the peak drop-off and pick-up hours, that's affecting not only immediate vicinity of the schools but larger areas. Thirdly increased traffic influences air quality that again rises health related concerns, as recent research shows it's even less healthy to breathe smog in car than outside. Fourthly, driving kids to school has serious social implications. Children driven to school not only are lacking social interaction in public space, but also they are growing detached from their environment and its diversity. That results in lack in soft skills linked to social behaviour in urban environment as well as in traffic as pedestrians and cyclists.

The importance of sustainable urban mobility is clearly visible in the strategic documents of the European Commission on urban mobility: "Action plan on urban mobility" (COM(2009)490 final) and its "Urban Mobility Package" (COM(2013)913 final). This issue is also present in the priority themes and cross-cutting issues of the Urban Agenda for the EU.

It has been also mentioned numerous times in the UN Habitat "New Urban Agenda".

It can be found specifically in the target no 11.2 of the Sustainable Development Goals "By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons".

Urban mobility is however rarely linked with the issue of a safe, accessible and quality public spaces. The decision makers as



well as road managing authorities often forget that streets are public spaces. What more, quite usually they are the biggest public space amenity under the control of the public managing body.

The accessibility to the public spaces is addressed in the target no 11.7 “By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities”.

The issue of safe school travel and kids friendly streets has been a focal point of numerous initiatives worldwide such as National Association of City Transportation Officials' Global Designing Cities Initiative (NACTO-GDCI) “Streets for Kids” programme, European project STARS (Sustainable Travel Accreditation and Recognition for Schools) and can be found in individual efforts by numerous cities and organisations worldwide like 8-80 Cities, Urban95 by Bernard Van Leer Foundation, STIPO's The City at Eye Level for Kids.

#### Opportunities and challenges:

The Last Safe Kilometre Action Planning network will focus on merging those two vastly important challenges for urban environments - sustainable urban mobility especially for kids by lowering private car dependance and promoting sustainable means of transportation, and accessibility to safe, inclusive and accessible, green and public spaces, using schools and area within 1km radius from them as safe hubs. Working with schools will give us great chance to start a real change from bottom up, as schools are naturally hubs for various kinds of educational and social activities, and they will provide access to great number of informal groups of stakeholders - parents that can be approached directly or by their children. Other opportunity of that situation is that the issue of children safety is a matter of concern of all the political parties, so it's quite safe in terms of political pressure or ideological fights that usually accompany sustainable mobility challenges.

To tackle our challenge we'd like to especially explore Placemaking approach and Lighter Quicker Cheaper methods, known also as Tactical Urbanism. Placemaking is an approach that focuses in transforming spaces into places and creating places around communities and communities around places, and always puts people on the first place.

Placemaking greatly corresponds with the participative character of the URBACT programme and gives a platform for the evaluation, participative programming, design and experimenting in space. The best and most vivid examples of that approach are pedestrianization of the Times Square in New York, transformation of the Bryant Park in New York, Montclair Community Street Quilt, New Jersey etc.

There are many challenges to be faced. First and foremost the most crucial issue is to lower car dependance in the school travel and secure children travel paths within the radius of one kilometre from the school. Linked to that challenge is the provision and promotion of viable, attractive, sustainable and safe alternatives.

On the other hand, probably the biggest foreseen challenge for the network can be behavioral change among parents and decision makers, but that's precisely why an URBACT programme was selected to work on that topic.

#### Objectives:

The objective of The Last Safe Kilometre action planning network is to develop an action plan, that will answer crucial identified challenges of the partners in the field of sustainable children mobility linked to the public space accessibility with the use of Placemaking approach, tools and methodologies. The key element is the learning process that will occur among the partners and the possibility to exchange knowledge, experience, expertise, contacts and tools. The big goal is to lift the issue of safe school travel to european level and to create an action plan - guidelines that can be used across EU, especially in the mid size and smaller cities to lower dependance on a private vehicle and offer viable and safe sustainable alternatives.

### 2.1.2 Link to European urban policy context, EU 2020 strategy and 10 Thematic objectives

*Describe how the proposal contributes to the objectives of the EU2020 Strategy and describe the links with the main Thematic Objective selected under section 1.4 as well as the relevance within the wider EU urban policy context.*

*ATTENTION – no text over 10500 characters (including spaces) will be used.*

The Last Safe Kilometre is closely linked to the various urban policy documents such as The Urban Agenda for the EU, New Urban Agenda as well as is in alignment with the Sustainable Development Goals.

In relation to the Pact of Amsterdam

([https://ec.europa.eu/regional\\_policy/sources/policy/themes/urban-development/agenda/pact-of-amsterdam.pdf](https://ec.europa.eu/regional_policy/sources/policy/themes/urban-development/agenda/pact-of-amsterdam.pdf)) Urban Mobility can be found on the list of Priority Themes under point 10, but topics covered by the projects are linked also to the point 3 - Air quality. What more contribution to the URBACT is mentioned as one of the concrete actions aimed at improving the urban dimensions of EU-policies.

In the New Urban Agenda [http://nua.unhabitat.org/uploads/DraftOutcomeDocumentofHabitatIII\\_en.pdf](http://nua.unhabitat.org/uploads/DraftOutcomeDocumentofHabitatIII_en.pdf) - both issues: urban mobility and accessibility to the public spaces are covered.

Urban mobility issues are mentioned within the Goal 11 of the Sustainable Development Goals

<https://sustainabledevelopment.un.org/sdg11> It can be found specifically in the target no 11.2 of the Sustainable Development Goals "By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons".

The accessibility to the public spaces is addressed in the target no 11.7 "By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities".

The Last Safe Kilometre project is aligned with mentioned documents.

The Last Safe Kilometre is linked to the objectives of the EU2020 Strategy:

Within the objectives set out for "clean and efficient energy", the EU2020 strategy describes the potential in meetings Europe's energy goal in € 60 billion savings for oil and gas. Moreover it states that meeting the goals of 20% renewable sources of energy together with 20% savings from energy efficiency is expected to create more than 1 million new jobs. Consequently, urban mobility is a prominent issue of the Flagship Initiative "Resource efficient Europe" of the EU2020 strategy by setting the modernisation and decarbonisation of the transport sector as one of the main work fields (<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52010DC2020&from=EN>; page 15 EU2020 strategy).

The strategy identifies "a focus on the urban dimension of transport where much of the congestion and emissions are generated" as well as "the development of smart, upgraded and fully interconnected transport and energy infrastructure making full use of ICT" as goals to be tackled at national level (at the same source; page 16 EU2020 strategy). The Europe 2020 Strategy thereby highlights the importance of a modernised and sustainable European transport system for the future development of the Union and stressed the need to address the urban dimension of transport and urban road safety as stated in the EC's Urban Mobility Package (COM(2013)913final; page 7).

By 2013, the EC presented its elaborations on the work field of sustainable urban transport resulting out of a review of its "Action Plan on urban mobility" through this "Urban Mobility Package".

Within the "Action Plan on urban mobility" (COM(2009)490 final) the European Commission (EC) placed emphasis on the issues directly linked to The Last Safe Kilometre project: within Action 3 "Transport for healthy urban environments" under



Theme 1 of the above mentioned source (p.5), as well as under Theme 3 “Focusing on citizens” - Action 5 - “Improving accessibility for persons with reduced mobility”, Action 7 - “Access to green zones”, Action 8 - “Campaigns on sustainable mobility behaviour”, Action 9 - “Energy - efficient driving as a part of driving education” and whole Theme 5 “Sharing experience and knowledge”.

The proposed approach to the urban safety is set out in more detail in the EC’s Urban Mobility Package accompanying Commission Staff Working Document “Targeted action on urban road safety”. What’s important it states in the conclusion that “Urban road safety will be an increasingly important issue as the urbanisation of Europe continues. The number of vulnerable road users will not decrease; they should even increase with the shift to more sustainable transport modes.” which makes proposed action network input to the topic even more important.

The Last Safe Kilometre takes up aspects of the “Thematic Objective 7 Promoting sustainable transport and removing bottlenecks in key network infrastructure” as set out in Factsheet 1 of the URBACT III Programme Manual [Urban environment and resilience]. The network’s focus on the providing safe and sustainable schooltravel by reducing car dependance and providing viable alternatives and accessibility to public spaces answers some of the key points of the objective:

- Accessibility to all city areas such as neighbourhoods, commercial districts, industrial sites, educational and cultural institutes,
- Accessibility to services and jobs offered inside and outside the city area,
- Social inclusion by designing the accessibility of destination being affordable to all,
- Behaviour change in favour of more energy-efficient, less space consuming and affordable means of transport such as public transport, walking, cycling, intermodal trip management and vehicle sharing systems,
- Comprising sustainable solutions for movement of travellers, transport of goods as well as road safety,
- Making use of technical developments and ICT for the better provision of transport services and information as well as multimodal mobility schemes
- Allocation of city space to transport and other city functions in order to increase the overall quality of life in the city
- Integration of the city’s sustainable mobility development into other key policies such as urban planning, land policy, housing policy, economic and social development
- Integration access points and connections to regional and supra-regional transport networks as well as the transportation grid neighbouring communities and the city’s hinterland
- Integration of citizens and stakeholders into the development of the SUMP through its co-productive approach.

## **2.2 Shall the proposal contribute to the URBACT Specific Objective 2 (related to Action Planning Networks)?**

*It is expected that Action Planning Networks will foster improvement of integrated urban policies in European cities and the delivery of these policies on the ground.*



Please tick yes and comment briefly on how the proposal might contribute to the improvement of the planning and delivery of integrated urban policies.

	YES	NO	Comment : To be used for a brief comment (maximum 150 words). Above that word limit please use the comment box below.
Shall the proposal contribute to the URBACT Specific Objective 2 (related to Action Planning Networks)?	X		The Last Safe Kilometre Action Planning network contributes fully to the URBACT Specific Objective 2, as it's basically about the creating action plan in correlation with the sustainable urban mobility plan and its methodology, plus adding strong human centered and place led development derived from the Placemaking approach to this topic. That shall be an improvement to integrated urban policy making that will show how to tie bottom-up informal and experimental actions into the strategic planning.

Comment : If more than 150 words, please use this comment box to comment on how the proposal might contribute to the improvement of the planning and delivery of integrated urban policies.

### 2.3. How will gender equality and equal opportunities be addressed by the network?

Concrete examples of how equal opportunities (especially gender) have been integrated into the working of the network should be outlined.

ATTENTION – no text over 2800 characters (including spaces) will be used.

As equality and non-discrimination is a cornerstone of EU law and policy-making. Both they are in the core of the network's proposal and are present on various levels of the project development. On organisational level the partners' representatives represent all genders and their representation is quite equal. The partners' representatives are well aware of the core policies in the field of equal opportunities and non-discrimination and will apply them within their framework.

As the Last Safe Kilometre project touches one of the most crucial areas of the city life - safety and accessibility of the public spaces, with the focus on the most sensible group - children, those core policies of equality are deeply and naturally embedded within it.

The network is going to explore possibilities of using placemaking to tackle school travel issues, and that approach is all about participation, equal chances and non-discrimination. As Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well being, the wide representation of stakeholders is a must. It's worth to mention that one of the factors to evaluate place quality in placemaking place evaluation is the number of women, kids and elderly.

The same time starting point for the network is the conclusion derived from 8-80 cities design principles, that whatever in the city is good for the 8 year old and 80 year old is good for all the people. The most important in that approach is, that it automatically implies using universal design and encourages to evaluate ideas trying to experience space from the toddlers level with methods developed and used for instance in the Urban95 project by Bernard Van Leer Foundation.

The Last Safe Kilometre network will also utilise good practices and knowledge from the URBACT Gender Equal Cities workshop as well as from other projects exploring that field, such as COST genderSTE.

## 2.4. What is the added value of this network related to the theme proposed?

*Reference should be made to how this network theme complements those of previous URBACT projects and how it adds value to other EU policy initiatives.*

*ATTENTION – no text over 3500 characters (including spaces) will be used.*

The Last Safe Kilometre network makes use of other URBACT projects such as CityMobilNet, ActiveTravelNetwork as well as URBACT Gender Equal Cities workshop mentioned above.

CityMobilNet dealt with the creation of the SUMP (Sustainable Urban Mobility Plans). In the scope of the project the partners came up with many interesting goals and actions relevant to The Last Safe Kilometre. In our particular case one of the most interesting are the ones from Gdańsk (Poland). Actions that helped to achieve that goal, such as streets pedestrianisation, can also serve as good practices for our project. Especially “Pedestrians gain new spaces” - pedestrianisation of Stagiwna Street, “Safer at school - Grobla IV Street” - a good example of the implementation of a safe space near the school and “New shared space - Św. Ducha Street in the new version”.

ActiveTravelNetwork tackled transport problems caused by solo car use in small/medium sized cities by motivating walking/cycling. In view of the economic crisis and steadily increasing oil prices NMT is a sensible alternative to using cars for short trips in cities. Walking and cycling take a prominent role in creating safe and accessible public spaces. Furthermore, the project contributed to reducing fossil energy and CO<sub>2</sub>. The scope of this project is quite similar to The Last Safe Kilometre and as ActiveTravelNetwork delivered highly valuable results on settings required to improve the urban conditions for walking and cycling, setting up and implementing behavioral change it can serve as a reference point to the proposed network.

URBACT Gender Equal Cities workshop and the good practice from Umea, Sweden “Gender equality at the heart of the city. A tour to an urban “gendered” landscape to raise awareness and promote gender equality.” - the conference and the good practice rise the problem of gender sensitive public spaces. The workshop links those issues with placemaking and universal design and gender mainstreaming in design. They will greatly benefit outcomes of The Last Safe Kilometre network.

Other European projects related:

Civitas SUMPS-up Learning Programme - the outcomes of the programme are very valuable materials about the model SUMP creation with numerous good practices and helpful tools. Thanks to the attendance to SLP3 module by six of the partner cities we can fully utilise knowledge on sustainable mobility planning in course of the network’s work, as the main topic and participative methods showcased during the project are closely related to The Last Safe Kilometre.

STARS Sustainable Travel Accreditation and Recognition for Schools European project was conducted in order to work around one common goal: to increase the number of pupils cycling to and from school, who would previously have been escorted by car. The project gave answers to the question crucial to The Last Safe Kilometre project “How do we get pupils out of cars and onto their bikes?” STARS came up with following ideas:

targeting schools that have an impact on the road network in terms of congestion, safety and public transport delay;  
guiding, encouraging and providing the tools for schools to increase cycling levels and reduce the number of accidents with young people;

encouraging schools to work independently as a community to commit to monitoring and evaluating their travel activity. What more, the project consist of very valuable research materials and methodologies.



### 3. RATIONALE OF PROPOSED PARTNERSHIP

#### 3.1 Profiles of the Partner Cities

*Please provide information for each partner by clicking on partner's name.*

*All questions under section 3.1 shall be filled in with free text for EACH of the partners in the Network proposal.*

##### 1. Skawina

###### 1. 3.1.1. Local challenges of city partners specific to the network theme

Skawina is urban-rural municipality in Kraków's functional urban area. The municipality covers 100km<sup>2</sup> and is inhabited by around 45 000 people evenly distributed between the town of Skawina and hinterlands. The number of inhabitants is still increasing due to the City of Kraków's development. Skawina along with the 16 surrounding villages it covers an area of 100.2 km<sup>2</sup>. Skawina is distinguished by the level and growth rate of urbanization, strong connections with Krakow's education system services, including banking, labor market and certain common solutions in the field of road infrastructure and technical support. Thanks to that structure there is a big disproportion in the population spread, where the town itself is a quite densely inhabited area while the surroundings are much more dispersed. Although Skawina is well served by the public transportation system of Kraków and linked to the railroad system, and has a structure and potential to be a model compact and walkable city, the motorization index is dramatic, as we've reached more than 1000 cars for 1000 inhabitants. That causes huge congestion and is a serious safety hazard.

One of our main concerns is the traffic situation around schools. The school network consists of 5 primary public schools in the town and 10 in villages, plus one secondary school and around 10 private and public kindergartens. Our research shows that around 30% of schoolchildren are driven to school by their parents despite living within a walking distance. This situation causes great threat to the safety of the school surroundings, its quality as public space, and creates a vicious circle of safety concerns among parents causing constant rise of private car use. That, on the other hand causes greater congestion during the morning and evening peak hours linked to the kids drop off and pick up. This situation is unacceptable and Municipality of Skawina is determined to do whatever it takes to change it. Thanks to the spatial distribution of the schools, by challenging the situation within 1km radius around them we'll influence the whole town and a better part of the villages.

###### 2. 3.1.2. Strategies and actions of the city specific to the network theme

Our aim for next 5 years is to transform existing transportation system in Skawina into more sustainable, efficient, and user friendly by implementing Mobility Plan for Skawina. Implementation of the Mobility Plan consists of:

construction of the network of cycling and walking paths /11km under construction at the moment /,

11 P+R facilities ,

creation of the Skawina Mobility Hub /to be finished in 2019/,

introduction of the biking sharing system /e-bike sharing station as a part of Kraków's Wawelo bike sharing system extension /to be launched in 2019/20 in cooperation with Kraków in Interreg CE Low Carb project/

Introduction of the Rapid Metropolitan Rail to serve as a spine for the new more sustainable mobility system /launch in 2021/

Rerouting of existing bus lines to better serve local societies and to connect them to the railroad system /first pilot e-bus feeder line to be implemented in 2019 in Interreg CE Low Carb project/,

Paid parking zone and parking policy /first elements implemented in 2017/

Municipality of Skawina is also involved in sustainable mobility promotional activities such as the European Mobility Week and Biking May.

The Municipality is also taking part in work of the PIM (Partnerska Inicjatywa Miast - Cities' Partnership Initiative by the Ministry of Investment and Economic Development of the Polish Republic) Urban Mobility network where we're addressing kids' mobility issues. As a part of this project we've started to survey school children in order to determine the baseline. The same time Municipality has started to prepare new SUMP where School Travel Mobility Plans will have a special place. We aim to finish the research phase until the end of May 2019.

Meanwhile Skawina is constantly experimenting with placemaking approach to tackle urban water and mobility issues in cooperation with schools within "Schools of Skawina catch stormwater" as well as street safety programme "Auto-Stop" that utilises Lighter-Quicker-Cheaper methods to increase safety in the school surroundings.

### 3. 3.1.3. Motivation and commitment of each city to join the network

As mentioned above Municipality of Skawina is taking part in numerous international and national initiatives linked to the sustainable and safe mobility issues such as Interreg CE Low Carb, Civitas 2020 SUMPs-UP , we are well aware of the great value of those projects. For some time already we've been observing other URBACT projects such as CityMobilNet, Freight TAILS and CityCentreDoctor and we found that this model of international cooperation will fit us well. We've also got involved into Cities' Partnership Initiative that is constructed using URBACT methodology. In order to better understand the URBACT, Skawina has sent its representative to the URBACT City Festival in Lisbon in 2018. In 2017 Skawina attempted to enter UIA programme with similar idea, but we've realised that before implementation of the measures we'd need to fully understand the topic, and there's no better way to achieve that than through the international cooperation. As a result in 2018 we've entered the CIVITAS 2020 SUMPs-UP project. In the course of that project the idea for the further cooperation among the participants to tackle school children mobility, within the URBACT framework was born. We are determined to carry on with this project and we commit ourselves to it, as we are aware that we're dealing with the international challenge that need to be tackled to achieve a better urban future for all. We need to put children first! School need to be safe hub for children and they should be prioritized.

### 4. 3.1.4. Local Stakeholders to be involved in the URBACT Local Group

We're going to involve:

representatives of the local Municipal Office,  
elected representatives of the Municipal Council of Skawina,  
road managing authorities of all levels (local, county and region),  
local police, school managing bodies, parental associations,  
local NGOs and other existing informal groups,  
county representatives,  
Krakow Metropolis representatives,  
city of Kraków representatives



most importantly children and their families.

We also hope for the cooperation with Kraków University of Technology in the field of the research.

#### 5.3.1.5.□ Potential for actions to be funded/ implemented

Municipality of Skawina intends to create an action plan that will be tested in pilot projects in areas around selected primary schools. Our main point of interest is using placemaking approach in order to create low-cost high impact interventions to improve safety and quality of public spaces around schools achieving high level of participation. We'd like to involve as many relevant stakeholders as possible, especially children and their families in order to raise awareness of the problem we're facing and to empower them for acting together to change status quo and break the vicious cycle. The ideas for those actions are for instance: road 'murals', food gardens, benches, little libraries, hang out/learning places... Other action planned is creation of the Sustainable School Mobility Plans that will be embedded in our SUMP. We've started already to determine the baseline for that action, conducting research on mobility behaviour among school children in January and February using STARS project methodology. In order to get a full picture we'd like to create transferable research model that would allow all the partner cities to evaluate their situation, accompanied with the monitoring tool.



## 2. Municipality of Fabriano

### 1. 3.1.1. Local challenges of city partners specific to the network theme

Specific challenges for school mobility:

A) Securing of the most accident-prone axes and Activation of 30Zones in district roads in order to facilitate the shared use of the roadway for all mobility components (cars, motorcycles, pedestrians, cyclists);

B) Traffic Calming interventions on all the internal roads of the districts and on the main access routes to schools (quiet areas), simultaneously with the activation of the 30Zones;

C) Specific safety measures on the most critical nodes, with particular attention to slow mobility and road space sharing.

In general terms, the main challenge is developing integrated, sustainable and accessible urban mobility concepts in Fabriano leading to reduced GHG emissions, in particular through sustainable urban mobility plan, including facilitating use of public transport, cycling and walking.

Other main challenges and new trends faced are open data based mobility planning, integrated mobility platforms or implementation of low-carbon technologies in pilot actions, including an electric public transport feeder service or solar-powered e-bike charging stations to link public transport and shared mobility.

Finally, given the extent of the territory, it is necessary to respond with an innovative approach to the mobility needs of marginal municipal areas characterized by weak demand, which are mainly inhabited by categories of citizens with particular needs and mobility problems (residents without driving license or that are no longer able to drive; elderly persons; ...) and where it is uneconomical to establish traditional scheduled services.

### 2. 3.1.2. Strategies and actions of the city specific to the network theme

A) "ATTENTA-MENTE" The municipality has joined the "ATTENTA-MENTE" project, aimed at enhancing the action carried out by the Local Authority on urban road safety. The approach of this project is multidisciplinary and promotes synergistic actions aimed in particular at spreading the culture of safety (with particular reference to students) and limiting the dangers of excess speed (in particular for weak road users). For example 2 events have been realized for elementary students like the puppets show on road safety: an innovative and amusing educational format aimed at kindergartens and the first grades of elementary schools (4-8 years) whose protagonist is Mr Bassotto, a friendly urban watchdog who works in a city full of traffic and pollution, and which immediately enters in contact with the children. He tells of his work and his dedication to enforce road signs for everyone; through songs and funny mistakes in the of interpretation the signs, the story leads the children to know the most elementary rules of pedestrian road behavior and to appreciate the work of the policeman who helps him to avoid risks.

B) The municipality of Fabriano is developing its first Sustainable Urban Mobility Plan (SUMP). The fact-finding framework and the programmatic guidelines have already been developed. Among the macro-objectives, we find "reducing the use of motorized private vehicles, in favor of modes of transport with lower impact, guaranteeing adequate mobility networks and services" and "improving road safety" with particular regard to the mobility home-school and home-work and the so-called hot points. The interventions are being planned to be shared with the citizenship, thus defined and included in the Plan. The Municipality also participates in a project financed by the Ministry of the Environment as part of the experimental national sustainable mobility program home-school and home-work, which allowed the financing of a pedestrian cycle route serving the Citadel of Studies (high school area) and of mobility vouchers (discounts for the subscription to local public transport).

### 3. 3.1.3. Motivation and commitment of each city to join the network

The Municipality of Fabriano aims to explicitly incorporate children's independent mobility into urban policies. Working with partners Fabriano will develop a comprehensive strategy for making sustainable mobility at school an essential element of its mobility policy and increasing sustainable mobility by changing the behavior of schoolchildren and the next generation's mindset towards sustainability. School mobility is a hot topic: in a framework where transport-related CO2 emissions continue to increase, school traffic accounts for about a 15% of the total traffic at urban level. Researches in different EU countries show that kids driven to school by car range from 30 to 60% according to country and school grade.

### 4. 3.1.4. Local Stakeholders to be involved in the URBACT Local Group

Since the actions are mainly aimed at creating quiet areas around schools, the stakeholders involved will be the schools components (teachers, parents' representatives, students etc... with a different involvement depending on the level and age), the services internal to the Municipality (such as public works, municipal police, etc...) and experts of the field, who will participate in the planning of interventions and in the activities of sharing.

### 5. 3.1.5. Potential for actions to be funded/ implemented

The idea is to create quiet areas around schools and protected paths that are already being studied in the SUMP to be integrated with awareness campaigns aimed at students and parents, as well as other citizens on the topic of sustainable mobility and road safety. The area affected by the interventions is the residential district. The groups will be composed by schools teachers, students and administrators (schools within the residential area only, not peripheral ones), as well as representatives of parents and associations working in the field of road safety and mobility.

The exchange of knowledge and experience on the subject is of fundamental importance for dealing with the issue from different perspectives. The same problems in fact may have already been addressed in other realities and solutions may have already been found as well as methodologies that are already been developed can be a starting point of inspiration to be "adapted" for other realities.

Specific contribution:

experiences and approaches on mobility management and how to work across public authorities at different levels and other stakeholders to ensure that resources and policies are well-aligned

better exploitation of existing mobility infrastructures development of a financial model funding sustainable solutions to be implemented after the project



### 3. Comune di Ginosa

#### 1. 3.1.1. Local challenges of city partners specific to the network theme

Motorized school mobility has consequences for the entire transport system: it causes local congestion around school premises, increases the risk of road accidents, worsens the quality of the air, and has repercussions on the psycho-physical well-being of children.

For ten months a year a school is a catalyst for daily mobility. In fact, twice a day, at defined times, different groups of users go there: teachers, non-teaching staff, students and parents who, at least in 50% of the cases, immediately return home. This is why it is necessary to invest in changing habits by promoting more sustainable school mobility.

Specific challenges for school mobility:

- Securing the home-school routes and PT stops, pedestrian crossings, identifying physical interventions to be carried out on the roads and around schools for the benefit of children and other weak users;
- Plan educational and/or awareness raising interventions and policies on the topic;
- Promote and encourage the school community to make more sustainable mobility choices.

The municipality of Ginosa is developing its first SUMP. The SUMP proposal on school mobility and mobility education in schools, concerns the possibility of launching, in collaboration with the schools of the area, a plan for sustainable school mobility. This measure is designed specifically to make children in pre-school age and their families come into contact with eco-sustainable modes of transport and good practices related to the use of urban public space around schools, such as urban tattoos co-created together with children. Another measure that was presented on-site, is the creation of temporary car free zones in front of primary and secondary schools. One of the main problems in Ginosa concerns the school surrounding areas that are not always considered safe, because of the huge number of cars used to bring children to school. Moreover during the experimentation process, families could have an active role in making the school environment safer, especially grandparents and this is “something culturally different” to implement and share with other EU cultures.

#### 2. 3.1.2. Strategies and actions of the city specific to the network theme

The Municipality of Ginosa is developing its first Sustainable Urban Mobility Plan (SUMP). The programmatic guidelines have already been developed. The SUMP macro-objectives, are:

- Low-cost interventions: feasible immediately and with the active participation of the school community;
- High-cost interventions: feasible in the medium/long term through the inclusion in the planning of public works of the municipal administration.

The SUMP provides a network of safe home-school paths, connected with schools in the area and connected with the network of cycle paths.

Specific SUMP measures for home-school routes:

- Establishment of calm areas, called Happy Islands, where children can design spaces
- Implementation of specific measures to moderate traffic, aimed at giving continuity, safety and attractiveness to pedestrian routes ;
- Containment and physical limitation of car access to the school
- Safety of existing pedestrian crossings and/or the planning of those necessary
- Creation of equipped areas to support the slow mobility around the school such as parking for bicycles, parking areas and

play areas,

- Safe and practical connections to local public transport;
- Introduction of the 30 km/h limit close to the schools;
- Reduction of the road section.
- The extension to all schools of the car free approach
- Promote the carpooling
- Promotion of awareness actions
- Open courtyards, and school gardens in non-school hours, precious public places often little used, for activities dedicated to children and the family.

The SUMP includes the regulation of the circulation near the school, the networking of the pedestrian and cycle paths and of the pedestrian crossings, the identification of parking lots and meeting points, the identification of the "school-zone" and the area of sure waiting. This methodology could possibly be applied, through a plan of sustainable school mobility to all primary or childhood schools in the city.

### 3. 3.1.3. Motivation and commitment of each city to join the network

The Municipality of Ginosa aims to explicitly incorporate children' independent mobility into urban policies. The SUMP proposal on school mobility and mobility education in schools concerns the possibility of launching, in collaboration with the schools of the area, a plan for sustainable school mobility.

### 4. 3.1.4. Local Stakeholders to be involved in the URBACT Local Group

The stakeholders involved will be the schools components (teachers, parents' representatives, students etc...), the services internal to the Municipality (such as public works, municipal police, etc...),

School mobility manager, Companies interested in developing smart technologies for mobility and children

### 5. 3.1.5. Potential for actions to be funded/ implemented

The Piedibus and Bicibus are currently among the systems of collective and sustainable mobility mostly practiced in primary and lower secondary schools, since they can be carried out without major investments and influence both the reduction of vehicular congestion near schools, and on psycho-education and health children's physics.

PEDIBUS is a healthy, safe, fun, ecological and educational way to get to and from school.

It is a "human bus" formed by a group of children who move in a row, accompanied by adult volunteers, who, starting from a terminus, follow a specific path, with fixed stops and times. Generally the PEDIBUS is led by an adult "driver" and by an adult "controller" who closes the line. This is an experience that has been extensively tested in many European countries and has been active in numerous Italian companies for several years.

The BiciBus is a sustainable way to go to school, it is a "two-wheeled bus" formed by a group of bicycle schoolchildren who go to and from school accompanied by volunteer parents, along established routes and made safe.

As for the real bus lines, the BiciBus routes have a terminus and intermediate stops, identified with signs showing the departure and passage times in the outward and return journey from school.

To increase visibility and safety, all children wear a helmet and a colored, reflective harness, as well as those accompanying

them.

The Ginosa PUMS identifies a series of activation areas for PEDIBUS and BICIBUS for primary schools. The areas identified are those surrounding the city's primary schools. The activation of the service will be preceded by an awareness campaign both to inform the parents and to find and train the volunteers available to take care of the functioning of the transport service. It is quite clear that each pilot application will also be duly studied and operationally planned with the school managers and foreseeing the establishment of "ZONE 30".



#### 4. Granollers City Council

##### 1. 3.1.1. Local challenges of city partners specific to the network theme

Granollers is a city of 14.89 square kilometres with over 60.178 inhabitants on 1st January 2016. It is one of the medium sized cities comprising the second metropolitan crown and is located approximately 30 kilometres from Barcelona surrounded by an extensive road communications network.

Granollers has a modal distribution to access the school predominantly in non-motorized modes (according to the study of 2005 89% of students access to school on foot). However, at the time of entry and exit of students, important traffic congestion problems and illegal parking are generated around the centers. Measures are required to deter private vehicle access and thus increase the safety of all children in the school environment.

Granollers approved its first SUMP in 2009 which lasted until 2015. The main target of this SUMP was reduce car space in order to give space to the other transport modes.

In December 2018, SUMP 2018-2024 was approved, which includes various measures to improve mobility on foot in the city. It's the second SUMP of the city, the first was approved in 2009.

Granollers has an important implication in the improvement of the sustainable mobility of the city. During the next 5 years Granollers must implement the measures included in the SUMP, which include pedestrian paths and schools mobility issues on foot. Other actions included in the SUMP are: increase the pedestrian area, promote cycling infrastructure, safe bicycles parking, accessibility to industrial estates, expansion of regulated parking areas and introduction and promotion eco-friendly vehicles.

##### 2. 3.1.2. Strategies and actions of the city specific to the network theme

Granollers did in 2005 the study of school paths in all the educational centers (public and private) of the city. From this study several measures were implemented such as the bus on foot to promote sustainable mobility between the educational community.

In 2005 Granollers won a sustainable mobility prize of the Catalan Government for the walking school bus project.

For years, economic rates have been agreed with payment parking facilities close to schools to facilitate parking at the time of entry and exit of students.

In 2018, one of the winning proposals of the city's participatory budgets was the improvement of mobility in school environments. During 2019, it is working to continue improving access to the schools on foot.

##### 3. 3.1.3. Motivation and commitment of each city to join the network

Granollers is a city that aims to promote sustainable mobility. In this regard, it is considered that acting in schools is a key fact for two reasons: because it is educated to future citizens of the city from very young and because schools are areas with high



mobility and vulnerable users.

The fact that in the 2018 participatory budgets one of the proposals chosen was school paths, it demonstrates the importance of this issue for the citizens and wants to continue improving in the sustainable and safe mobility of children.

We believe that sharing experiences, knowledge and learning with other European cities can be a very interesting and enriching strategy.

#### 4. 3.1.4. Local Stakeholders to be involved in the URBACT Local Group

Granollers City Council is planning to integrate the entire educational community into the project. The coordination would be done from the mobility service of the city council but with the collaboration of the education service, representatives of the management teams of all the centers, teachers and relatives.

#### 5. 3.1.5. Potential for actions to be funded/ implemented

In Granollers we are interested in choosing integration measures for all the members that make up the educational community so that the actions that are carried out involve everyone. Therefore, the population groups to be affected are: students, families, teachers, management teams, local police and technical personnel. We want to put emphasis on sensitizing children so that they will grow with the vision of sustainable mobility.

We hope that the action plan allows us to have a list of actions to be developed in the city gradually that allow the integration of children in the change of mobility. It would be good if it were a shared document that everyone involved felt to be able to develop it jointly.

## 5. RETHYMNO

### 1. 3.1.1. Local challenges of city partners specific to the network theme

Rethymno has population of 63,000, but in peak season accommodates 520,000 tourists in hotels in the municipality. 30% of these are accommodated in hotels on the border of the municipal area and so they especially add a strain on public transport and mobility services as they travel to and from the centre for the amenities and attractions. The mobility modes are limited to cars, taxi and PT services which operate in limited network/frequency. The existing SUMP addresses partially the city's needs and is limited to the municipality area. To be functional and effective, the upgraded SUMP which is currently being developed will consider the links within the prefecture area and inter-regional PT services. Tourism influence should be evaluated, including seasonal fluctuation, access to main touristic attractions around prefecture, cross-region/airport transportations. Currently, during the 5-6 months touristic period there is a lack of parking, noise, heavy traffic. These factors are not taken into account in the existing SUMP but the new holistic approach will incorporate them.

Given the above mobility difficulties, the journey to school can constitute the majority of car trips at rush hour. This adds significant spike to road congestion with negative effects on transportation, local business and deliveries. It is, therefore, important that as many journeys to school as possible to be made on foot, by bicycle or by public transport or other shared modes, with or without parents. The development of sustainable, mobility plans for schools and the Rethymno campus of the University of Crete, along with the improvement of PT routes will decrease traffic load in the city and improve the mobility experience for both residents and tourists.

### 2. 3.1.2. Strategies and actions of the city specific to the network theme

The municipality of Rethymno as part of the CIVITAS DESTINATIONS project increases road safety and drives a modal shift towards sustainable transportation, combining new infrastructure and strategic plans with public engagement and behavioural change activities targeting the schools' community. Mobility plans to improve mobility and enable safe walking and cycling are incorporated to the Sustainable Mobility Plan (SUMP), proposing redesign of public spaces, improved signage and Public Transport routes for 11 school districts and the University. A two-year action plan builds the capacity of younger generation to commute safely and use more sustainable modes of transport, including experiential road safety activities, behavioural change games, thematic events, training materials, interactive workshops for teachers and parents, schools' competition, first-aid seminars and the "Road Safety Week". The plan involves so far a network of 16 schools and 2.500 students. A user-friendly app, for children and adults, compares environmental impact and cost of different transportation modes and promotes the benefits of walking, cycling, PT and shared vehicles.

### 3. 3.1.3. Motivation and commitment of each city to join the network

Rethymno has adopted the principles of Sustainable Development since 2007, joined the Covenant of Mayors (2011), Mayors Adapt (2016) and Covenant of Mayors for Climate & Energy (2017); and included sustainable mobility as a priority pillar the Municipal Sustainable Energy and Climate Action Plan (SECAP). In addition, Rethymno became the first Greek CIVITAS demonstration city, actively participates in the European Mobility Week every year and has been involved in many European projects, such as "Universally Accessible Cities" (Cross-border cooperation programme), "CASTWATER" (INTERREG MED), "CIVITAS DESTINATIONS" (HORIZON 2020). Sustainable Mobility and Sustainable Energy are the main pillars of



development in the Municipal Action Plan while our vision is to make Rethymno a remarkable sustainable tourist destination and a Greek sustainable municipality.

Rethymno which is currently developing the 2nd SUMP is committed to road safety and sustainable commute especially in areas around school communities.

Rethymno has never been part of an URBACT project and is especially keen for the knowledge gained after the project and experience exchanged.

#### 4. 3.1.4. Local Stakeholders to be involved in the URBACT Local Group

The key stakeholders will be identified and contacted at a very early stage. A local working group will be initiated involving the Directorates of Primary and Secondary Education, the Municipal Department of Education and Lifelong Learning, the Road Safety Institute “Panos Mylonas”, the Traffic Police, the Union of the associations of students’ parents. The engagement process will include exchanges with the local working group, bilateral and group workshops, consultation events to fine-tune the proposed action plan.

The municipality of Rethymno which has developed the Mobility Plans for the 10 schools and the University has already achieved the engagement with those stakeholders and has had an exceptional collaboration in all aspects of the project.

#### 5. 3.1.5. Potential for actions to be funded/ implemented

The scope of the Integrated Action Plan will be to reduce traffic and accidents close to schools and the University, to challenge behavioural change towards sustainable mobility modes and actively promote safe driving. The plans is to improve urban mobility, build the capacity of the young generation and offer a safe and environmental friendly everyday experience to children and young people of the municipality. Educating students and teachers about sustainable modes of mobility and motivating them to use walking, bike and shared routes is also planned.

The main results of the integrated action plan should include safety increase, car speed slow-down around school locations, increased space for walking and cycling. Targeted campaigns to school communities (students, teachers and parents) which have already started as part of the CIVITAS DESTINATIONS and will be expanded as part of the URBACT will result in building awareness, educating and challenging behaviour change aiming to increase road safety and to motivate towards sustainable mobility modes (PT, walking, cycling). Rethymno would be keen to extend the school network with Mobility Plans for all municipal schools and this project is the ladder.

## 6. Mesto Žilina

### 1. 3.1.1. Local challenges of city partners specific to the network theme

Žilina is a natural centre of north-western Slovakia and with a population of 84 604 inhabitants it ranks among the largest cities in Slovakia. Žilina is situated around 200 km from Bratislava, the capital of Slovakia. Žilina is a centre of significant political, cultural, sport and public health care institutions. It is the important business centre and entrance tourist gate into the Žilina Region.

The city of Žilina wishes to create a pleasant, safe, connected, and innovative public space, but this will require new planning and transportation solutions. It is necessary to solve the exits, crossings, intelligent traffic control systems, in the same time creating beautiful public space. In the city of Žilina, like many other areas, there has been an increasing trend towards vehicular modes for home-school travel, and the school journey by car has become a significant feature of daily life for many families. School traffic generates peak traffic during certain times of the day. Young children are some of the most vulnerable traffic users, with parents often driving them to school by car to ensure their safety. The average trip distance is rather short compared to commuter traffic. In school traffic we often face a number of challenges: how to make it safer, convenience and freeing children from the back-bench and giving them the opportunity to 'get around' independently.

### 2. 3.1.2. Strategies and actions of the city specific to the network theme

-As part of building measures to increase the level of sustainable mobility in the city, we also attended primary school children. First and foremost, we installed bicycle racks for each elementary school to complement the lack of infrastructure to allow children to ride to school on a bike. Subsequently, we prepared a lecture on sustainable mobility for 6th grade primary school children each year. In it we explained to children the problems that are currently in the city, their causes and solutions. In addition, it is carried out in schools by traffic education, which focuses mainly on the safety of children and the correct behavior of children when commuting to school. In city-organized campaigns, we engage children in a variety of public activities and competitions that will take place on the occasion of the European Mobility Week, whether to go to work and go to school by bike. In addition, during the year we invite children to various lectures, presentations and games that we organize on various occasions, such as project activities.

Regarding the city's strategy in this context, we have drafted a number of necessary documents over the course of 5 years: the General Cycle Transport of the City of Žilina, the Green Action Plan of the City of Žilina, the Action Plan for Mobility, the Action Plan for Low Emission Mobility, the General Transport Plan for Žilina and the Sustainable Mobility Plan, Concept of development of electromobility, Concept of development of pedestrian and cycling transport in Žilina Concept of solving problems of static transport on housing estates

All of these documents contain solutions that prioritize sustainable mobility and solutions that reduce the negative pressure of city car traffic. The city is trying to improve the urban environment in both transport, environment and urbanism.

### 3. 3.1.3. Motivation and commitment of each city to join the network

One of the challenges of sustainable mobility is to increase the share of the active mode. The active mode is directly connected with the urban space and environment. The idea is to evaluate the current state of the city's walking, cycling network and public spaces, identify specific areas where improvement is needed or it could be more successful.



We have experience from other projects, from previous practice. We have a lot of partnerships in Slovakia and abroad that we use intensively. Against this background, we have a clear vision for urban development and for solving transport problems as well as problems in other areas associated with mobility. The city of Žilina is considered as a city of good practice and positive ideas in the area of mobility in Slovakia as well as in the Czech Republic.

#### 4. 3.1.4. Local Stakeholders to be involved in the URBACT Local Group

Representatives of the school board, representatives of the Department of Education and Transport, University of Žilina, urbanists, transport engineers

#### 5. 3.1.5. Potential for actions to be funded/ implemented

Often there is a conflict between school regulations and city policy. For example, if we installed bike trays in a school in order to drive children to school by bike, the school has forbidden to go to school by bicycle. It's individual from school to school. Somewhere better conditions are worse elsewhere. That is why we are interested in having a pilot school action plan drawn up for a pilot. It is a kind of school mobility action plan that unites the city's intention and policy for mobility, and the real potential of the school to be responsive to these measures and acceptable from a mobility perspective. The action plan can also include the issue of waste separation, food waste, healthy eating or physical exercise. Primarily, the action plan would guide the school management what measures to take and what construction adjustments are to be made so that the school is both attractive and safe in school attendance. There would also be investment measures on access roads and parking spaces at school. How to effectively adjust the space in front of the school so that there is no risk of proliferating cars and running children in the early hours, but to optimize the process of bringing children to school and set the rules for commuting children. An incentive system to encourage attendance in an alternative way is one solution.

## 7. Central Regional Committee

### 1. 3.1.1. Local challenges of city partners specific to the network theme

In our area there is lack of planning and safety measures when it comes to school transport. Given that there is a short supply of police present during drop off and pick up school times, or sometimes none at all, one finds that during these times there is traffic congestion and chaos around the area. This makes it very dangerous for the children leading to most parents wanting to drop off the children themselves and causing more traffic and chaos in the area. With regards to school trips, since most of the public transport vans are quite old, one cannot say that all vehicles used are up to safety standards in place. Since the roads in Malta are mostly narrow and one finds parking problems in every town, when it comes to picking up and dropping off both at school or at school trips/outings children are dropped off in the middle of the road with the teachers present acting as traffic controllers.

The problems and challenges faced are a result of the traffic problem the whole country faces due to the large number of cars on the road and the lack of space and planning to tackle this issue.

### 2. 3.1.2. Strategies and actions of the city specific to the network theme

Despite the challenges we face when it comes to resources available, we have always tried to ensure the presence of a police man or local warden to be places close to the schools and to ensure that the road from where the children enter or exit the schools are closed off except for the school vans/coaches.

Private vehicles belonging to parents would only be allowed to park in side roads close to the school and parents are asked to walk to the school to collect and dropping off their children. Thus avoiding a concentration of cars in the vicinity. For schools that with large grounds, the open spaces where used to allow vehicles to enter and use it as a parking.

In order to try and encourage the public to use public transport, the Regional Committee together with the Central Government has worked to create new and additional bus routes.

### 3. 3.1.3. Motivation and commitment of each city to join the network

From the feedback of our URBACT project partners in our country, we are confident that this programme is an opportunity for URBAN localities to tackle topics with other countries sharing common challenges and goals.

As a Region, sustainable and safe children mobility has been a topic high on our agenda. This is because we have several schools within our Region and we believe that sustainable mobility in general needs to be addressed at Regional level and then presenting solutions with specific needs for our territory to the Central Government.

We have already started some discussions in our Committee however we believe that involving other EU partners will give more added value to our purpose.



#### 4. 3.1.4. Local Stakeholders to be involved in the URBACT Local Group

As part of the planning process we would involve a representative from the national authority of transport, traffic management expert, mayors and representatives of each town within the Region, a representative from the police force and a representative from the local enforcement agency. There will also be a representative from the Region that will coordinate the whole process.

#### 5. 3.1.5. Potential for actions to be funded/ implemented

Being a project partner will allow us to discuss and exchange ideas and challenges with other countries. Our contribution to the Integrated Action Plan would be to identify ways to reduce the use of public vehicles, improve road safety, and make better use of public spaces to maximise parking and minimise danger for pedestrians, particularly school children within the Region.

As a Region we can carry out on-site visits, meetings with the relevant authorities and exchange of both successful and unsuccessful ideas.

## 8. Saldus Municipality Council

### 1. 3.1.1. Local challenges of city partners specific to the network theme

As regards school trips, in the result of Latvia's Education Development Guidelines 2014-2020, school network went under reorganization as a consequence of which many schools, mostly from rural areas, were either closed (mostly in rural territories) or merged together (mostly in towns). 9 schools were closed, 7 kindergartens were added to schools, 4 were reorganized. Social changes in the last decade raise a question concerning future planning and development, how we understand and conceptualize place development in the future without population growth. Currently in depopulated areas, many schoolchildren must travel to the nearest school that is either in the closest town or closest parish that causes quite big distances between home and school. Saldus Municipality has taken a step towards families, whose children went to the school that was closed and are offering an organized bus to the nearest school (the route times not always match school schedule, as well as the bus stops are not near homes). In cases when family has chosen different school instead of the nearest, they must manage the transport on their own. In the next school year three more rural primary schools will be closed causing more children to travel to the schools in nearest towns.

While, regarding school environment, there are also challenges to face. Druva Secondary School located little outside town goes through busy and dangerous morning routine, when simultaneously on one narrow two-way street meet Public Bus, parents cars that would like to drop off their children, and various vehicles of secondary class students such as bicycles, scooters and cars. Traffic congestion on the street is intense, causing dangerous situations. Few initiatives arouse yet not to be approved - change the street to one-way road only, build cycling paths etc.

Apart from what has been mentioned above, there is a big challenge with public transportation in rural areas where the population is low. Because these routes are not cost-effective, the schedule is decreasing and often bus offer routes only few times a day. There are no train or other connections.

### 2. 3.1.2. Strategies and actions of the city specific to the network theme

So far, no policy documents have been elaborated neither in relation to sustainable and safe children mobility, nor mobility and transport in general. There also aren't available concrete action plans, however actions have taken place, for example, by building Access Road to Saldus Secondary school, to avoid dropping off/picking up children on the main road.

Taking into account that the previous planning period is coming to an end, it would be very useful to develop "Guidelines for sustainable and safe mobility" that would help identify and prioritize next actions concerning transport and mobility.

### 3. 3.1.3. Motivation and commitment of each city to join the network

Saldus Municipality is a territory with 15 parishes that all has gone through the process of reorganization of school network and school closure. These 15 parishes together summarize same population as Saldus town itself. It is vital to analyse and plan safe and sustainable children mobility in these parishes to ensure that the distance between home and school is not an obstacle for acquiring an education.

Saldus Municipality Development Unit has implemented various EU supported and national projects, but never taken part in URBACT programme. Since Council's agenda/strategy for the nearest years has put an emphasize on topic Urban planning and Development with several sub-topics, we came to conclude that URBACT programme is a great start for experience

exchange and creation of action plans for prioritized areas.

Saldus Municipality Council undertakes projects with high sense of responsibility and involvement. During the project's lifecycle, council will carry out all the activities foreseen in the activity plan, offering our city and its parishes as case studies and participating in pilot test activities to explore various scenarios for a change. We will share our good practices implemented in the municipality, as well as benefits from cooperating with local support group to other partners to ensure transfer potential.

#### 4. 3.1.4. Local Stakeholders to be involved in the URBACT Local Group

We intend to involve these stakeholders, from whom local group will be composed. Of course the list might be extended

School representatives

Parents Council at schools

Road Construction company from our town "Saldus ceļinieks"

Road Traffic Safety Directorate (CSDD)

Municipality Police

Saldus District Development Association (focuses on territorial development in cooperation with other organisations, implementation of strategy for rural development)

Different departments within the local authority (outside Development Unit) – education authority, construction authority

Kurzeme Planning Region (hereinafter – KPR) is a subordinated public entity under supervision of the Ministry of Environment Protection and Regional Development (hereinafter – MEPRD) dealing with planning and coordination of KPR, public administration in the area of public transportation in compliance to its competence, cooperation among municipalities and other state administration institutions.

#### 5. 3.1.5. Potential for actions to be funded/ implemented

We would like to focus on "Safe and Convenient Children Mobility to school from rural areas to urban/town schools". Statistics prognoses continuation of decrease of population in rural areas, causing more difficult travel arrangements. We would like to learn from other practices and identify ways to promote safe and convenient Children Mobility to and from schools, especially in rural areas, in our municipality context – in 15 parishes.

As a sub-action we would like to include re-planning of school environment and development of safe traffic by Druvas Secondary School.



## 9. Municipality of Molina de Segura

### 1. 3.1.1. Local challenges of city partners specific to the network theme

Molina de Segura has 71,915 inhabitants, of which almost 9,000 make up the population enrolled in 16 public schools and 10 private and private children's and primary education centers, centers that are located mostly in the urban area, in addition to four in the urbanizations and four in districts.

There are urban areas where several primary and secondary education centers are concentrated, with the obvious negative impact on mobility and air pollution: the San Roque-La Molineta area, with 4 centers (3 for primary-school and one for high school) ); Fatima-Siphon, with 5 centers (3 of primary-school, one of secondary and CIFEA), in addition to two health centers, or the one of the Sacred Heart, with 3 centers (2 of primary-school and one of Adult Education ).

To close the chapter "data", it should be noted that in 2013 there were 30,500 type of tourism vehicles, of which 64% were diesel-type vehicles.

### 2. 3.1.2. Strategies and actions of the city specific to the network theme

Based on the Road Safety Strategy 2011-2020 of the General Directorate of Traffic (DGT) at National level, the City of Molina de Segura decided in 2014 to implement the so-called "Safe School Paths", following the methodology and guidance guidelines of the Ministry itself .

The configuration and characteristics of the integrated itineraries in the safe school path had to be oriented to:

1. Form a network of practicable or adapted itineraries that guarantee a safe walking trip, hope to act on a number equal to or greater than 30 public roads or points of public space.
2. Reduce the number of private vehicles that transfer students to the school.
3. Promote walking to the center and
4. Promote autonomy.

It has also been necessary in the different stages of implementation:

- Evaluate safe school travel routes
- Make changes to the infrastructures, which will involve actions on some 30 public roads (construction of sidewalks, improvement of pedestrian crossings or training of pedestrian crossing guards).
- Promote the increase of students who walk or bike to school.
- Educate the students, families and drivers in a safe mobility.

Further to all that the Municipality has a Mobility Sustainable Plan

In the document published in 2017, the mobility of pedestrians it is a major issue and commitment of the municipality. Pedestrian mobility is the second general objective of the whole of the plan.

The project, from which we also commit as an "Educating City", was promoted by the Department of Education, Public Roads, Security and Mobility, and in it the educational communities of the centers, municipal technicians, neighborhood associations, merchants and expert people.

The aim of the Safe School Path project was to facilitate the students (and those who accompany them) to move to schools by walking, individually and in groups, in an autonomous, healthy and safe way, contributing to achieve more sustainable mobility in our municipality.

### 3. 3.1.3. Motivation and commitment of each city to join the network

The political commitment deriving from the Project developed following the national action as explained above, the political commitments of the Covenant of Mayors and the commitments of the Municipality to all the inhabitants. Urbact is a programme of the outmost interest as Molina has believed always in the good planning for the implementation of interventions at urban level, with participation of the inhabitants in a transparent and open way. Having an integrated plan for the whole of the urban area, with the experiences of partners and other external agents combined with the cooperation of the actors at local level, we think would be an asset to achieve a sustainable mobility and a better city for future generations.

Molina de Segura is a good example due to the experiences and commitment with the topic of this Urbact Project.

Molina can bring to the table for the partners actual data on the experimentation of the safe routes, experiences on working methodologies, methodologies for working with stakeholders, analysis methods and implementation experiences.

Molina would like to learn from other municipalities on the most efficient techniques, innovative methodologies, tools and experiences that could add value and relevance to the actions to be implemented in the territory.

Molina can also give cover to workshops, bring key stakeholders in urban mobility, in safe routes and integrated urban development.

### 4. 3.1.4. Local Stakeholders to be involved in the URBACT Local Group

The stakeholders to be included will be:

- All the departments of the Municipality involved in the pilot Project on safe school routes.
- The key members of the Sustainable Mobility Plan developed by the municipality (3 kind of tables: industry, social and economic agents)
- Representatives of the focus areas concerned, including from the current piloting and the new ones: educational centres, association of neighbourhood inhabitants, association of parents, association of students, etc

### 5. 3.1.5. Potential for actions to be funded/ implemented

The challenge could be for Molina de Segura to get to more 50% of people in education to be in safe school itineraries, as with the present Project developed by the City Council it is around 22% of the children that will be covered.

The Municipality must be a friendly urban area for the children attending school and on the other hand, Molina de Segura is working very hardly in its Sustainable Energy and Climate Adaptation Plan that derives from the commitment with the Covenant of Mayors.

The Molina de Segura City Council is one of the municipalities adhering to the Covenant of the Initiative of Mayors on Adaptation to Climate Change, promoted by the European Commission. The municipality was number 53 in all of Europe to approve its accession to Mayors Adapt (or Mayors for Adaptation) - The Covenant of the Mayors' Initiative on Adaptation to Climate Change, launched by the Directorate General for Climate Action of the European Commission. It was launched within the framework of the Covenant of Mayors, the European initiative that supposes the flagship in the adoption by cities of measures to mitigate climate change and to which the Molinense City Council adhered in February 2011. Adapt Mayors - The Covenant of the Mayors' Initiative on Adaptation to Climate Change provides a framework for local authorities to take measures in this adaptation process. When approving the adhesion to this initiative, the Municipal Corporation was committed to integrate measures of adaptation to climate change in the different strategies of the municipality of Molina de Segura. The focus areas would be those not yet integrated in the experimental area defined and it would be perfect because the experiences coming from the previous developments together with the experiences of the partners could make our future interventions better and to make an integral plan taking on board more and less developed safe routes within the city.



## 10. Municipality of Maia

### 1. 3.1.1. Local challenges of city partners specific to the network theme

The majority of the school population moves to school, using the individual car (school workers and children, conducted by their parents). Because of this, the surrounding spaces are usually congested (traffic and parking), which means also a lack of security and a lack of walkability and ciclability, as the roads and public spaces were designed mainly for car users and are completely congested.

The main challenges are convincing people to let their children go to school preferentially by using soft modes (walking or cycling) and public transports. With this we also want to achieve parents and school workers, convincing them to change its moving habits.

We also face the challenge of transforming some infrastructures, and assuring a better quality of the public transport system. The problems and challenges described for sustainable and safe children mobility, are quite the same for general mobility.

### 2. 3.1.2. Strategies and actions of the city specific to the network theme

Regarding concrete actions towards sustainable and safe children mobility, Maia assures support for children of the basic schools for public transports and has been working on awareness campaigns promoting security, walkability and ciclability among children. During the last year, we can sign the actions listed below:

School contests based on works about sustainable mobility (walkability, ciclability);

Junior Police Academy – Children working with the city's local police about security, a project specifically addressed to teach children how should they walk in the public space and safety behaviors they should adopt, including the use of bicycles and special actions with road circuits.

Cycling School;

Training for the use of public spaces, focused on the difficulties of disability people;

Participation on the EMW 2019.

About mobility and transports in general, and despite the public awareness campaigns for citizens, we are enlarging the walkable sites and also our cycling infrastructure. We are also working with Porto Metropolitan Area to deliver a better public transport system and we have a pilot project to test some e-mobility solutions: installation of e-chargers and some smart solutions for managing mobility.

### 3. 3.1.3. Motivation and commitment of each city to join the network

The Municipality is committed with sustainable mobility and with the development of a Net Zero Carbon Society. For us, the public engagement with the public policies is crucial for its success. The URBACT project and its methodology will surely help us to achieve our goals.

We can share our experience with the activities already in the field, described above: school contests, junior police academy, cycling school, training for the use of public spaces, focused on the difficulties of disability people and the participation on the EMW 2019.

#### 4.3.1.4. Local Stakeholders to be involved in the URBACT Local Group

We intend to involve children, parents, associations of parents, school workers, other educators (grandparent's, study academies), shop owners, local public employees, public transport operators, disability or impairment people or their representatives, security forces.

Within the local team, we will try to assure, at least, one representative of the education and health division, as well as of the mobility division, the local police agents, and of the strategy, development and innovation cluster. We also want to involve representatives of the stakeholders identified previously.

#### 5.3.1.5. Potential for actions to be funded/ implemented

We would like to work with schools and, with children, gather all the citizens in order to identify travel solutions mainly based on soft modes, with parent's support, in order to ensure the transition to a net zero carbon society.

We believe that we could convince people to change their travel habits and with that also the social organization: new and different places to walk, to shop, to be, or to live in... with this new displacement habits we also could have a new, pedestrian, active and secure City Centre.

As we want to focus on soft modes, we think that we should concentrate our efforts within Maia City Centre, so we want to consider for this Integrated Action Plan, the entire parish.

Population Groups: children, parents, associations of parents, school workers, shop owners, local public employees, public transport operators, among others.

We expect to be able to test new participatory methodologies, adapting them to our own reality and get the stakeholders inspire and motivate to draw our own measures, considering the good experiences that could be shared by more advanced cities.

For that we should identify the best practices on this field and be able to show them to the main users.

### 3.2. Why does it make sense for these cities to work together? What added value will be created?

*Provide details of the transnational exchange and learning added value.*

*ATTENTION – no text over 4300 characters (including spaces) will be used.*

The Last Safe Kilometre network created its partnership basing on a diverse set of criteria ranging from general city characteristics, their respective regional/national experience with sustainable mobility and public space management, their individual local challenges as well as their potential contribution and expertise for setting up the network's mutual learning and exchange methodology and activities.

The proposed partnership consists out of nine cities and one region:

LP Skawina, Poland - less developed region

PP1 Saldus, Latvia - less developed region

PP2 Zilina, Slovakia - less developed region

PP3 Maia, Portugal - less developed region



PP4 Ginosa, Italy - less developed region

PP5 Molina de Segura, Spain - transition region

PP6 Rethymno, Greece - transition region

PP7 Central Regional Committee, Malta - transition region

PP8 Fabriano, Italy - transition region

PP10 Granollers, Spain - developed region

It's worth to note that the idea for the partnership was born in the course of the CIVITAS 2020 SUMP-UP SLP3 project, where the safe and sustainable children mobility problem was identified as a one of the most crucial for improving mobility in the whole city. Six of the partners: Maia, Rethymno, Fabriano, Granollers, Ginosa and Skawina have already experience working together in the international project. They have decided to continue collaboration within the scope of the URBACT framework as the most appropriate way to tackle identified local challenges utilising knowledge on SUMP's creation gained during the course.

The original group was supplemented with three partners that will best fit the group. They will either contribute with their experience and expertise or the challenges they are facing are well correlated with other more experienced partners.

The partners have many similarities and the partnership was formed based on them. For instance all the partners fit within the category of the medium and small sized cities according to the definition as provided within "Cities in Europe – the new OECD-EC definition". This definition comes up with 6 categories of urban areas, with the three smallest one being SMALL, MEDIUM and LARGE. These 3 categories however make up for 742 out of 806 of the identified urban areas. Action to improve urban development by strategies and plan are thus best suited in these 3 categories to create solutions for the majority of urban areas as well as to strive for a large exploitation potential.

What's important similarities are interspersed and it's impossible to distinguish one of the partners with completely different character and challenges. For instance three of the partners cities belong to larger non capital region metropolitan areas - Maia, Portugal (135 678 inhabitants) metropolitan area of Porto, Granollers, Catalunya-Spain (60 174) metropolitan area of Barcelona and Skawina, Poland (43 369) metropolitan area of Krakow. Three represent areas that are prone to the high population fluctuations due to their touristic potential - Rethymno, Greece (63 000), Fabriano, Italy (31 212), Ginosa, Italy (22 324) and Central Region of Malta (108 564). The same time those four and Granollers face challenges related to the old urban core. Skawina and Saldus (24 760) share the challenge of providing safe and sustainable mobility to the schools located in the villages/parishes far from the city core. Zilina (81 094), Fabriano and Molina de Segura, Spain (71 915) are all fairly "stand alone" and play role of the marginal municipal areas.

The biggest added value of the network will be a learning process that will lead to exchange of knowledge and introduction of the URBACT participatory methodology in order to tackle jointly identified problems.

We are sure that, thanks to the diverse group of cities and regions, with different experiences but focused on the common challenge, this innovative experience, transformed into an action plan will be easy to replicate and scale up in order to achieve vision zero in the whole cities/regions starting from the school surroundings.

In order to accomplish this ambitious task partners will explore their own experiences in the fields of sustainable mobility, placemaking and urban renewal.

### **3.3. What is the added value of the proposed partnership? (why do these partners need URBACT to respond to their specific needs?)**

*Provide details of how the specific needs of these partners require an URBACT network to address them. What can be done in*



*a network that cannot be achieved by the city alone?*

**ATTENTION** – no text over 4300 characters (including spaces) will be used.

Most of the network partners have already an experience in implementing various measures in order to improve their mobility situation and the situation around the schools, but as the cooperation during the CIVITAS2020 SUMP-UP project has shown a different and joint approach is needed in order to achieve better and lasting results.

Lead Partner Skawina is in the last stage of its Mobility Plan implementation and is also in the first stage of the SUMP preparation.

Municipality of Fabriano is currently developing its first SUMP. Among its the macro-objectives, they plan "reducing the use of motorized private vehicles, in favor of modes of transport with lower impact, guaranteeing adequate mobility networks and services" and "improving road safety" with particular regard to the mobility home-school and home-work and the so-called hot points.

The municipality of Rethymno as part of the CIVITAS DESTINATIONS project increases road safety and drives a modal shift towards sustainable transportation, combining new infrastructure and strategic plans with public engagement and behavioural change activities targeting the schools' community. Mobility plans to improve mobility and enable safe walking and cycling are incorporated to the Sustainable Mobility Plan, proposing redesign of public spaces, improved signage and Public Transport routes for 11 school districts and the University.

Ginosa is developing its first SUMP with strong emphasis on school mobility. The SUMP provides a network of safe home-school paths connected with schools in the area and connected with the network of cycle paths, with existing and forecast pedestrian infrastructures.

Granollers has developed and approved SUMP 2018-2024 that includes various measures to improve mobility on foot in the city. Granollers also did in 2005 the study of school paths in all the educational centers of the city. From this study several measures were implemented such as the bus on foot to promote sustainable mobility between the educational community.

The city of Maia is implementing various soft measures such as "Junior Police Academy" and "Cycling School" in order to rise awareness and educate children about the road safety. They are conducting trainings focused on disabled people in the public spaces.

Also the partners that didn't take part in the SUMP-UP have good experiences in developing SUMP and implementing measures in the networks field of interest.

The city of Molina de Segura implemented so-called "Safe School Paths" programme that was following the methodology and guidance of the spanish General Directorate of Traffic. The city has also developed SUMP, published in 2017 where mobility of pedestrians was a major issue and commitment of the municipality.

The City of Zilina according to the city strategy has drafted a number of documents regarding urban mobility to be developed in the course of next 5 years.

The Central Region of Malta has implemented measures to limit access of the private vehicles to the immediate vicinity of schools, increase pedestrian safety and promote public transportation by adding new bus routes.

Saldus is the least experienced of the partners but is facing several challenges and has resources and strong will to develop action plan that will help solve them.

In order to tackle the identified challenge of providing safe and sustainable school travel and to provide safe - children friendly zones within one kilometre from the school require collaboration between numerous stakeholders that quite often, at first glance, represent different-conflicting interests. The process requires precise stakeholders analysis and finding all the unusual suspects.

That approach lies in the core of the URBACT programme and that's precisely why the partners decided to apply for that project.

Combining partners experience with the URBACT participative methodology will undoubtedly create an added value.

## 4. ACTIVITIES AND EXPECTED OUTPUTS

### 4.1 Description of Work Package 1- Network management

#### 4.1.1. Organisation of the project coordination

*Describe the main management arrangements to ensure a sound management of the network (human resources allocated, division of tasks, internal procedures, etc.).*

**ATTENTION** – no text over 4300 characters (including spaces) will be used.

Project management is set up in form of two main management tools: a steering committee and daily management carried out by each partner under coordination and supervision of the Lead Partner.

The Last Safe Kilometre Network will set up a Steering Committee, which is responsible for strategic decisions and complying with the objectives set out by The Last Safe Kilometre Network. The Steering Committee (SC) is chaired by the Lead Partner Skawina and consists out

of one representative of each project partner, being the respective city's responsible project coordinator. To safeguard continuity, each representative will assign a proxy, who is able to take on the responsibilities as representative in the SC, if needed. Decisions in the SC are taken by simply majority. In case of equal votes, the Lead Partner has an additional and then decisive vote to cast. The Lead Partner can also cast a veto in case that he sees his responsibilities as Lead Partner in danger by a decision of the Steering Committee.

The responsibilities of the Steering Committee are:

The Lead Partner explains the obligations and tasks as defined by the Subsidy Contracts to the

SC. SC directly discusses the parts of the subsidy contract unclear to any representative in terms of understanding to be consulted with the programme secretariat by the Lead Partner subsequently to ensure a full understand and out of this proper project management.

- SC sets up, agrees on and signs the Joint Convention. This document details the objectives and tasks of The Last Safe Kilometre network, the financial reporting model as well as the procedure of distributing ERDF funds to partners, allocates responsibilities and roles to the project partners, defines clear communication and reporting rules on any written, audio and video communication as well as on organisation and implementation of physical meetings and defines the requirements needed for monitoring and evaluation of the project activities.

- SC produces until the kick-off meeting a risk contingency plan, which defines potential threats and problems already at the start and sets out countermeasures to avoid and overcome them.

- SC sets up and agrees on the agendas for two physical transnational project meetings.

Responsibilities and tasks to be carried out for planning and implementing the meetings are defined by SC jointly as well.

- SC is in charge of preparing, organising and carrying out technical and financial reporting for each reporting period (one for Phase 1).

- SC will meet on plan at least once a month, either in combination with the two transnational physical meetings or by electronic means such as Skype or gotomeeting.

The purpose of SC is next to its main tasks – to literally steer the project implementation and take all relevant strategic decision – to continue the approach of co-production as it is at the centre for the development of each Local Action Plan. All



partners take responsibility and decision powers in the overall project management and implementation to even increase the ownership of all partners of the project and to base the highest level of decision making at a joint level involving all cities.

#### 4.1.2. Activities to be implemented under WP1

*Refer to the Guide for Action Planning Networks for detailed information on compulsory activities under Work Package 1. ATTENTION – no text over 14300 characters (including spaces) will be used.*

In addition to the activities carried out jointly by the SC, that were mentioned in section 4.1.1 the each of the partners will carry out daily management.

Daily management is performed by each of the partners and is coordinated, supervised and monitored by the Lead Partner Skawina.

Each partner needs to:

- Assign the key tasks for the project implementation to qualified staff and where necessary external experts. Each partner will per minimum define the city's own project coordinator and a URBACT Local Group coordinator (albeit this can be the same person). Additionally, the assignment of local dissemination managers already during Phase 1 is planned to integrate the tasks and responsibilities for communication and dissemination at city level into the project development from the very beginning. Each partner is obliged to allocate sufficient resources to the assigned staff / external experts, all in all coming up to min. 1 full-time position.
- Monitor the own progress at all tasks for Phase 1 and give respective input to SC and the Lead Partner Skawina
- Carry out the assigned steps and tasks for technical and financial reporting
- Carry out the FLC assignment and approval within its responsibilities as well as supplying all necessary documents and proofs for the FLC process itself.

The Lead Partner in addition needs in addition to:

- Coordinate and supervise all steps done by each partner as described directly above
- Sign all contractual documents at programme and project level after discussion in SC
- Carry out project monitoring on the day to day basis and reporting on it to the SC
- Forecast potential problems out of its monitoring task, report these to SC and counteract potential problems by direct actions such as bilateral meetings or by joint SC discussion and decisions. This is placed in the work for the risk contingency plan.
- Act as constantly available assistance to partners for urgent upcoming questions as well as for the financial and technical reporting, for FLC businesses
- Allocate additional staff / external experts being the financial manager as well as a project wide dissemination manager to the same extent as described above
- Attend the Programme level events by the most relevant person for the respective topic and to communicate the materials, messages and lessons learnt to all partners
- Receive and transfer ERDF funds complying with the procedure as defined in the Joint Convention
- Submit the Lead Expert request form to the URBACT programme secretariat
- Manage resources and compliance with the tasks of the Lead Expert

- Perform all other communication with the URBACT programme level on behalf of the The Last Safe Kilometre partnership.
- Allocate staff resources of min. 2 full-time positions to the network

## 4.2.2 Description of Work Package 2 – Project Development

### 4.2.1 General framework for Project Development

*Candidate Lead Partners should explain the general organisation and methodology foreseen in order to carry out the activities towards project development (engaging, consolidating the partnership, analysing the policy challenge to be addressed by the network, designing the methodology for exchange and learning). ATTENTION – no text over 14300 characters (including spaces) will be used.*

As stated in the URBACT III Guide to Action Planning Networks The Last Safe Kilometre partnership will concentrate on following steps:

Proactively engaging with partners to be involved in the final partnership for Phase 2

The Lead Partner together with the Lead Expert will engage with partners in the course of management process during two transnational meetings and by teleconferences using skype or gotomeeting in order to review the partnership and make plans for future activities and Phase 2 application. In order to better identify the situation of all partners the Project Coordinator plan to visit, together with the lead expert the partners that were not involved in CIVITAS2020 SUMP-UP project - Molina de Segura, Malta Saldus and Zilina.

Organising two transnational meetings gathering all partners

The kick-off meeting should take place in October 2019 in Skawina, Poland. This meeting will allow the partners to get to know each other and to discuss their challenges on the forum and with the Lead Partner and Lead Expert. During the meeting all the detailed work plan for the following months should be created, discussed and approved. Another session should be dedicated to the URBACT methodology to empower the partners in that field. The meeting should also consist of the brainstorming session that will allow the partners to come up with the ideas for the Baseline Study completion, Integrated Action Plans and the foreseen pilot actions.

The final Phase 1 meeting should take place in late January 2020 in Maia, Portugal

During this meeting the Baseline Study for each partners should be presented as well as the key elements of the Phase 2 application regarding the methodology and work programme should be decided.

Completing the Baseline Study describing the policy challenge, the partner city contexts and including the design of an exchange and learning methodology and work programme



Albeit being the main task of the Lead Expert, all partners need to give input for its creation to come up consequently with a good basis for designing the action plan that will tackle the network's main focal point, the final composition of the URBACT Local Groups, the methodology of capacity building by transnational know-how exchange and learning activities.

Partners will provide the Lead Expert with data describing the state of play relevant for their urban mobility system including e.g. mobility concepts, strategic plans affecting mobility, an overall city development strategy, modal share data and trip matrices, studies and expert contribution on urban mobility from the recent past, information on interconnections with regional / national plans and policies as well as with neighbouring communities. They will also provide information on school network, educational system organisation and possible location for the pilot projects.

They will organise the visit of the Lead Expert for a review of the local situation and the experiences at place in relation to urban mobility policies and planning and its relation to children mobility, to identify/verify the challenges of each city and to set the frame for the respective Integrated Action Plan. For this purpose, they will also organise a meeting of the URBACT Local Group with the Lead Expert as well as meetings with decision makers, politicians, and administrative staff in addition, if feasible. The Lead Expert visit is

also used to complement the set of data required by the Lead Expert as a possible result of the visit itself.

Identifying the key local stakeholders to be involved in the URBACT Local Groups and appoint the URBACT Local Group coordinator

Since experiences show that confronting a work group such as the ULG with a pre-defined work plan and respective fixed objectives, The Last Safe Kilometre strives to establish the ULGs as early as possible to avoid any difficulties of the nature that work tasks for the ULG appear to its members as imposing fixed structures and tasks on them.

Therefore, the cities' respective URBACT Local Group coordinator, as assigned in WP1 for each city, will start the process of establishing the ULG directly after the kick-off meeting. They will use the knowledge gained during the respective session on the ULG creation at the kick-off meeting (compare description of kick-off meeting below) to set up a citizen / stakeholder (public and private) engagement plan for this purpose detailing the selection of stakeholders and how to approach them. In case that a suitable Local Group is already existing, ULG coordinators can set up their work on this basis and carry out the task for creating the ULG with complementing the necessary members for the policy challenge of creating safe and child friendly zones around schools. The ULG members can e.g. represent organisations such as:

- city's elected representatives and administrative staff from policy sectors and local authority

departments of urban transport and its subunits such as road safety and urban logistics,

land-use and spatial planning, environment, economics, social departments (e.g. on youth,

families, seniors), health, education, finance

School representatives

Educational sector managing bodies representatives

Parents informal groups

University representatives

Neighbouring communities interwoven with the city to a joint urban area

representatives of regional / national transport authorities

private sector representatives

NGOs

Other Citizens themselves



The school representatives as well as children and parents are of highest importance for the ULG. Those that are not directly involved in the ULG need to be constantly informed and consulted to create and maintain their support and commitment for the ULG work.

The ULG coordinator makes use of the following steps for the creation of the ULG according to his “citizen / stakeholder engagement plan”:

- identify aims and objectives of the ULG work
- stakeholder mapping including aspects such as potential conflict of interest and mitigating strategies on this
- resources, capacities and budget needed for running the ULG
- timeline for the ULG work

The steps to take end at this point, since all other steps are performed by the ULG itself for setting out and defining its work. Based on these points, the ULG coordinator will make initial contact with the identified stakeholders, using the most appropriate approach respectively: individual invitations by e.g. phone calls, bilateral meetings, group meetings but also public announcements in media, at city events or the city’s own social media presence. He will be supported by the Lead Expert in this task to make sure that the ULG set up is capable to perform the development of the Integrated Action Plan focused on safe and sustainable school travel.

Developing a visual identity and provide information to feed URBACT communication activities and set up the Network’s webpage on the URBACT website

In this stage the Lead Partner will develop and deliver the final name and the tagline for the project as well as logo and other graphic identity elements. In order to accomplish this task it will collaborate with the design agency. All the guidelines and requirements will be taken into account and delivered. Lead Partner will also deliver all the necessary information such as activities of the network (meetings, events, articles etc.) and partners profiles.

Completing and submitting the Phase 2 Application package

The Last Safe Kilometre will create and submit its application to Phase 2 at the final stage of Phase 1. The application will base on the results of the baseline study. The creation will mainly be set out by the Steering Committee and practically coordinated by the Lead Partner with support from the Lead Expert. The work however is performed by all partners and will involve the respective ULGs for their needs and expertise as well. The Last Safe Kilometre makes use of the final meeting of Phase 1 for reviewing the state of play on the application already performed, any corrective measures and improvements necessary and the final

steps to take to deliver the Phase 2 application in due time. Already at the time of the final meeting, the administrative and contractual documents are planned to be filled in and finalised if possible. The Lead Partner will call in skype/gotomeeting conference weekly for the time following the final meeting to successfully monitor and coordinate the finalisation of the application. The final version of the technical and financial parts of the application is presented to all partners for mutual agreement and submitted.

#### 4.2.2. The methodological approach proposed for the Baseline Study.

*Refer to the Guide to Action Planning Networks for detailed information on the production of the Baseline Study.*

**ATTENTION** – no text over 4300 characters (including spaces) will be used.

The Last Safe Kilometre organises and carries out the tasks for the creation of the baseline study mainly through its Lead Expert and Lead Partner but in cooperation with all network partners.

It follows the structure of the 3 main elements

“State of the Art”,

“Partner Profiles”

“Synthesis and recommendations”.

The “State of the Art” serves as input for the description of each city’s expectations and setting up any focus for the later Integrated Action Plan development in each city’s “Partner Profile”. The Synthesis is based on the results of the two other main elements.

The “State of Art” section will be delivered by the Lead Expert based mainly on the desk research with guidance from the Lead Partner city, and the information gathered from all project partners; It will focus on the mobility planning methods, various European and non European experiences on children mobility as well as placemaking tools and best practices.

The “Partner Profiles” section will describe the starting point for each of the cities and identify their respective challenges and learning needs to be addressed during the implementation phase of the project. Partner profiles are the result of the questionnaires filled out by the respective project coordinators, together with the site visits and interviews held with the local project teams and ULGs members;

The “Synthesis and recommendations” section will highlight cities’ typologies according to the school travel issues, and will indicate commonalities and differences among cities. It will also present thematic contents to be addressed during Phase II of the project in order to fill the knowledge gaps and capacity building needs of the partners to fulfil their project planning process.

To sum up then, methodologies that will be used are: desk research, online questionnaires/surveys, city visits, two partner meetings with brainstorming sessions, bilateral and multilateral online consultations and telcos.

#### 4.2.3. Proposed content, tools and methods for the transnational exchange and learning meetings

*Refer to the Guide to Action Planning Networks for detailed information on expectations concerning transnational exchange and learning.*

**ATTENTION** – no text over 8500 characters (including spaces) will be used.

Most of The Last Safe Kilometre network members have experience in transnational exchange and learning processes through participation in various other EU funded programmes. As mentioned before six out of ten partners worked together in scope of the CIVITAS2020 SUMP-Up project and are well familiarised with the tools such as webinars, telcos, and online learning platforms. Despite the rest of the partners didn’t take part in this project they also have various experience in that matter.



Especially the city of Molina de Segura can serve as a repository of good practices as it has participated in numerous EU projects and are well experienced on their own ground with safe school routes.

#### CONTENT

The content of the transnational exchange and learning will focus on two main areas: safe and sustainable school travel and public space accessibility. Key element that will be analysed and evaluated will be the partner's approach to SUMP's creation, and possibilities to embed School Mobility Plans in the document. Other challenge linked to mobility will be how to effectively measure full traffic together with pedestrian activity.

Regarding the second main area - the public spaces accessibility - the partners will explore one of the core ideas behind placemaking movement - that streets are public spaces. That topic will cover also the age sensitive design as well as gender mainstreaming and gender issues in the public spaces as well as elements of the universal design.

The Placemaking approach is tied together with Lighter Quicker Cheaper methods. They will be evaluated as a way to improve the current situation.

As both - URBACT methodology and the placemaking approach request wide public participation, this factor will be also present and analysed. As there are various approaches to citizens' participation it will be very fruitful to share partners' experience in that matter.

Other areas to be explored are innovative concepts such as Citizens Science and usage of various innovative methods to analyse walking paths such as gamification approach known from Ginosa.

#### TOOLS

The Last Safe Kilometre will use various tools in order to ensure fruitful exchange and learning process. Most important elements of that process are partner meetings and site visits. Having a great experience from the Placemaking Week Amsterdam 2017 the Lead Partner would like to use the meetings of the experts to actually tackle local issues and influence on-situ situation. Other crucial element will be to ensure smooth and constant flow of ideas and knowledge in between meetings. This can be achieved via various innovative e-tools and services such as e-courses or webinars.

#### METHODS

The partners will exchange their experiences on those matters and analyse as well success stories as well as setbacks. There's a strong will to test innovative methods for transformative learning processes that were gathered within the Hosting Innovation Erasmus+ project <http://www.hostingtransformation.eu>

Examples for great learning methods are for instance:

Pyramid Lite - is a way to accelerate planning for sustainable development, guiding your group through discussion exercises, moving from information sharing to reflection and idea brainstorming, consensus building, and finally to goal setting and planning for action.

perspective carousel - This fun and contemplative ideation technique helps generate ideas with depth. The Perspective Carousel is a holistic ideation approach that uses the power of constellation work, role play, and intuition to generate ideas from very different points of view.

Bar Camp - is so called non-conference that consists of presentations held by participants themselves. It helps to stimulate exchange of thoughts and ideas, open discussions and active organization and participation from all participants.

These are methods to carry out effective learning process, that are suggested to be used during the transnational exchange.

#### 4.2.4. Expected outputs under WP2 (transnational meetings, Baseline Study, Phase 2 Application)



*Refer to the Guide to Action Planning Networks for Phase 2 for detailed information on outputs to be delivered as result of the activities under Work Package 2.*

#### List of deliverables of the work package

Activity	ID	Type of deliverable	Unit	Title of the deliverable	Description	Total target value
2.1 Work package 2 - Project development (Phase 1)	100016	(Phase 1) WP2 - Baseline study	Number	2.1.1 Baseline Study	Baseline Study on the current state of policy challenge at EU and national scale, partner profile and synthesis including learning and exchange programme for transnational and local level of Phase 2.	1
2.1 Work package 2 - Project development (Phase 1)	100017	(Phase 1) WP2 - Transnational meeting	Number	2.1.2 Transnational Meeting	Transnational meeting to be held in Skawina and Maia.	2
2.1 Work package 2 - Project development (Phase 1)	100018	(Phase 1) WP2 - Phase 2 Application	Number	2.1.3 Phase 2 Application	Creation and submission of Phase 2 Application detailing the partner challenges and the work programme for transnational exchange and learning, local learning and work in ULGs on Integrated Action Plans and network level and local communication.	1

## 5. PROJECT WORK PLAN

### 5.1 Work plan

<b>Objective</b>	<b>1 Work package 1 - Project management (Phase 1)</b>			
<b>Activity</b>	1.1 Work package 1 - Project management (Phase 1)	Start date	2019-09-02	
		End date	2020-03-02	
<b>Description</b>	Work package 1 - Project management (Phase 1)			
<b>Deliverables</b>				
<b>Main partner</b>	Skawina			
<b>Participating partners</b>	+ Municipality of Fabriano + Comune di Ginosa + Granollers City Council + RETHYMNO + Mesto Žilina + Central Regional Committee + Saldus Municipality Council + Municipality of Molina de Segura + Municipality of Maia			
<b>Localization</b>	Skawina			
<b>Objective</b>	<b>2 Work package 2 - Project development (Phase 1)</b>			
<b>Activity</b>	2.1 Work package 2 - Project development (Phase 1)	Start date	2019-09-02	
		End date	2020-03-02	
<b>Description</b>	Work package 2 - Project development (Phase 1)			
<b>Deliverables</b>	+ 1 x 2.1.1-Baseline Study + 2 x 2.1.2-Transnational Meeting + 1 x 2.1.3-Phase 2 Application			
<b>Main partner</b>	Skawina			
<b>Participating partners</b>	+ Municipality of Fabriano + Comune di Ginosa + Granollers City Council + RETHYMNO + Mesto Žilina + Central Regional Committee + Saldus Municipality Council + Municipality of Molina de Segura + Municipality of Maia			
<b>Localization</b>	Skawina			

List of project deliverables

Objective	Activity	ID	Type	Unit	Deliverable name	Description	Total forecast value
1 Work package 1 - Project management (Phase 1)	1.1 Work package 1 - Project management (Phase 1)						
2 Work package 2 - Project development (Phase 1)	2.1 Work package 2 - Project development (Phase 1)	100016	(Phase 1) WP2 - Baseline study	Number	2.1.1 Baseline Study	Baseline Study on the current state of policy challenge at EU and national scale, partner profile and synthesis including learning and exchange programme for transnational and local level of Phase 2.	1
2 Work package 2 - Project development (Phase 1)	2.1 Work package 2 - Project development (Phase 1)	100017	(Phase 1) WP2 - Transnational meeting	Number	2.1.2 Transnational Meeting	Transnational meeting to be held in Skawina and Maia.	2
2 Work package 2 - Project development (Phase 1)	2.1 Work package 2 - Project development (Phase 1)	100018	(Phase 1) WP2 - Phase 2 Application	Number	2.1.3 Phase 2 Application	Creation and submission of Phase 2 Application detailing the partner challenges and the work programme for transnational exchange and learning, local learning and work in ULGs on Integrated Action Plans and network level and local communication.	1



## 6. PROJECT MANAGEMENT AND LEADERSHIP

### 6.1. Lead Partner experience (highlights of city's experience)

*Describe the Lead Partner City's competency in managing EU co-financed projects or indicate how the Lead Partner City can ensure adequate measures for management support.*

**ATTENTION** – no text over 2800 characters (including spaces) will be used.

Municipality of Skawina has been involved in numerous EU co-funded and national projects. Since 2004 Municipality took part in 17 projects worth 35 MEUR. That includes: First and second stage of construction of Skawina's bypass road; Construction of a junction between National Road 44 and Skawina's bypass; Creation of complete touristic product "Treasures Near Kraków" in cooperation with Mogilany, Czernichów and Świątniki Górne that consists of network of touristic routes, resting points (cabins) with bicycle stands; thematic-educational trails; Renovation of Torowa Street.

In 2017 Skawina joined the LOW-CARB project: Improving the quality of life by providing reliable sustainable public transportation – bus feeder system interconnected with SKA. In 2018 Skawina joined CIVITAS2020 SUMP-UP SLP3 programme. Skawina is also taking part in the National Cities Partnership Initiative Urban Mobility Network by the Ministry Investment and Economic Development which is also using URBACT methodology.

Skawina also takes part in numerous initiatives led by Małopolska Voivodeship, Kraków County and Kraków Metropoly (ie. Integration of Public Transportation). Municipalities located near Krakow: Czernichów, Mogilany, Liszki, Świątniki Górne and Skawina created Local Action Group "Near the Krakow". Together with County of Kraków and the University of Agriculture in Krakow, Galician Chamber of Commerce, Podkrakowska Chamber of Commerce, partnership led by Skawina started a project funded by the European Economic Area. The goal of the project was to develop common strategy of development of the area, three sectoral strategies (social participation, education, recreation) and technical documentation for investment projects.

Skawina together with Niepołomice, Wieliczka, Miechów took part in Solar Power programme funded from Swiss Funds (Swiss-Polish Cooperation Programme). In a course of this programme Municipality of Skawina has installed 794 solar installations on private houses, four public facilities were equipped with solar installations and two other were also thermally insulated.

Municipality of Skawina has built public separate waste collection facility for all the citizens of Skawina. The project was funded by EU via Regional Operational Funds for Lesser Poland Voivodship.

Skawina is also a member of Civitas, Civinet Polska Network and Kraków Metropoly Association.

### 6.2 Experience of proposed project coordinator

*Indicate the name of the proposed project coordinator outlining experience of this type of work and why he/she would be in the best position to fulfil the role of project coordinator.*

**ATTENTION** – no text over 2800 characters (including spaces) will be used.

Maciej Zacher, born in 1983 in Katowice. Studied architecture and urban design at Silesian University of Technology in Gliwice, Poland and Universidade de Coimbra, Portugal. PhD Candidate at Silesian University of Technology. Participant in many trainings e.g. Hosting Eco Social Innovation by Plenum, Visionautik Akademie, Art Monastery and Sendzimir Foundation in Italy and Poland (2016/17), Gender STE in Gliwice, Poland (2015), Unlock Your Potential - Activate Space by

CDS and British Council in Kraków, Poland and Glasgow, Scotland(2018). Generalist, activist, eco-social innovator and a city lover. Works as a mobility urbanist in the Municipality of Skawina, Poland and as a academic teacher at Katowice School of Technology. Member of the PPS Placemaking Leadership Council, Society of Polish Town Planners and Society Together for Nikiszowiec. Took part in Urbact City Festival in Lisbon, Portugal (2018), Placemaking Week Amsterdam, The Netherlands (2017), Future of Places conferences in Stockholm, Sweden I (2013) and III (2015) and many more.

Maciej Zacher is a local coordinator of national Cities' Partnership Initiative (PIM) Urban Mobility Network, local urban-rural rehabilitation plan for Skawina as well as INTERREG CE Low-Carb project. On behalf of the Municipality of Skawina he took part in CIVITAS2020 SUMP-UP SLP programme and Unlock Your Potential - Activate Space by British Council and CDS.

### 6.3.2 Presentation of the Lead Partner project team (roles and responsibilities)

*This section should outline the people, specific role in the project and time dedicated.*

**ATTENTION** – no text over 2800 characters (including spaces) will be used.

Maciej Zacher - project coordinator; mobility urbanist in the Municipality of Skawina; responsible for The Last Safe Kilometre network activities coordination.

Piotr Irzyk - local coordinator; inspector in the Departament of Developement and Strategy of the Municipality of Skawina; responsible for the ULG and local actions.

Urszula Chlebowska - financial officer; financial officer in the Departament of Developement and Strategy of the Municipality of Skawina; responsible for financial management of numerous projects in the Municipality related to the department activities.

Michał Kędzierski - dissemination officer; inspector in the Departament of Developement and Strategy of the Municipality of Skawina; responsible for the projects' dissemination and information policy.



## 7. USE OF EXPERTISE

### 7.1 Proposed use of expertise resources allocated by the Programme

#### 7.1.1.2 Proposed URBACT Lead Experts

*Indicate the names of the 3 proposed Lead Experts to support the network in Phase 1, at least one of whom should be female. For each expert outline the expert's experience of working with transnational networks and why they are suitable to fulfil the role of Lead Expert.*

**ATTENTION** – no text over 4300 characters (including spaces) will be used.

The network The Last Safe Kilometre suggests the following three persons for the role of Lead Expert:

Mr Claus Köllinger

Mr Köllinger works in the area of sustainable urban mobility since 15 years. He is general manager at Austrian Mobility Research, a private non-profit organisation based in Graz, AT with experience of 25 years in transportation and vast knowledge on transnational cooperation in EU-driven programmes. Mr Köllinger served as Lead Expert to the URBACT III APN CityMobilNet and is thus well familiar with the obligations, tasks and role of a Lead Expert. During his active time as Lead Expert, Mr Köllinger learned, created and tested on various formats and methods for a transnational exchange and learning programme and is well familiar with the assessment tasks to create a quality baseline study as basis for further work in Phase 2. Aside from CityMobilNet, Mr Köllinger gathered experiences in acting as moderator and trainer to cities EU-wide by projects such as Transport Learning ([www.fgm.at/transportlearning](http://www.fgm.at/transportlearning)) including the set-up of the didactical programme. Mr Köllinger is currently task leader of the ELTIS contract for supplying training to cities EU-wide on different aspect of SUMP according to a needs' analysis on member state level. He acts as trainer, too. Moreover, Mr Köllinger provides knowledge on the technical aspect at stake for The Last Safe Kilometre out of his coordination of the LIFE CYCLE project in the EU Public Health Programme and the Interreg Alpine Space project VIA NOVA. Both projects showcased motivational programmes for active trips to school (and kindergarten) connected to thematically fitting programmes. Both dealt with the perception of the trip to school by pupils and the assessment of the actual way to school for safely perform the trip to school on their own.

Mr Ioannis Koliouis

Mr Koliouis currently holds the position of Associate Head, Enterprise & Commercial School of Strategy & Leadership, Coventry Business School, Coventry University. He is a well experienced lecturer and trainer with more than 20 years of experience. Mr Koliouis had been involved in projects such as Transport Learning as trainer as well as Advance focusing on an audit schemes to SUMP. Mr Koliouis is as well familiar to the URBACT programme having been Ad-hoc expert to CityMobilNet during the later project life time of Phase 2. He supported Lead Partner and Lead Expert in terms of designing and delivering two transnational meetings as well as thematic outputs of the network. Next to his position at Coventry University, Mr Koliouis is active as a consultant to cities directly. He has been developing the SUMP for several Greek cities such as for Agii Anargyri & Kamatero taking the viewpoint of pupils, their parents and teachers as the basis to create safe and comfortable school trip environments serving as the first parts for the further development of the sustainable urban mobility scheme of the municipality.



Ms Ana Dragutescu

Ms Dragutescu is working for the international city network ICLEI, at the European Secretariat in Freiburg, DE. She holds the position of Coordinator Sustainable Mobility and Transport at the ICLEI office. Thanks to her work for the city members of ICLEI, Ms Dragutescu provides topical insight to the challenges that cities are facing in terms of technical mobility problems as well as organising and implementing planning processes and participation. Ms Dragutescu is currently coordinating one of the two largest Horizon 2020 projects on SUMP take up called Civitas SUMPs UP. Due to this task, she is as well involved on the editorial board or the revision process of the SUMP concept and related process. Ms Dragutescu moreover provides further experience on sustainable urban mobility due to her involvement in the exploitation project to the Civitas Initiative Civitas Capital, in the IEE Ch4llenge project on SUMPs, in the IEE Push&Pull project on parking space management and her role as Member of the International Programme Committee to the European Conference on Mobility Management 2015 in Utrecht and her education as Advance auditor.

We strongly believe that all three proposed Lead Expert would be good choices for taking on the role to The Last Safe Kilometre.

## 8. BUDGETARY PROPOSAL

### 8.1 Financial contribution by partner and source (incl. ERDF and local contribution)

#### ERDF

Name of partner	ERDF	% ERDF	Public co-financing	Total
Skawina	13,892.40 €	85.00 %	2,451.60 €	16,344.00 €
Comune di Ginosa	10,106.50 €	85.00 %	1,783.50 €	11,890.00 €
Mesto Žilina	6,799.15 €	85.00 %	1,199.85 €	7,999.00 €
Saldus Municipality Council	4,816.14 €	85.00 %	849.91 €	5,666.05 €
Municipality of Maia	10,616.50 €	85.00 %	1,873.50 €	12,490.00 €
Sub total	46,230.69 €		8,158.36 €	54,389.05 €
RETHYMNO	7,782.25 €	70.00 %	3,335.25 €	11,117.50 €
Central Regional Committee	7,620.03 €	70.00 %	3,265.72 €	10,885.75 €
Municipality of Molina de Segura	10,862.40 €	70.00 %	4,655.32 €	15,517.72 €
Sub total	26,264.68 €		11,256.29 €	37,520.97 €
Municipality of Fabriano	8,494.96 €	70.00 %	3,640.70 €	12,135.66 €
Granollers City Council	8,856.40 €	70.00 %	3,795.60 €	12,652.00 €
Sub total	17,351.36 €		7,436.30 €	24,787.66 €
Total	89,846.73 €	76.99	26,850.95 €	116,697.68 €
Total %	76.99 %	76.99 %	100.00 %	100 %

### 8.2 ERDF per year

For each year, update the ERDF amount and click on the button save.

Make sure it is consistent with information provided in the partners' financing plans (section 1.3.) and with the table in section 8.1.

	ERDF
2019	54609
2020	35237,73

### 8.3 Expenditure per partner, per year and budget subcategory

Select the Lead Partner as well as each partner. Once selected, go to a budget line and click on the icon with paper and pencil.

Indicate the amounts per year and click on the button "OK" to save the modifications. Do it again for each budget line.

Skawina

	2019	2020	Total
<b>Staff costs</b>			
Lead Partner Staff Costs	3,200.00 €	1,600.00 €	4,800.00 €
<b>Total Staff costs</b>	<b>3,200.00 €</b>	<b>1,600.00 €</b>	<b>4,800.00 €</b>
<b>Office and Administration</b>			
Lead Partner Office and Administration	96.00 €	48.00 €	144.00 €
<b>Total Office and Administration</b>	<b>96.00 €</b>	<b>48.00 €</b>	<b>144.00 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	0.00 €	1,800.00 €	1,800.00 €
<b>Total Travel and Accommodation</b>	<b>0.00 €</b>	<b>1,800.00 €</b>	<b>1,800.00 €</b>
<b>External Expertise and Services</b>			
Lead Partner External Expertise Project Coordination	4,800.00 €	3,200.00 €	8,000.00 €
Expertise Meeting Organisation	800.00 €	200.00 €	1,000.00 €
Expert and other non-staff Travel	600.00 €	0.00 €	600.00 €
<b>Total External Expertise and Services</b>	<b>6,200.00 €</b>	<b>3,400.00 €</b>	<b>9,600.00 €</b>
<b>Total</b>	<b>9,496.00 €</b>	<b>6,848.00 €</b>	<b>16,344.00 €</b>
<b>Partner financing plan</b>			<b>16,344.00 €</b>



Comune di Ginosa

	2019	2020	Total
<b>Staff costs</b>			
Project Partner Staff Costs	2,000.00 €	1,000.00 €	3,000.00 €
<b>Total Staff costs</b>	<b>2,000.00 €</b>	<b>1,000.00 €</b>	<b>3,000.00 €</b>
<b>Office and Administration</b>			
Project Partner Office and Administration	60.00 €	30.00 €	90.00 €
<b>Total Office and Administration</b>	<b>60.00 €</b>	<b>30.00 €</b>	<b>90.00 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	900.00 €	900.00 €	1,800.00 €
<b>Total Travel and Accommodation</b>	<b>900.00 €</b>	<b>900.00 €</b>	<b>1,800.00 €</b>
<b>External Expertise and Services</b>			
Project Partner External Expertise Project Coordination	3,600.00 €	2,400.00 €	6,000.00 €
Expertise Meeting Organisation	200.00 €	200.00 €	400.00 €
Expert and other non-staff Travel	600.00 €	0.00 €	600.00 €
<b>Total External Expertise and Services</b>	<b>4,400.00 €</b>	<b>2,600.00 €</b>	<b>7,000.00 €</b>
<b>Total</b>	<b>7,360.00 €</b>	<b>4,530.00 €</b>	<b>11,890.00 €</b>
<b>Partner financing plan</b>			<b>11,890.00 €</b>

Mesto Žilina

	2019	2020	Total
<b>Staff costs</b>			
Project Partner Staff Costs	2,200.00 €	1,100.00 €	3,300.00 €
<b>Total Staff costs</b>	<b>2,200.00 €</b>	<b>1,100.00 €</b>	<b>3,300.00 €</b>
<b>Office and Administration</b>			
Project Partner Office and Administration	66.00 €	33.00 €	99.00 €
<b>Total Office and Administration</b>	<b>66.00 €</b>	<b>33.00 €</b>	<b>99.00 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	1,800.00 €	1,800.00 €	3,600.00 €
<b>Total Travel and Accommodation</b>	<b>1,800.00 €</b>	<b>1,800.00 €</b>	<b>3,600.00 €</b>
<b>External Expertise and Services</b>			
Expertise Meeting Organisation	200.00 €	200.00 €	400.00 €
Expert and other non-staff Travel	600.00 €	0.00 €	600.00 €
<b>Total External Expertise and Services</b>	<b>800.00 €</b>	<b>200.00 €</b>	<b>1,000.00 €</b>
<b>Total</b>	<b>4,866.00 €</b>	<b>3,133.00 €</b>	<b>7,999.00 €</b>
<b>Partner financing plan</b>			<b>7,999.00 €</b>

## Saldus Municipality Council

	2019	2020	Total
<b>Staff costs</b>			
Project Partner Staff Costs	690.00 €	345.00 €	1,035.00 €
<b>Total Staff costs</b>	<b>690.00 €</b>	<b>345.00 €</b>	<b>1,035.00 €</b>
<b>Office and Administration</b>			
Project Partner Office and Administration	20.70 €	10.35 €	31.05 €
<b>Total Office and Administration</b>	<b>20.70 €</b>	<b>10.35 €</b>	<b>31.05 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	1,800.00 €	1,800.00 €	3,600.00 €
<b>Total Travel and Accommodation</b>	<b>1,800.00 €</b>	<b>1,800.00 €</b>	<b>3,600.00 €</b>
<b>External Expertise and Services</b>			
Expertise Meeting Organisation	200.00 €	200.00 €	400.00 €
Expert and other non-staff Travel	600.00 €	0.00 €	600.00 €
<b>Total External Expertise and Services</b>	<b>800.00 €</b>	<b>200.00 €</b>	<b>1,000.00 €</b>
<b>Total</b>	<b>3,310.70 €</b>	<b>2,355.35 €</b>	<b>5,666.05 €</b>
<b>Partner financing plan</b>			<b>5,666.05 €</b>



## Municipality of Maia

	2019	2020	Total
<b>Staff costs</b>			
Project Partner Staff Costs	2,000.00 €	1,000.00 €	3,000.00 €
<b>Total Staff costs</b>	<b>2,000.00 €</b>	<b>1,000.00 €</b>	<b>3,000.00 €</b>
<b>Office and Administration</b>			
Project Partner Office and Administration	60.00 €	30.00 €	90.00 €
<b>Total Office and Administration</b>	<b>60.00 €</b>	<b>30.00 €</b>	<b>90.00 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	1,800.00 €	0.00 €	1,800.00 €
<b>Total Travel and Accommodation</b>	<b>1,800.00 €</b>	<b>0.00 €</b>	<b>1,800.00 €</b>
<b>External Expertise and Services</b>			
Project Partner External Expertise Project Coordination	3,600.00 €	2,400.00 €	6,000.00 €
Expertise Meeting Organisation	200.00 €	800.00 €	1,000.00 €
Expert and other non-staff Travel	0.00 €	600.00 €	600.00 €
<b>Total External Expertise and Services</b>	<b>3,800.00 €</b>	<b>3,800.00 €</b>	<b>7,600.00 €</b>
<b>Total</b>	<b>7,660.00 €</b>	<b>4,830.00 €</b>	<b>12,490.00 €</b>
<b>Partner financing plan</b>			<b>12,490.00 €</b>

## RETHYMNO

	2019	2020	Total
<b>Staff costs</b>			
Project Partner Staff Costs	1,500.00 €	750.00 €	2,250.00 €
<b>Total Staff costs</b>	<b>1,500.00 €</b>	<b>750.00 €</b>	<b>2,250.00 €</b>
<b>Office and Administration</b>			
Project Partner Office and Administration	45.00 €	22.50 €	67.50 €
<b>Total Office and Administration</b>	<b>45.00 €</b>	<b>22.50 €</b>	<b>67.50 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	900.00 €	900.00 €	1,800.00 €
<b>Total Travel and Accommodation</b>	<b>900.00 €</b>	<b>900.00 €</b>	<b>1,800.00 €</b>
<b>External Expertise and Services</b>			
Project Partner External Expertise Project Coordination	3,600.00 €	2,400.00 €	6,000.00 €
Expertise Meeting Organisation	200.00 €	200.00 €	400.00 €
Expert and other non-staff Travel	600.00 €	0.00 €	600.00 €
<b>Total External Expertise and Services</b>	<b>4,400.00 €</b>	<b>2,600.00 €</b>	<b>7,000.00 €</b>
<b>Total</b>	<b>6,845.00 €</b>	<b>4,272.50 €</b>	<b>11,117.50 €</b>
<b>Partner financing plan</b>			<b>11,117.50 €</b>

## Central Regional Committee

	2019	2020	Total
<b>Staff costs</b>			
Project Partner Staff Costs	1,350.00 €	675.00 €	2,025.00 €
<b>Total Staff costs</b>	<b>1,350.00 €</b>	<b>675.00 €</b>	<b>2,025.00 €</b>
<b>Office and Administration</b>			
Project Partner Office and Administration	40.50 €	20.25 €	60.75 €
<b>Total Office and Administration</b>	<b>40.50 €</b>	<b>20.25 €</b>	<b>60.75 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	900.00 €	900.00 €	1,800.00 €
<b>Total Travel and Accommodation</b>	<b>900.00 €</b>	<b>900.00 €</b>	<b>1,800.00 €</b>
<b>External Expertise and Services</b>			
Project Partner External Expertise Project Coordination	3,600.00 €	2,400.00 €	6,000.00 €
Expertise Meeting Organisation	200.00 €	200.00 €	400.00 €
Expert and other non-staff Travel	600.00 €	0.00 €	600.00 €
<b>Total External Expertise and Services</b>	<b>4,400.00 €</b>	<b>2,600.00 €</b>	<b>7,000.00 €</b>
<b>Total</b>	<b>6,690.50 €</b>	<b>4,195.25 €</b>	<b>10,885.75 €</b>
<b>Partner financing plan</b>			<b>10,885.75 €</b>



## Municipality of Molina de Segura

	2019	2020	Total
<b>Staff costs</b>			
Project Partner Staff Costs	2,082.67 €	1,041.33 €	3,124.00 €
<b>Total Staff costs</b>	<b>2,082.67 €</b>	<b>1,041.33 €</b>	<b>3,124.00 €</b>
<b>Office and Administration</b>			
Project Partner Office and Administration	62.48 €	31.24 €	93.72 €
<b>Total Office and Administration</b>	<b>62.48 €</b>	<b>31.24 €</b>	<b>93.72 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	900.00 €	900.00 €	1,800.00 €
<b>Total Travel and Accommodation</b>	<b>900.00 €</b>	<b>900.00 €</b>	<b>1,800.00 €</b>
<b>External Expertise and Services</b>			
Project Partner External Expertise Project Coordination	4,920.00 €	3,280.00 €	8,200.00 €
Expertise Meeting Organisation	200.00 €	200.00 €	400.00 €
Expert and other non-staff Travel	600.00 €	600.00 €	1,200.00 €
Expertise First Level Control	0.00 €	700.00 €	700.00 €
<b>Total External Expertise and Services</b>	<b>5,720.00 €</b>	<b>4,780.00 €</b>	<b>10,500.00 €</b>
<b>Total</b>	<b>8,765.15 €</b>	<b>6,752.57 €</b>	<b>15,517.72 €</b>
<b>Partner financing plan</b>			<b>15,517.72 €</b>

## Municipality of Fabriano

	2019	2020	Total
<b>Staff costs</b>			
Project Partner Staff Costs	2,159.00 €	1,079.50 €	3,238.50 €
<b>Total Staff costs</b>	<b>2,159.00 €</b>	<b>1,079.50 €</b>	<b>3,238.50 €</b>
<b>Office and Administration</b>			
Project Partner Office and Administration	64.77 €	32.39 €	97.16 €
<b>Total Office and Administration</b>	<b>64.77 €</b>	<b>32.39 €</b>	<b>97.16 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	900.00 €	900.00 €	1,800.00 €
<b>Total Travel and Accommodation</b>	<b>900.00 €</b>	<b>900.00 €</b>	<b>1,800.00 €</b>
<b>External Expertise and Services</b>			
Project Partner External Expertise Project Coordination	3,600.00 €	2,400.00 €	6,000.00 €
Expertise Meeting Organisation	200.00 €	200.00 €	400.00 €
Expert and other non-staff Travel	600.00 €	0.00 €	600.00 €
<b>Total External Expertise and Services</b>	<b>4,400.00 €</b>	<b>2,600.00 €</b>	<b>7,000.00 €</b>
<b>Total</b>	<b>7,523.77 €</b>	<b>4,611.89 €</b>	<b>12,135.66 €</b>
<b>Partner financing plan</b>			<b>12,135.66 €</b>

## Granollers City Council

	2019	2020	Total
<b>Staff costs</b>			
Project Partner Staff Costs	5,600.00 €	2,800.00 €	8,400.00 €
<b>Total Staff costs</b>	<b>5,600.00 €</b>	<b>2,800.00 €</b>	<b>8,400.00 €</b>
<b>Office and Administration</b>			
Project Partner Office and Administration	168.00 €	84.00 €	252.00 €
<b>Total Office and Administration</b>	<b>168.00 €</b>	<b>84.00 €</b>	<b>252.00 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	1,500.00 €	1,500.00 €	3,000.00 €
<b>Total Travel and Accommodation</b>	<b>1,500.00 €</b>	<b>1,500.00 €</b>	<b>3,000.00 €</b>
<b>External Expertise and Services</b>			
Expertise Meeting Organisation	200.00 €	200.00 €	400.00 €
Expert and other non-staff Travel	600.00 €	0.00 €	600.00 €
<b>Total External Expertise and Services</b>	<b>800.00 €</b>	<b>200.00 €</b>	<b>1,000.00 €</b>
<b>Total</b>	<b>8,068.00 €</b>	<b>4,584.00 €</b>	<b>12,652.00 €</b>
<b>Partner financing plan</b>			<b>12,652.00 €</b>

## 8.4 Expenditure per year and budget category

	2019	2020	Total
<b>Staff costs</b>			
Lead Partner Staff Costs	3,200.00 €	1,600.00 €	4,800.00 €
Project Partner Staff Costs	19,581.67 €	9,790.83 €	29,372.50 €
<b>Total Staff costs</b>	<b>22,781.67 €</b>	<b>11,390.83 €</b>	<b>34,172.50 €</b>
<b>Office and Administration</b>			
Lead Partner Office and Administration	96.00 €	48.00 €	144.00 €



Project Partner Office and Administration	587.45 €	293.73 €	881.18 €
<b>Total Office and Administration</b>	<b>683.45 €</b>	<b>341.73 €</b>	<b>1,025.18 €</b>
<b>Travel and Accommodation</b>			
Staff Travel and Accommodation	11,400.00 €	11,400.00 €	22,800.00 €
<b>Total Travel and Accommodation</b>	<b>11,400.00 €</b>	<b>11,400.00 €</b>	<b>22,800.00 €</b>
<b>External Expertise and Services</b>			
Lead Partner External Expertise Project Coordination	4,800.00 €	3,200.00 €	8,000.00 €
Project Partner External Expertise Project Coordination	22,920.00 €	15,280.00 €	38,200.00 €
Expertise Meeting Organisation	2,600.00 €	2,600.00 €	5,200.00 €
Expertise Communication	0.00 €	0.00 €	0.00 €
Expert and other non-staff Travel	5,400.00 €	1,200.00 €	6,600.00 €
Expertise First Level Control	0.00 €	700.00 €	700.00 €
<b>Total External Expertise and Services</b>	<b>35,720.00 €</b>	<b>22,980.00 €</b>	<b>58,700.00 €</b>
<b>Equipment</b>			
Equipment	0.00 €	0.00 €	0.00 €
<b>Total Equipment</b>	<b>0.00 €</b>	<b>0.00 €</b>	<b>0.00 €</b>
<b>Total</b>	<b>70,585.12 €</b>	<b>46,112.56 €</b>	<b>116,697.68 €</b>

## 8.5 Project cost per budget line

Expenditure budget line	Subcategories	Total
Staff costs	Lead Partner Staff Costs	4,800.00 €
	Project Partner Staff Costs	29,372.50 €
	<b>Total</b>	<b>34,172.50 €</b>
Office and Administration	Lead Partner Office and Administration	144.00 €
	Project Partner Office and Administration	881.18 €
	<b>Total</b>	<b>1,025.18 €</b>
Travel and Accommodation	Staff Travel and Accommodation	22,800.00 €
	<b>Total</b>	<b>22,800.00 €</b>

External Expertise and Services	Lead Partner External Expertise Project Coordination	8,000.00 €
	Project Partner External Expertise Project Coordination	38,200.00 €
	Expertise Meeting Organisation	5,200.00 €
	Expertise Communication	0.00 €
	Expert and other non-staff Travel	6,600.00 €
	Expertise First Level Control	700.00 €
	<b>Total</b>	<b>58,700.00 €</b>
Equipment	Equipment	0.00 €
	<b>Total</b>	<b>0.00 €</b>
	<b>Global budget</b>	<b>116,697.68 €</b>

## 8.6 Project costs per budget category – Justification/Explanation

Provide explanation on the costs forecast and link to the project activities or any information on the rationale for allocating the costs to the budget of the network.

**ATTENTION** – no text over 700 characters (including spaces) per category will be used.

	Justification/Explanation
Staff costs	Staff Costs are mainly used for - the two transnational meeting safeguarding participation of city representatives - creating and running the ULGs - preparing and carrying out the Site Visit - Creating and submitting the Phase 2 Application
Office and administration	Flat-Rate 3% to Staff Costs
Travel and accommodation	Travel Costs are used for city staff travelling to the two transnational meetings in Skawina, PL and Maia, PT. Both are schedule to hold flight and other transport costs, 3 days accommodation and connected daily allowances.
External expertise and services	External Expertise service are: - support to cities in starting the ULG creation and management - support for preparing and delivering the Site Visits - materials and catering used for transnational meetings and local ULG meetings - Travel Costs of the Lead Expert to the 2 transnational meetings and the Site Visits
Equipment	no costs in this category

## 9. SIGNATURE

### 9.1 Signature of the Lead Partner/project coordinator

*The form must be signed by the Project Coordinator at Lead Partner level.*

Signature of the Lead Partner / project coordinator :

*Inspektor*  
*Maciej Zacher*  
*Maciej Zacher*

Name (capital letters) :

*MACIEJ ZACHER*

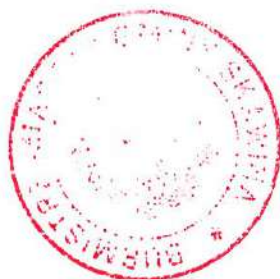
Position :

*INSPECTOR / MOBILITY URBANIST*

Date :

*17.04.2019*

Official stamp









***Città di Ginosa***

***Provincia di Taranto***

[www.comune.ginosa.ta.it](http://www.comune.ginosa.ta.it)

**UFFICIO DEL SINDACO  
DEL COMUNE DI GINOSA (TA)**

Indirizzo: Piazza Marconi | 74013 | Ginosa(Ta)

Ufficio: +39 0998290236

Fax: +39 0998244001

Mail: [sindaco@comune.ginosa.ta.it](mailto:sindaco@comune.ginosa.ta.it)

Pec: [sindaco.comuneginosa@pec.rupar.puglia.it](mailto:sindaco.comuneginosa@pec.rupar.puglia.it)

## **Letter of Commitment**

URBACT III Managing Authority

20, Avenue de Ségur

TSA 10717

75334 Paris Cedex 07

France

Ginosa, 28.03.2019 / Prot. N. **9068**

Dear Madam or Sir,

The city of Ginosa (TA) confirms its commitment to be Project Partner in the activities of the URBACT Action planning network proposal entitled **Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide** led by the **Municipality of Skawina, Poland**.

The specific challenges we wish to address in this Action planning network as a Project Partner are:  
to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city.



**Città di Ginosa**

**Provincia di Taranto**

[www.comune.ginosa.ta.it](http://www.comune.ginosa.ta.it)

**UFFICIO DEL SINDACO  
DEL COMUNE DI GINOSA (TA)**

Indirizzo: Piazza Marconi | 74013 | Ginosa(Ta)

Ufficio: +39 0998290236

Fax: +39 0998244001

Mail: [sindaco@comune.ginosa.ta.it](mailto:sindaco@comune.ginosa.ta.it)

Pec: [sindaco.comuneginosa@pec.rupar.puglia.it](mailto:sindaco.comuneginosa@pec.rupar.puglia.it)

The specific challenges we wish to address in this Action planning network as a Project Partner are:

- to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city
- to incorporate such a co-productive planning culture in our local conditions resulting in joint visions and goals carried by all stakeholders concerned and the citizenry itself to create a large basis of ownership
- to employ integrated planning approaches to the assessment of local conditions for safe and active school trip, connected road and square design and the role of motorised traffic in this driven from actual users' experiences and needs
- to address the challenges from the user-centric assessment in a co-productive planning process for improvement of active mobility school trip conditions, related design of infrastructure and spill-over effects to general local mobility behaviour
- to create integrated action plans dedicated to the implementing the developed approach fostering safe and active school trips alongside with adequate infrastructural and organisational designs
- to substantiate the co-creative approach by user-driven planning and implementation of small-scale actions using placemaking and experimentation in space.

We are convinced that by working through this URBACT network, we will be able to better address these challenges. In this context, if the proposal is approved within the framework of the URBACT III Programme, we will participate in the project, take on roles and implement activities as indicated in the Phase 1 work programme. More especially, we commit to participate in the transnational meetings planned, to contribute to the production of the Baseline study, to identify key stakeholders to be involved and to contribute to the production of the Phase 2 Application.

To this end we also formally commit to engaging the funds needed to co-finance ERDF. The details of this contribution are outlined within the Phase 1 application.

Yours sincerely<sup>1</sup>

Name in capital letters:

**VITO PARISI**

Function:

**City Mayor of Ginosa Municipality**



<sup>1</sup> The signing person has to be an elected representative with authority to sign for the Project Partner. In case the Project Partner institution has no elected representatives, the signing person must be in the position of committing the institution's resources to be engaged in the project (staff, budget, etc.).





Ayuntamiento de  
Molina de Segura

## Letter of Commitment

URBACT III Managing Authority  
20, Avenue de Ségur  
TSA 10717  
75334 Paris Cedex 07  
France

Molina de Segura, 27//03/2019

Dear Madam or Sir,

The city of MOLINA DE SEGURA confirms its commitment to be Project Partner in the activities of the URBACT Action planning network proposal entitled **Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide** led by the **Municipality of Skawina**, Poland.

The specific challenges we wish to address in this Action planning network as a Project Partner are:

- to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city
- to incorporate such a co-productive planning culture in our local conditions resulting in joint visions and goals carried by all stakeholders concerned and the citizenry itself to create a large basis of ownership
- to employ integrated planning approaches to the assessment of local conditions for safe and active school trip, connected road and square design and the role of motorised traffic in this driven from actual users' experiences and needs
- to address the challenges from the user-centric assessment in a co-productive planning process for improvement of active mobility school trip conditions, related design of infrastructure and spill-over effects to general local mobility behaviour
- to create integrated action plans dedicated to the implementing the developed approach fostering safe and active school trips alongside with adequate infrastructural and organisational designs
- to substantiate the co-creative approach by user-driven planning and implementation of small-scale actions using placemaking and experimentation in space.

We are convinced that by working through this URBACT network, we will be able to better address these challenges. In this context, if the proposal is approved within the framework of the URBACT III Programme, we will participate in the project, take on roles and implement activities as indicated in the Phase 1 work programme. More especially, we commit to participate in the transnational



Ayuntamiento de  
Molina de Segura

meetings planned, to contribute to the production of the Baseline study, to identify key stakeholders to be involved and to contribute to the production of the Phase 2 Application.  
To this end we also formally commit to engaging the funds needed to co-finance ERDF. The details of this contribution are outlined within the Phase 1 application.

Yours sincerely<sup>1</sup>

\_\_\_\_\_  
Name in capital letters:  
ESTHER CLAVERO MIRA

\_\_\_\_\_  
Function:  
MAYORESS  
  
\_\_\_\_\_



<sup>1</sup> The signing person has to be an elected representative with authority to sign for the Project Partner. In case the Project Partner institution has no elected representatives, the signing person must be in the position of committing the institution's resources to be engaged in the project (staff, budget, etc.).



S-3447/2019

Exmo(a). Senhor(a)  
URBACT III MANAGING AUTHORITY  
20, AVENUE DE SÉGUR  
TSA 10717  
75334 PARIS CEDEX 07  
FRANCE

Sua referência:

Sua comunicação de:

Nossa referência

Data

S-3447/2019

2019/03/27

NIPG:

**Assunto: THE LAST SAFE KILOMETRE**

Dear Madam or Sir,

The city of Maia (PT) confirms its commitment to be Project Partner in the activities of the URBACT Action planning network proposal entitled **Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide** led by the **Municipality of Skawina**, Poland.

The specific challenges we wish to address in this Action planning network as a Project Partner are:

- to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city
- to incorporate such a co-productive planning culture in our local conditions resulting in joint visions and goals carried by all stakeholders concerned and the citizenry itself to create a large basis of ownership
- to employ integrated planning approaches to the assessment of local conditions for safe and active school trip, connected road and square design and the role of motorised traffic in this driven from actual users' experiences and needs
- to address the challenges from the user-centric assessment in a co-productive planning process for improvement of active mobility school trip conditions, related design of infrastructure and spill-over effects to general local mobility behaviour
- to create integrated action plans dedicated to the implementing the developed approach fostering safe and active school trips alongside with adequate infrastructural and organisational designs
- to substantiate the co-creative approach by user-driven planning and implementation of small-scale actions using placemaking and experimentation in space.





We are convinced that by working through this URBACT network, we will be able to better address these challenges. In this context, if the proposal is approved within the framework of the URBACT III Programme, we will participate in the project, take on roles and implement activities as indicated in the Phase 1 work programme. More especially, we commit to participate in the transnational meetings planned, to contribute to the production of the Baseline study, to identify key stakeholders to be involved and to contribute to the production of the Phase 2 Application.

To this end we also formally commit to engaging the funds needed to co-finance ERDF. The details of this contribution are outlined within the Phase 1 application.

Yours sincerely<sup>1</sup>

ANTÓNIO DOMINGOS SILVA TIAGO

Mayor



<sup>1</sup> The signing person has to be an elected representative with authority to sign for the Project Partner. In case the Project Partner institution has no elected representatives, the signing person must be in the position of committing the institution's resources to be engaged in the project (staff, budget, etc.).





**Mesto Žilina**

Námestie obetí komunizmu 1  
011 31 Žilina

## Letter of Commitment

URBACT III Managing Authority  
20, Avenue de Ségur  
TSA 10717  
75334 Paris Cedex 07  
France

25<sup>th</sup> March 2019

Dear Madam or Sir,

The city of Žilina confirms its commitment to be Project Partner in the activities of the URBACT Action planning network proposal entitled **Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide** led by the **Municipality of Skawina**, Poland.

The specific challenges we wish to address in this Action planning network as a Project Partner are:

- to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city
- to incorporate such a co-productive planning culture in our local conditions resulting in joint visions and goals carried by all stakeholders concerned and the citizenry itself to create a large basis of ownership
- to employ integrated planning approaches to the assessment of local conditions for safe and active school trip, connected road and square design and the role of motorised traffic in this driven from actual users' experiences and needs
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- to create integrated action plans dedicated to the implementing the developed approach fostering safe and active school trips alongside with adequate infrastructural and organisational designs
- to substantiate the co-creative approach by user-driven planning and implementation of small-scale actions using placemaking and experimentation in space.

We are convinced that by working through this URBACT network, we will be able to better address these challenges. In this context, if the proposal is approved within the framework of the URBACT III Programme, we will participate in the project, take on roles and implement activities as indicated in



# Mesto Žilina

Námestie obetí komunizmu 1  
011 31 Žilina

the Phase 1 work programme. More especially, we commit to participate in the transnational meetings planned, to contribute to the production of the Baseline study, to identify key stakeholders to be involved and to contribute to the production of the Phase 2 Application.

To this end we also formally commit to engaging the funds needed to co-finance ERDF. The details of this contribution are outlined within the Phase 1 application.

Yours sincerely<sup>1</sup>

Name in capital letters:

MGR. PETER FIABÁNE

Function:

Mayor of the city of Zilina



---

<sup>1</sup> The signing person has to be an elected representative with authority to sign for the Project Partner. In case the Project Partner institution has no elected representatives, the signing person must be in the position of committing the institution's resources to be engaged in the project (staff, budget, etc.).





REÇJUN ÇENTRU

'Mabruka', Triq il-Qasab, San Gwann SCN 1713  
TEL: (+356) 21374378 FAX: (+356) 21374367

## Letter of Commitment

URBACT III Managing Authority  
20, Avenue de Ségur  
TSA 10717  
75334 Paris Cedex 07  
France

25<sup>th</sup> March 2019

Dear Madam or Sir,

The CENTRAL REGIONAL COMMITTEE confirms its commitment to be Project Partner in the activities of the URBACT Action planning network proposal entitled **Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide** led by the **Municipality of Skawina**, Poland.

The specific challenges we wish to address in this Action planning network as a Project Partner are:

- to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city
- to incorporate such a co-productive planning culture in our local conditions resulting in joint visions and goals carried by all stakeholders concerned and the citizenry itself to create a large basis of ownership
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- to address the challenges from the user-centric assessment in a co-productive planning process for improvement of active mobility school trip conditions, related design of infrastructure and spill-over effects to general mobility behaviour

- to create integrated action plans dedicated to the implementing the developed approach fostering safe and active school trips alongside with adequate infrastructural and organisational designs
- to substantiate the co-creative approach by user-driven planning and implementation of small-scale actions using placemaking and experimentation in space.

We are convinced that by working through this URBACT network, we will be able to better address these challenges. In this context, if the proposal is approved within the framework of the URBACT III Programme, we will participate in the project, take on roles and implement activities as indicated in the Phase 1 work programme. More especially, we commit to participate in the transnational meetings planned, to contribute to the production of the Baseline study, to identify key stakeholders to be involved and to contribute to the production of the Phase 2 Application.

To this end we also formally commit to engaging the funds needed to co-finance ERDF. The details of this contribution are outlined within the Phase 1 application.

Yours sincerely<sup>1</sup>



Name in capital letters:

**Jeanette Galea**  
**Executive Secretary**  
**Central Region**

Function:



<sup>1</sup> The signing person has to be an elected representative with authority to sign for the Project Partner. In case the Project Partner institution has no elected representatives, the signing person must be in the position of committing the institution's resources to be engaged in the project (staff, budget, etc.).

## Letter of Commitment

URBACT III Managing Authority  
20, Avenue de Ségur  
TSA 10717  
75334 Paris Cedex 07  
France

April 11<sup>th</sup>, 2019

Dear Madam or Sir,

The city of Granollers (Granollers city council) confirms its commitment to be Project Partner in the activities of the URBACT Action planning network proposal entitled **Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide** led by the Municipality of Skawina, Poland.

The specific challenges we wish to address in this Action planning network as a Project Partner are:

- to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city
- to incorporate such a co-productive planning culture in our local conditions resulting in joint visions and goals carried by all stakeholders concerned and the citizenry itself to create a large basis of ownership
- to employ integrated planning approaches to the assessment of local conditions for safe and active school trip, connected road and square design and the role of motorised traffic in this driven from actual users' experiences and needs
- to address the challenges from the user-centric assessment in a co-productive planning process for improvement of active mobility school trip conditions, related design of infrastructure and spill-over effects to general local mobility behaviour
- to create integrated action plans dedicated to the implementing the developed approach fostering safe and active school trips alongside with adequate infrastructural and organisational designs
- to substantiate the co-creative approach by user-driven planning and implementation of small-scale actions using placemaking and experimentation in space.

We are convinced that by working through this URBACT network, we will be able to better address these challenges. In this context, if the proposal is approved within the framework of the URBACT III Programme, we will participate in the project, take on roles and implement activities as indicated in the Phase 1 work programme. More especially, we commit to participate in the transnational



meetings planned, to contribute to the production of the Baseline study, to identify key stakeholders to be involved and to contribute to the production of the Phase 2 Application. To this end we also formally commit to engaging the funds needed to co-finance ERDF. The details of this contribution are outlined within the Phase 1 application.

Yours sincerely<sup>1</sup>

Name in capital letters:

JOSEF MAYORAL ANTIGAS

Function:  
Mayor



<sup>1</sup> The signing person has to be an elected representative with authority to sign for the Project Partner. In case the Project Partner institution has no elected representatives, the signing person must be in the position of committing the institution's resources to be engaged in the project (staff, budget, etc.).



Latvijas Republika

## SALDUS NOVADA PAŠVALDĪBA

Reģ. Nr. 90009114646, Striķu ielā 3, Saldū, Saldus nov., LV- 3801, tālr. 63807280, fakss 63881100,  
e-pasts: dome@saldus.lv, www.saldus.lv

Saldū

25.03.2019. Nr. 4-36.9/981

**URBACT III Managing Authority**  
20, Avenue de Segur  
TSA 10717 75334  
Paris Cedex 07  
France

### LETTER OF COMMITMENT FOR THE PROJECT PARTNER

**Dear Madam or Sir,**

The city of **Saldus** confirms its commitment to be Project Partner in the activities of the URBACT Action planning network proposal entitled **Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide** led by the **Municipality of Skawina**, Poland.

The specific challenges we wish to address in this Action planning network as a Project Partner are:

- to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city
- to incorporate such a co-productive planning culture in our local conditions resulting in joint visions and goals carried by all stakeholders concerned and the citizenry itself to create a large basis of ownership
- to employ integrated planning approaches to the assessment of local conditions for safe and active school trip, connected road and square design and the role of motorised traffic in this driven from actual users' experiences and needs
- to address the challenges from the user-centric assessment in a co-productive planning process for improvement of active mobility school trip conditions, related design of infrastructure and spill-over effects to general local mobility behaviour
- to create integrated action plans dedicated to the implementing the developed approach fostering safe and active school trips alongside with adequate infrastructural and organisational designs
- to substantiate the co-creative approach by user-driven planning and implementation of small-scale actions using placemaking and experimentation in space.

We are convinced that by working through this URBACT network, we will be able to better address these challenges. In this context, if the proposal is approved within the framework of the URBACT III Programme, we will participate in the project, take on roles and implement activities as indicated in the Phase 1 work programme. More especially, we commit to participate in the transnational meetings planned, to contribute to the production of the Baseline

study, to identify key stakeholders to be involved and to contribute to the production of the Phase 2 Application.

To this end we also formally commit to engaging the funds needed to co-finance ERDF. The details of this contribution are outlined within the Phase 1 application.

Yours sincerely,

Mayor of Saldus

A handwritten signature in dark ink, consisting of several fluid, overlapping strokes that form a stylized, elongated shape.

Māris Zusts

Sagatavoja:

Ginta Andersone, Head of the Development department  
+37126521488, ginta.andersone@saldus.lv





## CITTÀ di FABRIANO

### Letter of Commitment

URBACT III Managing Authority  
20, Avenue de Ségur  
TSA 10717  
75334 Paris Cedex 07  
France

26th march 2019

Dear Madam or Sir,

The city of FABRIANO confirms its commitment to be Project Partner in the activities of the URBACT Action planning network proposal entitled **Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide** led by the **Municipality of Skawina, Poland**.

The specific challenges we wish to address in this Action planning network as a Project Partner are:

- to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city
- to incorporate such a co-productive planning culture in our local conditions resulting in joint visions and goals carried by all stakeholders concerned and the citizenry itself to create a large basis of ownership
- to employ integrated planning approaches to the assessment of local conditions for safe and active school trip, connected road and square design and the role of motorised traffic in this driven from actual users' experiences and needs
- to address the challenges from the user-centric assessment in a co-productive planning process for improvement of active mobility school trip conditions, related design of infrastructure and spill-over effects to general local mobility behaviour
- to create integrated action plans dedicated to the implementing the developed approach fostering safe and active school trips alongside with adequate infrastructural and organisational designs
- to substantiate the co-creative approach by user-driven planning and implementation of small-scale actions using placemaking and experimentation in space.

We are convinced that by working through this URBACT network, we will be able to better address these challenges. In this context, if the proposal is approved within the framework of the URBACT





## CITTÀ di FABRIANO

III Programme, we will participate in the project, take on roles and implement activities as indicated in the Phase 1 work programme. More especially, we commit to participate in the transnational meetings planned, to contribute to the production of the Baseline study, to identify key stakeholders to be involved and to contribute to the production of the Phase 2 Application. To this end we also formally commit to engaging the funds needed to co-finance ERDF. The details of this contribution are outlined within the Phase 1 application.

Yours sincerely

\_\_\_\_\_  
Name in capital letters:

**GABRIELE SANTARELLI**

**IL SINDACO**

*Gabriele Santarelli*

Function:

**MAYOR**





## Letter of Commitment

URBACT III Managing Authority  
20, Avenue de Ségur  
TSA 10717  
75334 Paris Cedex 07  
France

26/03/2019

Dear Madam or Sir,

The municipality of Rethymno confirms its commitment to be Project Partner in the activities of the URBACT Action planning network proposal entitled **Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide** led by the **Municipality of Skawina**, Poland.

The specific challenges we wish to address in this Action planning network as a Project Partner are:

- to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city
- to incorporate such a co-productive planning culture in our local conditions resulting in joint visions and goals carried by all stakeholders concerned and the citizenry itself to create a large basis of ownership
- to employ integrated planning approaches to the assessment of local conditions for safe and active school trip, connected road and square design and the role of motorised traffic in this driven from actual users' experiences and needs
- to address the challenges from the user-centric assessment in a co-productive planning process for improvement of active mobility school trip conditions, related design of infrastructure and spill-over effects to general local mobility behaviour
- to create integrated action plans dedicated to the implementing the developed approach fostering safe and active school trips alongside with adequate infrastructural and organisational designs
- to substantiate the co-creative approach by user-driven planning and implementation of small-scale actions using placemaking and experimentation in space.

We are convinced that by working through this URBACT network, we will be able to better address these challenges. In this context, if the proposal is approved within the framework of the URBACT III Programme, we will participate in the project, take on roles and implement activities as indicated in the Phase 1 work programme. More especially, we commit to participate in the transnational meetings planned, to contribute to the production of the Baseline study, to identify key stakeholders to be involved and to contribute to the production of the Phase 2 Application.



To this end we also formally commit to engaging the funds needed to co-finance ERDF. The details of this contribution are outlined within the Phase 1 application.

Yours sincerely<sup>1</sup>



Name in capital letters:

\_ Georgios Marinakis \_\_\_\_\_

Function:

\_ Mayor of Rethymno \_\_\_\_\_

---

<sup>1</sup> The signing person has to be an elected representative with authority to sign for the Project Partner. In case the Project Partner institution has no elected representatives, the signing person must be in the position of committing the institution's resources to be engaged in the project (staff, budget, etc.).



## Letter of Commitment Lead Partner

URBACT III Managing Authority  
20, Avenue de Ségur  
TSA 10717  
75334 Paris Cedex 07  
France

12.04.2019

Dear Madam or Sir,

The city of Skawina confirms its commitment to be the Lead Partner in the activities of the URBACT Action Planning Network proposal entitled **Last Safe Kilometre - integrated planning from safe school trip environment to safe and sustainable urban design city-wide.**

The specific challenge we wish to address in this Action planning network as a Project Partner is:

- to gain know-how and competences for co-productive planning processes resulting in the ability to create strategic policy documents for the future sustainable development of the city,
- to incorporate such a co-productive planning culture in our local conditions resulting in joint visions and goals carried by all stakeholders concerned and the citizenry itself to create a large basis of ownership,
- to employ integrated planning approaches to the assessment of local conditions for safe and active school trip, connected road and square design and the role of motorised traffic in this driven from actual users' experiences and needs,
- to address the challenges from the user-centric assessment in a co-productive planning process for improvement of active mobility school trip conditions, related design of infrastructure and spill-over effects to general local mobility behaviour,
- to create integrated action plans dedicated to the implementing the developed approach fostering safe and active school trips alongside with adequate infrastructural and organisational designs,
- to substantiate the co-creative approach by user-driven planning and implementation of small-scale actions.

We are convinced that by working through this URBACT network, we will be able to better address these challenges. In this context, if the proposal is approved within the framework of the URBACT III Programme, we will ensure the overall coordination of the network, take on roles and implement activities as indicated in the Phase 1 work programme.





Urząd Miasta i Gminy  
w Skawinie  
The Municipal Council  
in Skawina



Rynek 1, 32-050 Skawina  
T: + 48 12 277 01 00, F: + 48 12 277 01 10  
E-mail: [urząd@um.skawina.net](mailto:urząd@um.skawina.net)  
[www.gminaskawina.pl](http://www.gminaskawina.pl)

More especially, we commit to organise two transnational meetings, to coordinate the production of the Baseline study, to identify key local stakeholders to be involved and to produce a Phase 2 Application.

To this end we also formally commit to engaging the funds needed to co-finance ERDF. The details of this contribution are outlined within the Phase 1 application.

Yours sincerely

TOMASZ OŻÓG  
Deputy Mayor

**BURMISTRZ MIASTA I GMINY  
SKAWINA**

