

AdNEB International Kick/off Conference, 15. September 2022

How to make Streets for People, not for Traffic? Evaluating the potentials of temporary interventions for children friendly mobility.

Jan Peter Glock

I 2.6 / Sustainable Mobility in Urban and Rural Areas

Department for Transport, Noise and Spatial Development

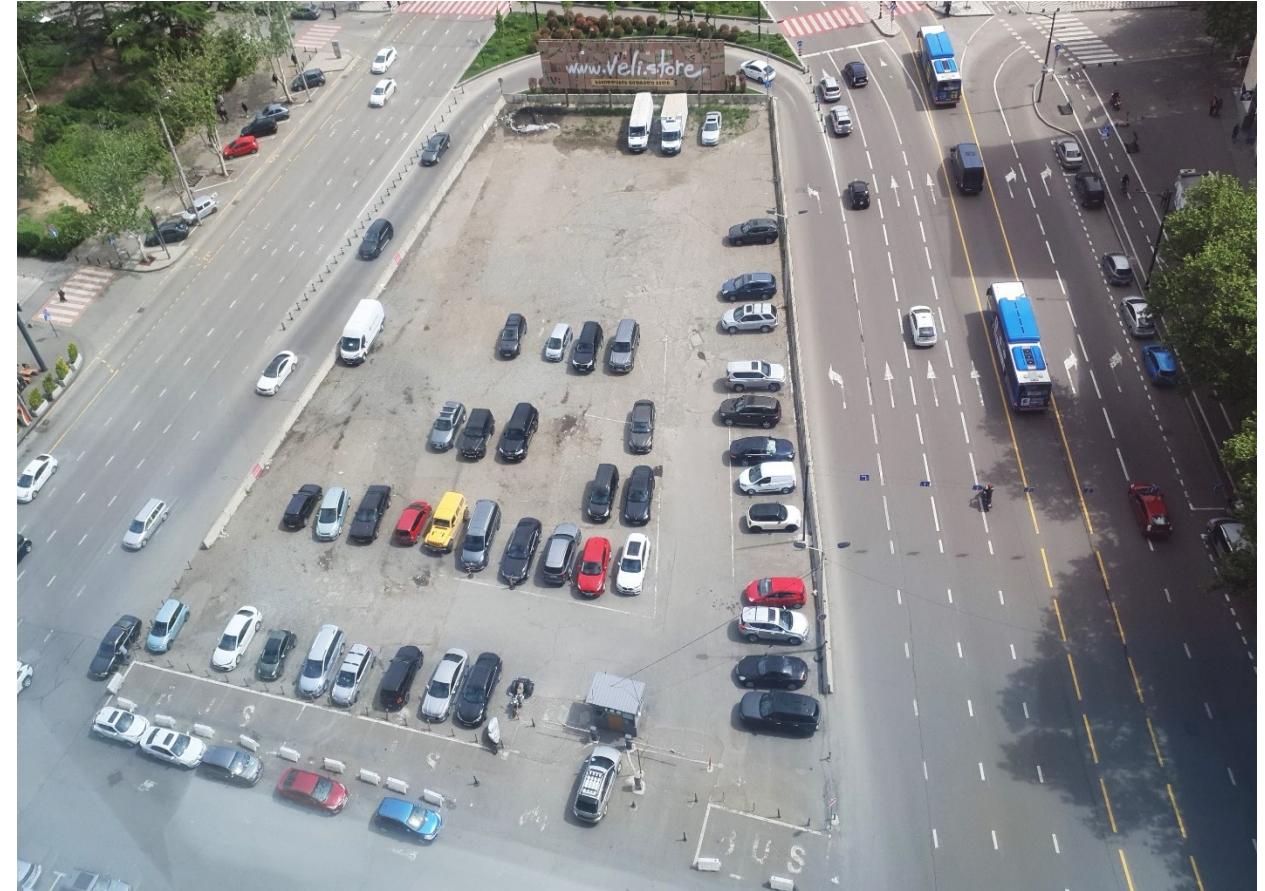
The transport system as is

FEATURES

- / Little space for other modes
- / Little space for other functions
- / Transport infrastructure as barrier

EFFECTS

- / Road safety is a problem
- / Sedentary behaviour
- / Air and noise pollution



/ Not for children.

Source: ©Jan Peter Glock

The transport system as it was and should be

CHILDREN'S SCALE = HUMAN SCALE

- / Less cars / carriages
- / Slow(er) speeds
- / More road safety
- / More active mobility
- / More Independent mobility
- / More space for...



Children's Games, Pieter Bruegel, 1560

Source: ©KHM-Museumsverband

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MORE FOR EVERYONE

- / just
- / safe
- / healthy
- / sustainable
- / social



Children's Games, Pieter Bruegel, 1560

/ How can we transform the system?

Source: ©KHM-Museumsverband

From grassroot to institution

Grassroot movements to return the human scale

#RightToTheCity

#FeministUrbanism

#TacticalUrbanism

INSTITUTIONALISATION

#ParkingDay

#EMW

#Ciclovía



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Temporary Interventions



Simulations of the future to learn, to experience and to support the transformation

Sources: "Open Street", Johannes Schlaich / qimby.net / CC0; other pictures: © EMW

Temporary Interventions



Simulations of the future to learn, to experience and to support the transformation
But how?

Sources: "Open Street", Johannes Schlaich / qimby.net / CC0; other pictures: © EMW

Insights from impact evaluation

„city street experiments can strongly promote physical activity, enable a modal shift from car to walking, cycling and public transport, improve safety, enhance social interaction and social capital, and have neutral or positive impacts on local business“
(Bertolini, 2020)

STREET OPENING

- Increase in active travel for home-to-school trips 37-54 %, in Southampton (Metamorphosis, 2020)

PLAY STREET

- Children's PA increased by 9 min/day during intervention, while it decreased by 3 min/day in control streets, in Ghent; (Bertolini, 2020)
- 84% felt neighborhood was safer, in New York City (Bridges et al. 2019)

PARKLET

- 90% people spend money while visiting parklet, in San Francisco (Bertolini, 2020)

INTERSECTION REPAIR

- 32% vs 7% interaction of pedestrians (control site), in Portland (Bertolini, 2020)

Tbc...

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A lot of evidence of differences but
little evidence for transformation!

Limitations of impact evaluations for transformation

NO EVALUATION

QUALITY OF EVALUATION

SUBJUNCTIVE EVALUATION

CONFOUNDED EVALUATION

LIMITED FOCUS OF EVALUATION

Barriers to learning for transformation



NO EVALUATION

“Sixty-one percent of the documents did not include measures of effectiveness.” (Bridges et al. 2019)

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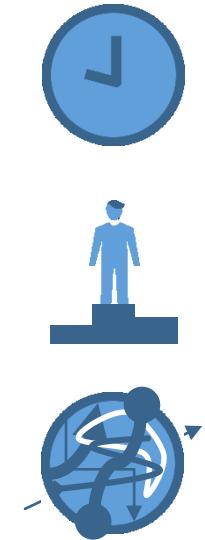


LIMITED FOCUS OF EVALUATION

“[...] focus of many evaluations is on use, users, and changes in their personal behaviour and perceptions.” (Bertolini 2020)

Questions for impact evaluation for transformation

- What is a successful temporary intervention?
 - *Impact – Scale - Permanence*
- What is the theory of change behind temporary interventions?
 - *Assumptions – Complexity – Causal-chains*
- In which ways can temporary interventions take effect?
 - *Individuum – Structure – Doxa*
- What are characteristics of temporary interventions affecting their impact?
 - *Design – Duration - Evaluation*
- How can the success of temporary interventions be evaluated?



Thank you.

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