



Urban Pathways

PROMOTING SAFE SCHOOL ENVIRONMENTS IN BELO HORIZONTE, BRAZIL



**Wuppertal
Institut**

UN HABITAT
FOR A BETTER URBAN FUTURE

UN
environment
programme



WRI BRASIL

**PREFEITURA
BELO HORIZONTE**
GOVERNANDO PARA QUEM PRECISA

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This publication is part of the Urban Pathways project

Urban Pathways Secretariat

Funded by



Federal Ministry
for Economic Affairs
and Climate Action

IKI



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on the basis of a decision
by the German Bundestag



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Urban Pathways

Project concept

Project aims

The Urban Pathways project helps delivering on the Paris Agreement and the NDCs in the context of the New Urban Agenda and the Sustainable Development Goals. It has established a facility in close cooperation with other organisations and networks active in this area to support national and local governments to develop action plans and concrete implementation measures to boost low-carbon urban development. This builds on UN-Habitat's role as "a focal point on sustainable urbanisation and human settlements including in the implementation and follow-up and review of the New Urban Agenda". The project develops national action plans and local implementation concepts in key emerging economies with a high mitigation potential. The local implementation concepts are being developed into bankable projects, focusing on the access to urban basic services to create a direct link between climate change mitigation and sustainable development goals.

The project follows a structured approach to boost Low Carbon Plans for urban mobility, energy and waste management services that deliver on the Paris Agreement and the New Urban Agenda. The project works on concrete steps towards a maximum impact with regards to the contribution of urban basic services (mobility, energy and waste management) in cities to global climate change mitigation efforts and sustainable and inclusive urban development. This project makes an active contribution to achieve global climate change targets to a 1.5°C stabilisation pathway by unlocking the global emission reduction potential of urban energy, transport and resource sectors. The project will contribute to a direct emission reduction in the pilot and outreach countries, which will trigger a longer term emission reduction with the aim to replicate this regionally and globally to make a substantial contribution to the overall emission reduction potential.

This project implements integrated urban services solutions as proposed in the New Urban Agenda providing access to jobs and public services in urban areas, contributing to equality and social coherence and deliver on the Paris Agreement and the Sustainable Development Goals. This is the first dedicated implementation action oriented project, led by UN-Habitat to deliver on inclusive, low-carbon urban services. Securing sustainability and multiplier effect, the project aims to leverage domestic and international funding for the implementation projects that will follow from this initiative



Urban Pathways



Urban Pathways Project and Replication Cities

PROMOTING SAFE SCHOOL ENVIRONMENTS IN BELO HORIZONTE

Activities and outputs report

During September and November 2019, BHTRANS and WRI Brasil carried out various activities for the implementation of Belo Horizonte's second Zone 30, to encourage safe coexistence of different travel modes by prioritizing active modes, reducing vehicle speeds and increasing safety for pedestrians and cyclists.

The objective of this collaboration was to develop and implement a pilot demonstration project to raise awareness about the importance of active mobility among children and teenagers as well as with the local community.

Anne Frank Municipal School was chosen to receive activities and the intervention on its surroundings. This school has a major role in promoting a culture of peace beyond its walls, engaging not only the students but the community of Confisco neighborhood, a highly socially vulnerable community in the Pampulha administrative region.

ASSESSMENTS THROUGH SURVEYS ON SAFE STREETS

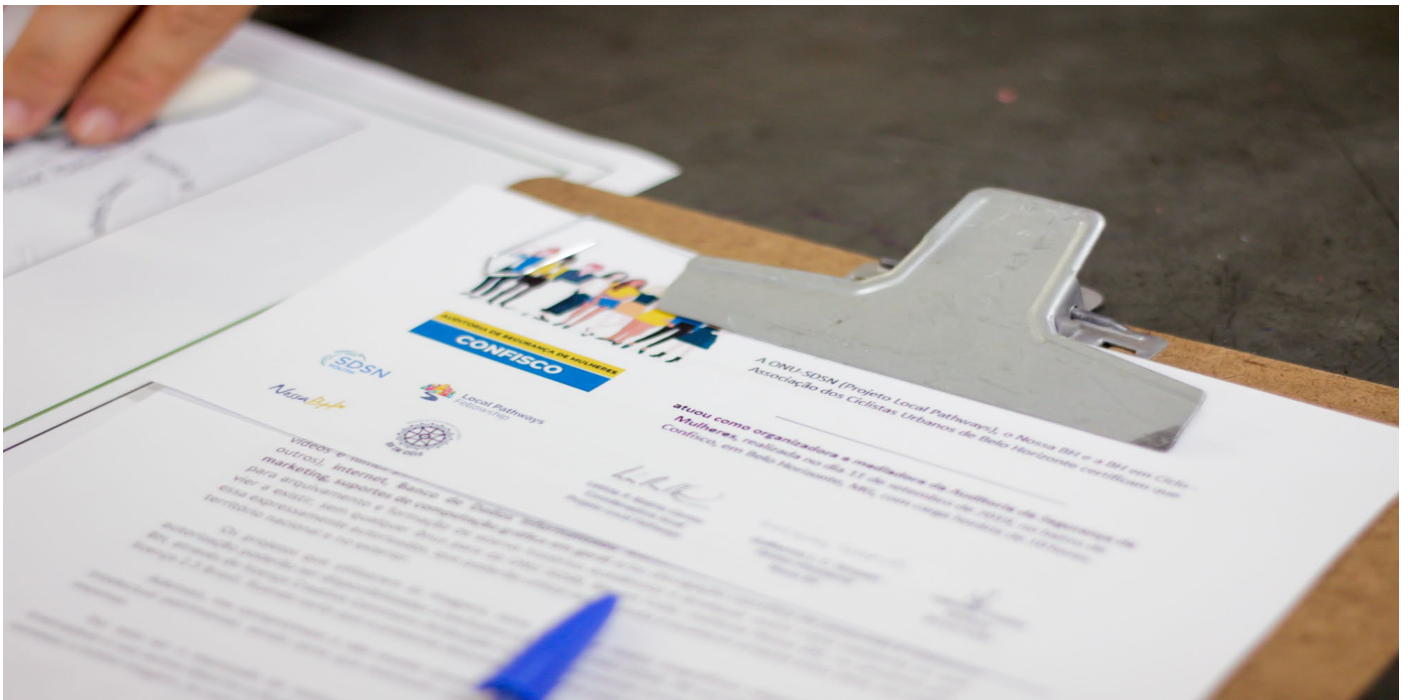
Activity information

The following activities were carried for the assessment on safe streets:

- September 11 – Safety audit for women and students from EJA (education for youngsters and adults)
- September 12 – First phase of interviews with residents, vendors and pedestrians and count of pedestrians and vehicles flows around Anne Frank School area in Confisco neighborhood
- September 20, 21 and 22 – Intervention day and opinion collection during the Open Street event
- October 3 – Second phase of interviews with residents, vendors and pedestrians and count of pedestrians and vehicles flows around Anne Frank School area in Confisco neighborhood
- November: monitoring of the intervention

Photographic documentation

Safety audit for women







Survey information

- More than 200 people completed the surveys applied in two different days. The interviews were realized with people on the streets around Anne Frank School.
- The survey asked about age, gender, means of transportation, opinion about road safety in the area and other aspects.
- In addition, during the same days of the surveys' application, counts of pedestrians and vehicles flow were made.
- In the day of the event where the new intervention was inaugurated, banners collected public opinion about the new street design and the activities.

Questionnaire used for interviews:



Zona 30 Bairro Confisco

Avaliação

Escola Municipal Anne Frank



Aluno:

Turma:

Professor:

De forma geral, como você avalia a implantação da Zona 30?



Com a implantação das jardineiras (pneus), pinturas das faixas de pedestres e pinturas de desenhos no pavimento (asfalto), você se sente mais seguro ao atravessar a rua?

☐ Sim, me sinto mais seguro ao atravessar a rua.

☐ Não. Não me sinto seguro ao atravessar a rua.

Com a implantação da Zona 30, você percebeu que a velocidade dos veículos foi reduzida?

☐ Sim, a velocidade dos veículos foi reduzida.

☐ Não. Os veículos continuam desenvolvendo uma velocidade ~~alta~~ ^{alta}. Você gostaria que a Zona 30 fosse permanente? Ou que a rua fosse como era antes?

☐ Gostaria que fosse permanente.

☐ Gostaria que a rua fosse como era antes.

Em que podemos melhorar para implantarmos a Zona 30 em outros locais do bairro e em outras regiões da cidade? (se necessário, use o verso)

Muito obrigado!

Survey highlights

- 82% of the respondents in the second phase of interviews (applied after the intervention conclusion) approved the new design of the streets.
- More than 75% of the respondents usually realize their trips in the neighborhood in active modes of transportation (walking and cycling)

Photographic documentation

Pedestrians and vehicles count and interviews







Opinion collection during event:



Lessons learnt and highlights

- The data collected about vehicles and pedestrians' flows was fundamental to decide which areas the intervention should focus in.
- The previous contact with the population of the neighborhood through surveys helped to understand, not only how most people access the school, with dangerous hotspots in the area in terms of road safety, but also points where the population would have resistance against the intervention. Therefore, based on this information, adjustments were made for the final intervention project to minimize conflicts.
- The survey can also help to inform the population about the proposed upcoming intervention.



WORKSHOP SERIES ON SAFE STREETS

Activity information

Road safety audit workshops with Anne Frank school:

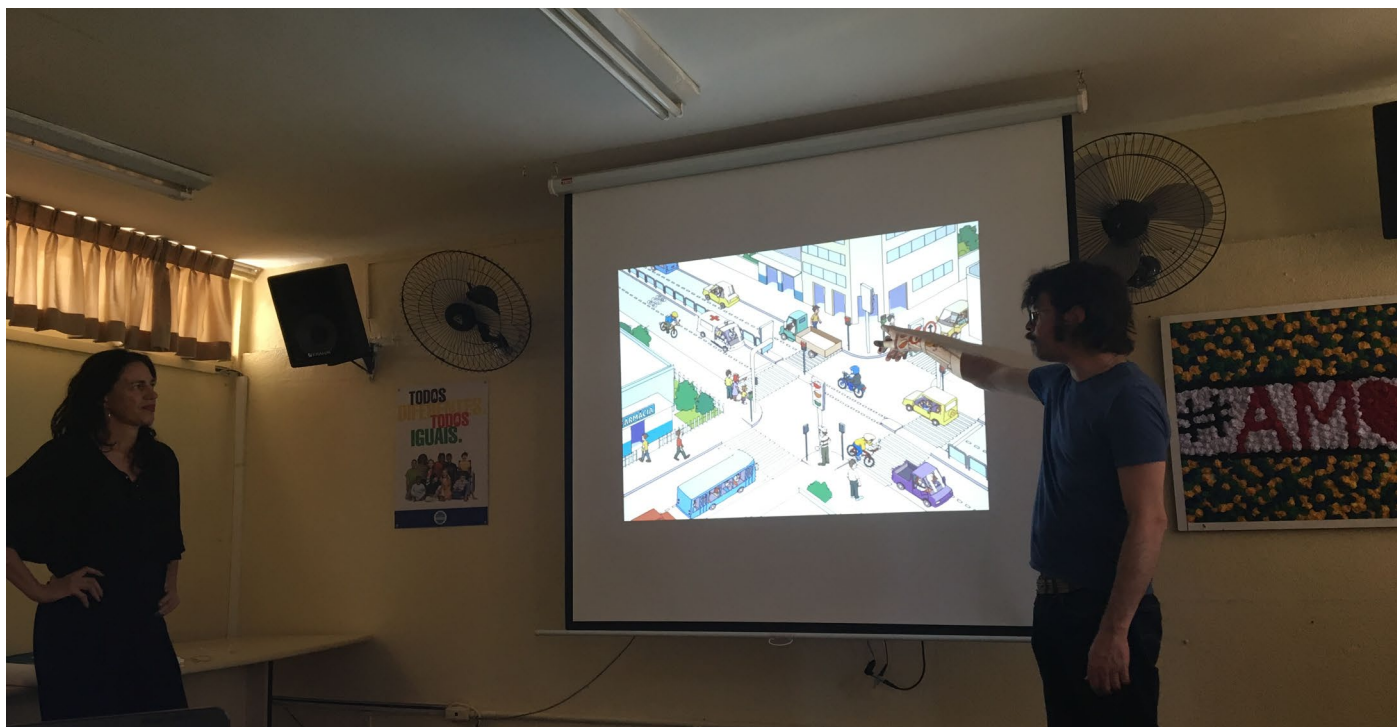
- Three workshops about road safety were realized with students from various ages for the presentation of concepts about the Zone 30.
- Goals:
 1. Encourage the student comprehension about the necessity of speed reduction on streets.
 2. Presentation of Zone 30 project proposal for the school area.
 3. Seeking student's contribution for the presented proposal.

Workshops of design and attachment of road signs:

- Two workshops were realized with students from Anne Frank school that participate in the Integrated School project.
- Goals:
 1. Promote reflection about safety around the school by proposing the design and creation of road signs with messages from the students for drivers.
 2. Identification of hotspots in the streets when defining the most adequate locations for the attachment of road signs produced by the students.

Workshop 1 – Road Safety

- When: September 10, 2019 - 2 to 4pm
- Where: Anne Frank School
- Who: 35 children between 11 and 12 years old
- What: Students learned about road safety concepts and drew proposal for paintings in the future intervention project.





Workshop 2 – Road Safety

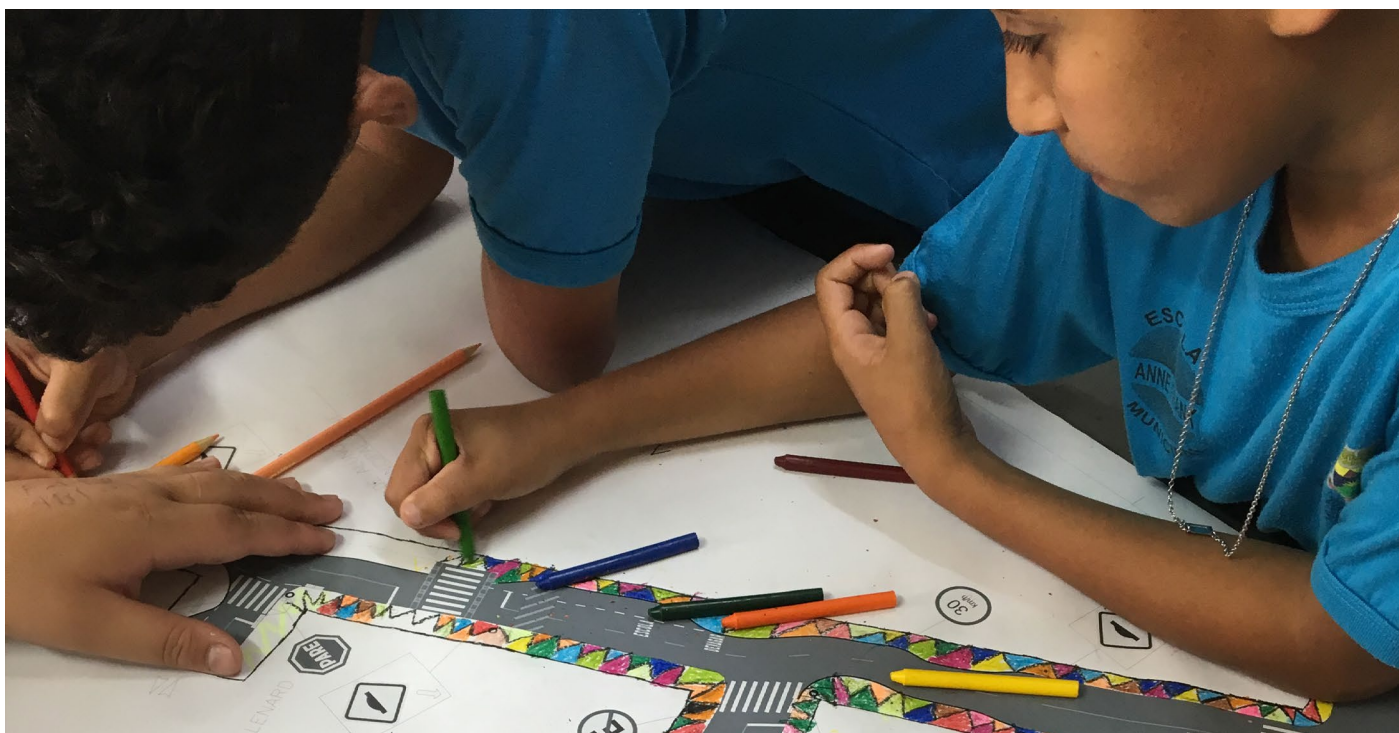
- When: September 10, 2019 – 7.30 to 9.30 pm
- Where: Anne Frank School and its surrounding streets
- Who: 30 adults with ages between 19 and 78 years old – students on the EJA (Education of Youngs and Adults) program
- What: Students learned about road safety concepts and drew proposal for paintings in the future intervention project



Workshop 3 – Road Safety

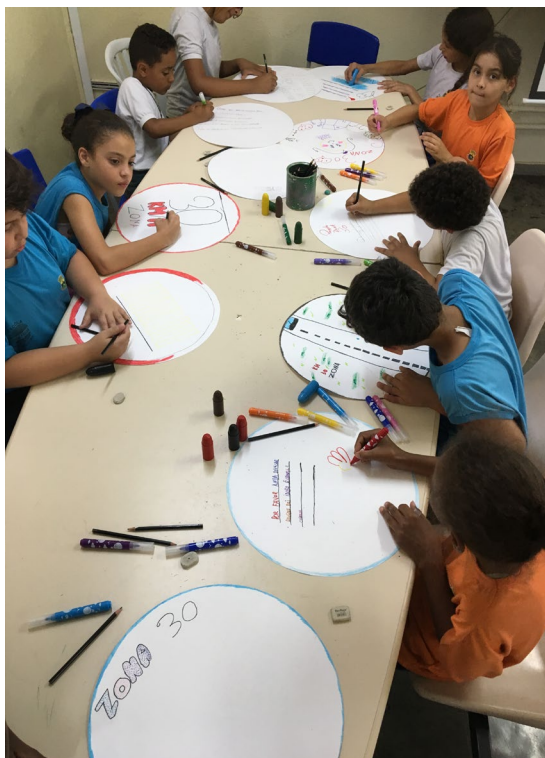
- When: September 11, 2019 9.30 to 11.30 am
- Where: Anne Frank School
- Who: 28 students aged between 8 and 9 years old
- What: Students learned about road safety concepts and drew proposal for paintings in the future intervention project





Workshop 4 – Design of road signs

- When: October 3, 2019 - 1 to 4 pm
- Where: Anne Frank School and its surrounding streets
- Who: 32 students aged between 10 and 11 years old
- What: Students designed road signs with messages from them to drivers



Workshop 5 – Attachment of road signs in the streets

- When: October 4, 2019 – 8 to 11 am
- Where: Anne Frank School and its surrounding streets
- Who: 32 students aged between 10 and 11 years old
- What: Students attached the road signs with messages from them to the drivers in the streets around the school.





“Respect the children”

Lessons learnt and highlights

- In processes of implementation of Zones 30 in school areas, the experience has shown that is extremely important to involve the school in all phases of the intervention planning and implementation.
- The involvement of the school community, and the surrounding community, is crucial for the intervention. The students of Anne Frank School comprehended the concepts and necessity of the intervention, contributing in a very significative way to improve the initial proposal presented.
- Something important to be highlighted is the students experience on the daily routine in the streets of the area, basically as pedestrians, and this is fundamental for the creation process of a safer project for those who walk in the city.

ADVOCACY AND AWARENESS RAISING ACTIVITIES ON SAFE STREETS

Activity information

The implementation of the project of Zone 30 around Anne Frank School was scheduled for the Mobility Week, part of the integrated activities for the project “Ambientalízate” proposed by Wuppertal Institut, in partnership with UN Habitat in the project Urban Pathway.

Activities:

- Mobility Week: Implementation of Zone 30 project involving school and community.
- Car Free Day: Activation of Zone 30 project with Open Street event, leisure activities and presentation of the show “Devagar, Devagarinho”.
- Day of Walking and Cycling to School: Attachment of road signs produced by the students.

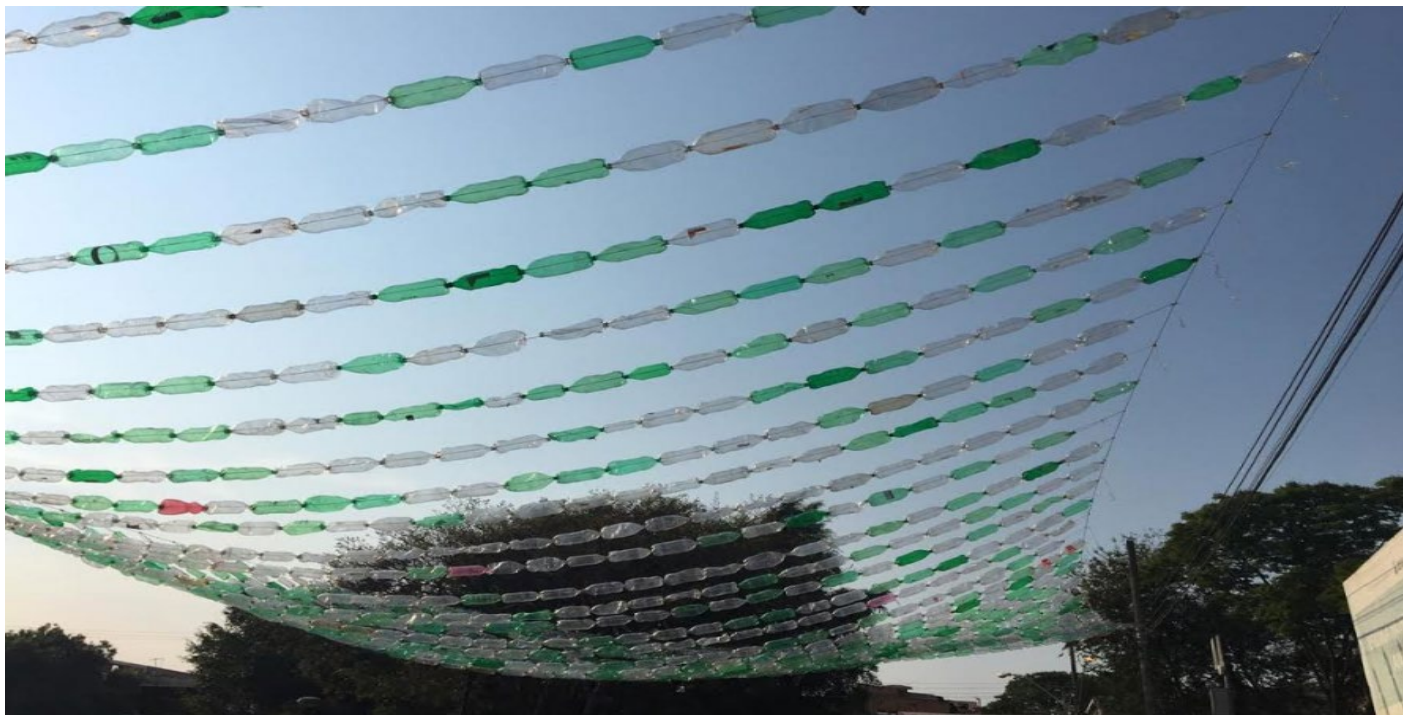
Mobility Week Activity information

- September 16 to 19: Implementation of the project of Zone 30 around Anne Frank School.
- From 7 am to 6 pm daily.
- The implementation counted with teams from different areas of BHTRANS (Coordination of Sustainability and Environment – responsible for the main coordination of the project; Urban Mobility Administration; Regional Action Administration Pampulha; Maintenance Administration; Road Sign Administration). In addition, BHTRANS made an open call for volunteers in the company with many participants. The following also participated: Regional Secretary, volunteers from the NGO’s BH em Ciclo and Movimento Nossa Bh, deployment team of the Urban Cleaning Services of Belo Horizonte, representant of Wuppertal Institut and WRI Brasil.
- During the project implementation process around 60 people were involved in the works.











Car free day Activity information

- On September 20, 21 and 22 the Open Street at the Zone 30 of Confisco neighborhood concluded the Mobility Week celebrating the World Car Free Day.
- On September 19, the show for children “Devagar, Devagarinho” of the singer Ana Cristina presented songs about sustainable urban mobility and the necessity for speed reduction in the streets.
- During the three days, leisure spaces were built for the children to enjoy the street and to have fun.
- The students of the school and the community also participated.
- On September 20, at the Open Street event, the activity “Cine Confisco” was carried with exhibition of movies promoted by associations of the civil society connected to sustainable mobility.









Day of walking and cycling to school Activity information

- In this day (October 4), the students were encouraged to go walking or cycling to school.
- BHTRANS organized an activity with the school where the students helped to attach the road signs with messages for the drivers on the street.
- The road signs were designed by the students on a previous workshop organized by BHTRANS and the school.

Highlights

- Promoting new uses for the street and encouraging the usage of the street by pedestrians has a great transformation power, especially for the children.
- The implementation process of Zone 30 projects, involving children in all stages from planning to activation, contributes for the formation of conscious citizens in relation to the necessity of safer cities.



PROJECT COMPLETION REPORT

Project PHASES

The last Zone 30 interventions realized in Belo Horizonte led BHTRANS to elaborate a draft with the minimum phases required for the viability of a project:

PHASE 1 – PLANNING

- Indication of an area
- Site visit
- Diagnosis
- Registration database update
- Development of preliminary project
- School Involvement
- Development of executive project after workshops
- Definition of communication strategy
- Hiring staff

PHASE 2 – MOBILIZATION AND IMPLEMENTATION

- Preparation
- Mobilization
- Implementation
- Monitoring (ongoing process)
- Disassembly of structures installed during the event
- Final report
- Definitive intervention

Project activities and involved actors

The last Zone 30 interventions realized in Belo Horizonte led BHTRANS to elaborate a draft with the minimum phases required for the viability of a project. Below are presented the actors involved and the activities that are necessary in each phase.

PHASE 1 – PLANNING

Indication of an área (actors)

- BHTRANS
- Third parties

Site visit organization (actors)

- CSMA - Sustainability and Environment Coordination
- Regional Administrations

Diagnosis (activities)

- How to raise funds
- Street usage
- Identification of key actors
- Interviews
- Registration database
- Count vehicles/pedestrians

Registration database update (activity)

- Field data collection

Development of preliminary project– presentation and discussion (actors)

- DRO Regional Board
- Regional Administration
- DSV – Road System Board
- GESIN - Road Sign Administration
- GECIP - Projects Administration

- GEAMP – Maintenance Administration
- Involved school

School Involvement (activities)

- Contact with the school
- Define workshops dates
- Define participant classes.
- Prepare basis of the project for the workshops.
- Buy material for the workshops.
- Prepare class (Powerpoint)

Development of executive project after workshops

Definitions (activities)

- Definitive or temporary intervention
- Date and period
- Preparation details
- Mobilization of teams

Round of external presentations (actors)

- CRTT – Regional Comissions of Transport and Transit
- Regional Secretary
- GT Pedala – Work group with cyclists
- Education Secretary
- ACM – Communication department
- Zoobotânica foundation

Definition of communication strategy (activities)

- Release
- Graphical pieces
- Local meetings

Hired staff (actors)

- Designer
- Photographer
- Video maker

PHASE 2 – MOBILIZATION AND IMPLEMENTATION

Preparation (activities)

- Elaboration of materials acquisition sheet
- Hiring additional professionals
- Buying Materials

Mobilization (activities)

- Attachment of posters in the area
- Attachment of banners in the area
- Meeting with residents and commerce
- Press interview

Implementation (activities)

- Reserve the area (Operational administration)
- Sweeping
- Transportation of material
- Pre-marking of the geometry
- Painting
- Vases and street furniture
- Photos

Monitoring (activities)

- Interviews
- Count pedestrians/vehicles
- Speed reduction

Disassembly of structures installed during the event (activity)

Final report elaboration – Evaluate intervention (activity)

Definitive intervention – Elaborate executive project with adjustments (activity)



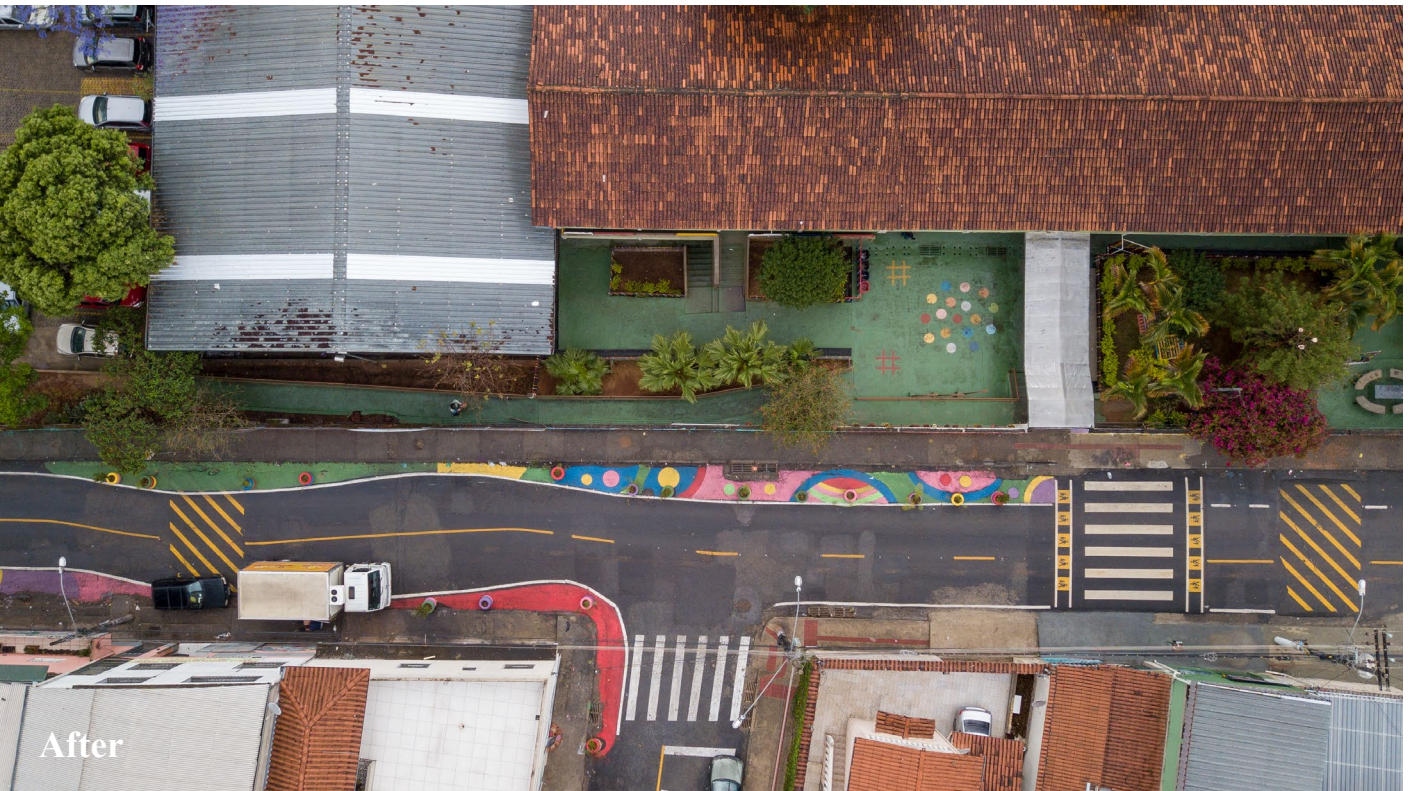
Before



After







Lessons learnt and highlights

- Despite all the actors mentioned, BHTRANS concluded that the commerce should have participated more actively in all phases of the project: from planning to implementation.
- The involvement of students and other members of the community in every step of the process was crucial for the project to attend the demands of the population in the new street design.
- The air quality sensor should have been installed for a longer period before and after the intervention for more conclusive results.
- Monitoring the Zone 30 is important for the development of the executive project for a possible definitive intervention in the area of Anne Frank School.



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More information about the
Urban Pathways project can be found at:

WWW.URBAN-PATHWAYS.ORG