

## TACTICAL APPROACH

To develop public spaces differently

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## Introduction

Based on the observation that local authorities are increasingly adopting the tactical approach in urban planning and, in particular, the design of public spaces, this guide proposes keys for understanding and operational resources for experimenting with and deploying this approach.

Drawing on different feedback, it illustrates and proposes the pivotal components of the tactical approach.

This guide is for all stakeholders contributing to the design of public spaces.

# Getting started with the guide

## 1 The tactical approach in urban planning

The first part of this guide explains what defines the framework of the tactical approach and what differentiates it from transitory urbanism. This part presents tools for implementing a public space project using the tactical approach and highlights the interest of this approach.

## 2 Experimenting using the tactical approach

This second part specifies several key areas in the implementation of a public space project using the tactical approach. Covering active mobility modes, as well as aesthetics, maintenance and accessibility, thematic factsheets propose courses of action, whilst highlighting certain watch points. They are illustrated by examples of exploitable solutions and close-ups of projects.

## 3 Tactical approach resources

The last part proposes considering different examples of feedback. In France and elsewhere, many local authorities are experimenting with the design of their public spaces using the tactical approach. This feedback is a source of education and inspiration. This part also includes a list of the professionals in the city building sector (local authorities, associations, design offices, urban planners, architects and landscape designers), who have shared their experiences. Finally, a non-exhaustive list of resources will allow more insight into the subject to be provided or information on certain projects to which the guide refers.



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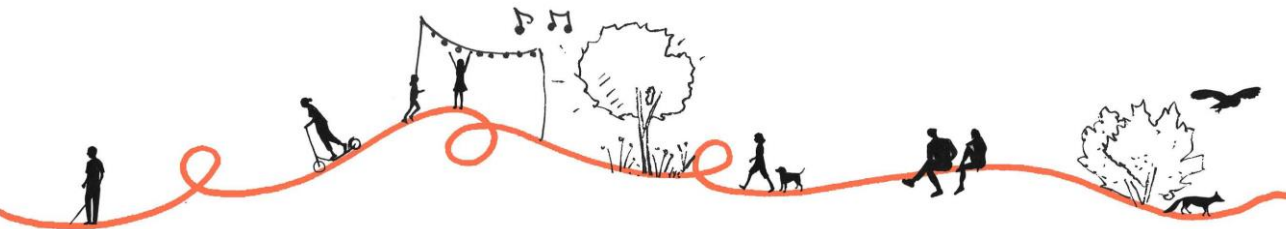
Open Street in New-York. Credit: Street Plans.



# 1

## The tactical approach in urban planning

This first part proposes a definition of the tactical approach, what differentiates it from transitory urbanism, the interest of this approach and which resources are mobilised to implement a public space project using the tactical approach.





Barcelona, Superilla Poblenou. Credit: Josep Maria de Llobet, Barcelona City Council.

## Its origins

New ways of designing public space, initiated by citizens, community associations, activists and artists began to emerge in the 2000s. These were lightweight, temporary, small-scale projects, for example, using a few wood pallets to turn parking spaces into temporary terraces, creating a mini-square by painting the ground and cobbling together some urban furniture or greening a street with wild plants. Spontaneous, sometimes illegal and always quick to put in place, these initiatives seek to spark the interest of decision-makers by providing pragmatic responses to the expectations of inhabitants and users. They offer a kind of agile alternative to the time frame and complexity of the procedures regulating operational urbanism. In 2012, in order to define these 'short-term actions for long-term change', American town planner Mike Lydon proposed the term '*tactical urbanism*'.<sup>1</sup>

After 2010, this type of approach attracted the interest of city councils, which embraced the same principles whilst allowing them to be scaled up, moving from local settings (streets and neighbourhoods, etc.) to larger environments (cities and metropolitan areas, etc.) Taking their cue from tactical urbanism methods, cities such as New York (Plazas Program), Barcelona (Superilles) and Paris (Réinventons nos places !) committed to innovative transformations of public spaces. This experimental method completed the programmatic or planning approaches of urbanism requiring longer production times. By seeking to respond more spontaneously to the expression of new needs, these approaches contribute to identifying courses of action to be followed for operational and regulatory urbanism. They are the expression of a desire to renew the principles and methods that have forged towns for half a century, prioritising traffic and parking, the models of which are being challenged today,<sup>2</sup> in particular in light of social and environmental emergencies.

In 2020, in view of the health crisis, imperatives of crisis management, particularly the problem of physical distancing, led decision-makers to act fast on all fronts. To manage social distancing in the street whilst discouraging a huge shift towards public transport and private cars, local authorities had to quickly adapt their public spaces and come up with temporary urban planning strategies. All over the world, there was extensive media coverage of cities rolling out temporary cycle tracks, pop-up terrace extensions and one-off road closures, all in record time. The health emergency raised widespread awareness of the challenges of active mobility and opened a window of opportunity for public authorities to roll out projects that had remained dormant in 'cardboard boxes': ideas put forward by council officials and/or associations that ran into practical difficulties and were shelved.

The experience of temporary amenities resulting from the health crisis contributed to a reconsideration of the traditional design process for public spaces. These experiments also contributed to rethinking the role of public spaces in terms of wellbeing, inclusivity, accessibility, health, resilience and frugality, bringing active travel modes and nature in the city to the forefront.

Whilst an increasing number of local authorities are keen to adopt these approaches today, it is also so that they can test uses and amenities before immediately undertaking permanent works that are often costly and could become rapidly obsolete.

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<sup>1</sup> Mike Lydon et al., *Tactical Urbanism, Street Plans*, 2012.

<sup>2</sup> Paul Lecroart, *L'urbanisme tactique: projets légers, grandes mutations ?* 2020

# Definitions

## Transitory urbanism

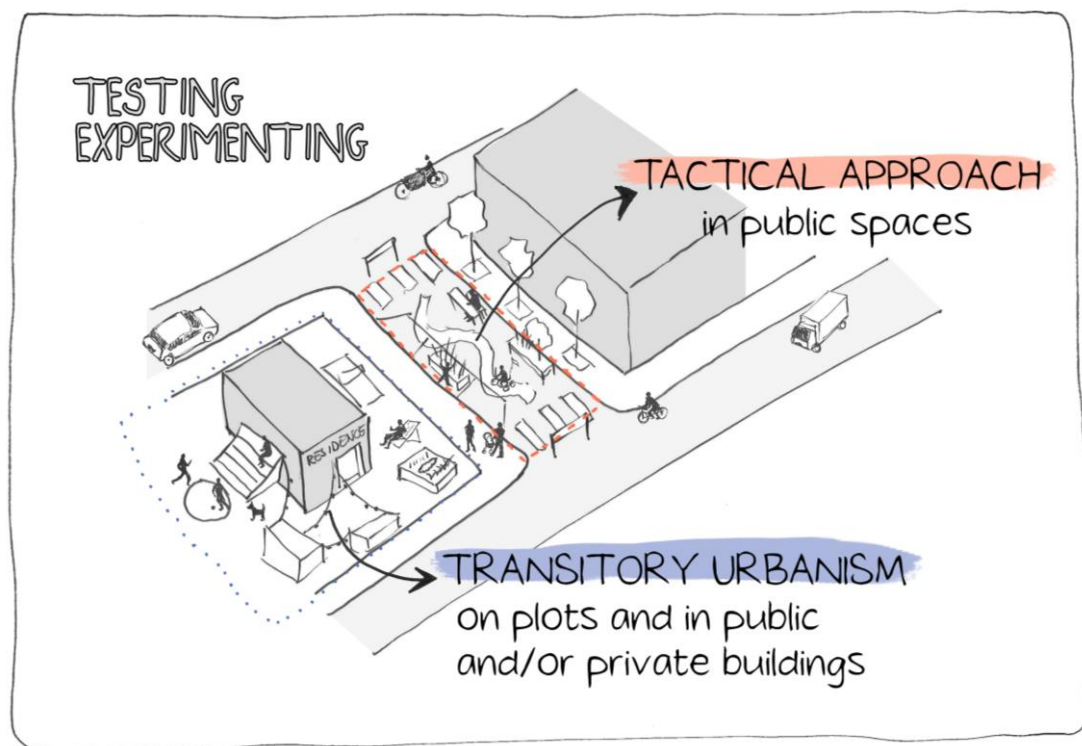
Transitory urbanism<sup>3</sup> (also referred to as temporary occupation) relates to the occupation by a project leader of plots (sites) or public or private buildings over a given time, and not of public spaces such as streets, squares or road infrastructures. Transitory urbanism is built around a trio of stakeholders: local authorities, owners and occupants, sometimes accompanied by a facilitator promoting dialogue.

## Tactical approach

The tactical approach can be taken as a project by experimentation method, aiming at transforming public spaces gradually (streets, squares and road infrastructures, etc.) This is where the major difference with transitory urbanism resides. It can be carried out by an unplanned intervention initiated by civilian society to raise the awareness of the authorities (bottom-up approach) or by the authorities themselves in order to test uses that are useful to citizens (top-down approach).<sup>4</sup>

The two share the idea of **experimentation** and **prefiguration** sometimes followed by the permanence of certain elements in the final project.

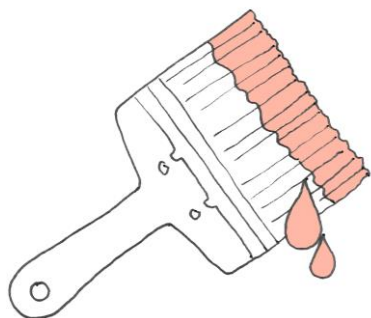
This guide concerns the **tactical approach** and this notion will be employed throughout the document.



3 Cécile Diguët, L'urbanisme transitoire, les Carnets Pratiques n° 9, L'Institut Paris Region, 2018.

4 This document develops further examples relating to the second case.

## Its reversible and replicable character

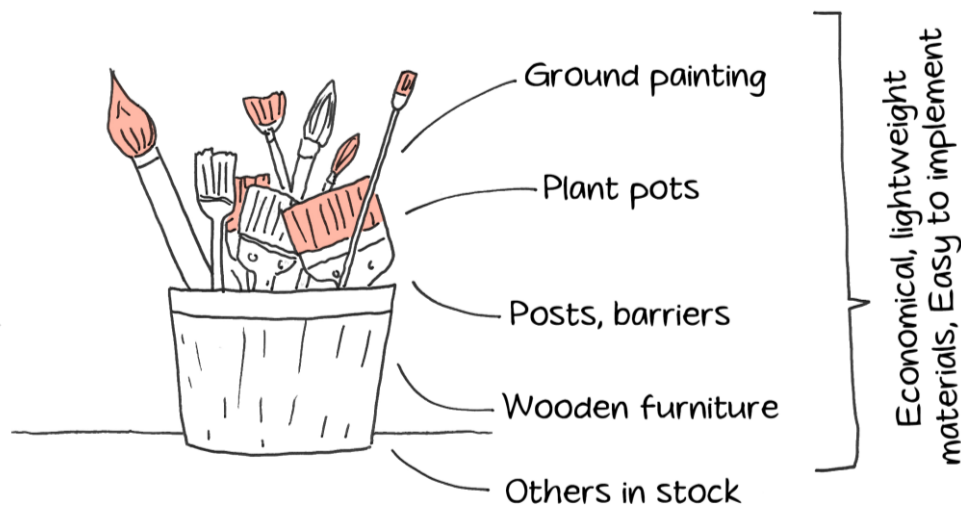


The tactical approach is an innovative way of *creating cities* by proposing changes in the practices of implementing public spaces, shifting from a vision of design through infrastructure to design by uses. It allows rapid execution (a rapid even iterative move between design and performance), and makes it possible to return to a project in the process of realisation on multiple occasions to adapt it (over several days and even years), in particular by drawing on the use of economical, lightweight materials that are easy to put in place.<sup>5</sup>

Its reversible, adaptable and economical character<sup>6</sup> is a way of testing a design by submitting its function and acceptability to the test of the users. It is also an opportunity for a local authority to propose projects over the short term and consolidate them within its term of office.

Evaluation makes it possible to adapt the installations implemented, remove them or make them permanent.<sup>7</sup> This means that a project method can be tested and recommendations taken from it for the future project or others to come.

A public space project using the tactical approach then becomes replicable, by adapting the method to new situations.



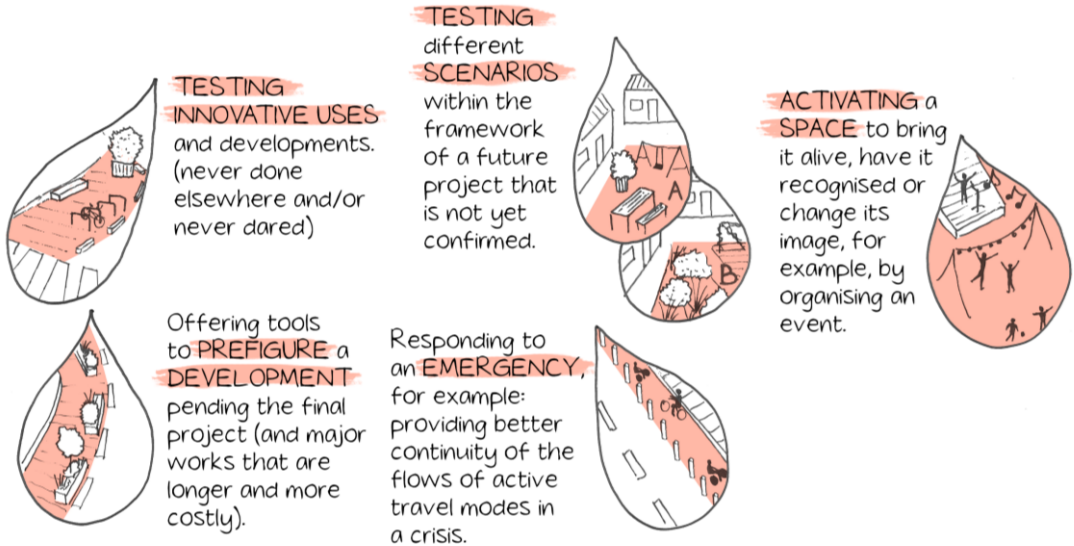
<sup>5</sup> For more information, see the 'Aesthetics and maintenance' chapter of the guide on p. 43.

<sup>6</sup> Everything depends on the way in which this notion is characterised.

<sup>7</sup> For more information see the 'Evaluation' chapter of the guide on p. 63.



# What is it for?



A public space project using the tactical approach may be included in different contexts - here are some examples:

- The launch of a call for projects. Public institutions may propose adapted systems of technical and financial support to help in the implementation of public space projects including the tactical approach. For example, in Île-de-France, the Call for Expressions of Interest 'Transitory Urbanism' can also support project leaders with experimental approaches in public spaces;
- A framework programme such as a strategic mobility or climate change adaptation plan (e.g. the 'Good Move' Plan in Brussels) or a street redefinition programme (e.g. 'High Streets for All' in London). These programmes may include prefiguration and experimentation phases specific to the tactical approach;
- An event. Established by local associations, driven by the local authority or as a co-construction, an event such as the temporary closure of a road for children, for example, or even the temporary occupation of a parking space for another purpose makes it possible to adapt to the problems of public spaces more smoothly without creating opposition and may give rise to future projects.

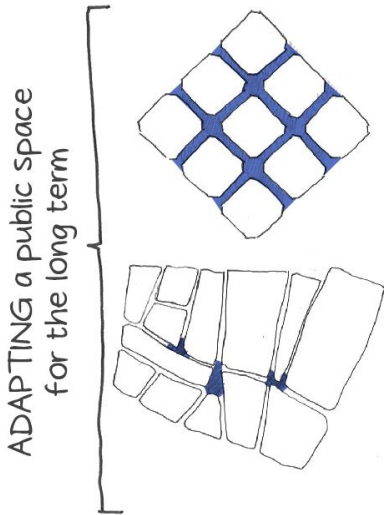
Not every public space project using the tactical approach is included within a clearly identified framework when implemented. However, the experience of the project may be food for thought on a wider scale and even fuel a strategy.



# Types of designs using the tactical approach

The spatial translation of a public space project using the tactical approach can take different forms depending on its location, duration and the framework in which it is carried out.

Here are some examples:



## Strategic design

To develop a network of active travel modes or a structural public space project, this makes it possible to prefigure routes or major transformations within the framework of a strategy. This type of project can also be implemented within the framework of an urban renovation or development operation.

For example: *Piazze Aperte* in Milan (L'Institut Paris Region, *L'expérience de l'aménagement temporaire d'espace public*, 2022, p. 33).

## Specific, efficient design

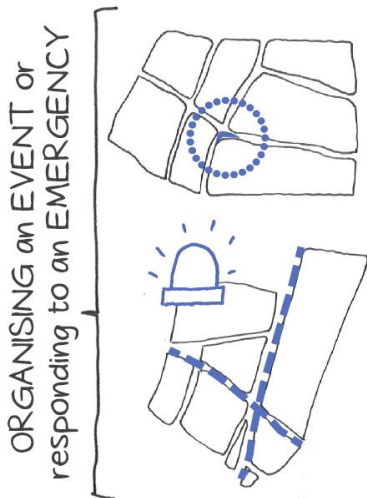
More localised, this enables a problem to be solved, uses to be tested, project potential to be revealed or even sites to be identified where actions can be implemented (such as a parking space). It can also enable potential uses to be activated by freeing space for economic and social activity (business and restaurant extensions, mobile bicycle repair facility, gardening, etc.) Multiplied, it may fuel a wider strategy or even initiate a new strategy.

For example: *PEPA* in Montreuil (L'Institut Paris Region, *L'expérience de l'aménagement temporaire d'espace public*, 2022, p. 52).

## Pop-up installation

Connected to an event (concert, market or road closure for a demonstration, etc.), this makes it possible to communicate about new uses and highlight a potential future project.

For example: *Bruxelles en vacances* (L'Institut Paris Region, *L'expérience de l'aménagement temporaire d'espace public*, 2022, p. 29).



## Emergency installation

Established to respond to the challenges of adapting public spaces, during the health crisis, for example, this is linked to an exceptional emergency situation. This category includes responses to natural crises (floods or fires, etc.) and human crises (conflicts). It may be the source of inspiration and experience for future projects.

For example: *Actuació d'Emergència* in Barcelona (L'Institut Paris Region, *Aménagements urbains temporaires des espaces publics*, 2020, p. 44).



Credit: Maximilian Gawlik, L'Institut Paris Region.

## Co-construction as a pillar

The tactical approach described here is co-constructed by multiple stakeholders in a horizontal, balanced and transversal manner. The coordination of the stakeholders, the need to act together and the consideration of requirements are the success factors for converging towards common objectives: improving public spaces, developing active travel modes, reducing the effects of urban heat islands, returning vegetation to towns and reducing air and sound pollution, etc. The involvement<sup>8</sup> of the population and other stakeholders goes through different channels and may evolve over the stages of the project.

**Communication** is a factor of appropriation and acceptability since it makes it possible to share the stages of the project with the population and to explain the solutions put in place. It may be organised by the local authority or by mediators to support exchanges. Different tools (signage in the road, posting online or via local newspapers, press release, events, info mails, etc.) may provide information on the project's intentions, invite people to a consultation or call for contributions (participation and expression of opinions, etc.). Communication also makes it possible to establish the traceability of the project approach. Communicating also means sharing experiences with other local authorities (by appearing in studies, contributing to guides such as this one or participating in webinars).

Beyond **consultation**<sup>9</sup> allowing people's opinions to be collected without necessarily influencing the final project, **participation** proposes entering into an iterative process of back and forth between stakeholders and users. It makes it possible to identify their needs and to create a connection. Enriching initiatives may be established by associations and the population organised to enliven, decorate, garden and appropriate public spaces. Participation is a tool that allows the population to be included by finding the right balance. Tools such as participatory project times<sup>10</sup> provide the opportunity to learn and be taught techniques for implementation or maintenance (carpentry, painting, gardening, etc.) as well as fully involving the population. These projects must be supervised by the local authority or by a designated supplier (such as a mediation facility that will also collect positive or negative feedback). Daily on-site representation may also be established.

In the case of the population's objection to a project, political backing supported by mediation may be necessary. The local authority (council official and director of a technical department) may then recall the framework of the project, its intentions and its support for major objectives (such as reduced air pollution and traffic in districts, etc.). Organising times for meetings and exchanges may prove an interesting route for working together to improve the project.

With its Open Streets, New York demonstrated that the programme initiated by the city could only thrive once it was appropriated by the population. This case also shows that the local authority must continue to provide support and supervision to ensure safety and correct operation (mobilisation of city officials, financing and coordination of maintenance services, etc.).

L'Institut Paris Region, *L'expérience de l'aménagement temporaire d'espace public*, 2022, p. 14.

<sup>8</sup> The different public involvement approaches (information, consultation and participation) relate to the definitions proposed in the report of L'Institut Paris Region 'Démocratie participative et aménagement régional':

<https://www.institutparisregion.fr/nos-travaux/publications/democratie-participative-et-amenagement-regional.html>.

<sup>9</sup> CEREMA 'The consultation provided for in Article L. 103-2 of the Town Planning Code ('classic' consultation) aims at involving inhabitants, local associations as well as the other persons concerned in the drafting of certain design and construction projects and planning documents, as soon as possible': <https://outil2amenagement.cerema.fr/outils/la-concertation-classique-code-lurbanisme>

<sup>10</sup> For more information, see the 'Aesthetics and maintenance' chapter of the guide on p. 43.

# Stakeholders

## Population

The involvement of the population is a key element in the success of the design of public spaces. It must be considered right from the start of projects. Communication, transmission and participation systems will enable a connection to be made.

## Spatial designers

(Urban planners, architects, landscape designers and designers, etc.)

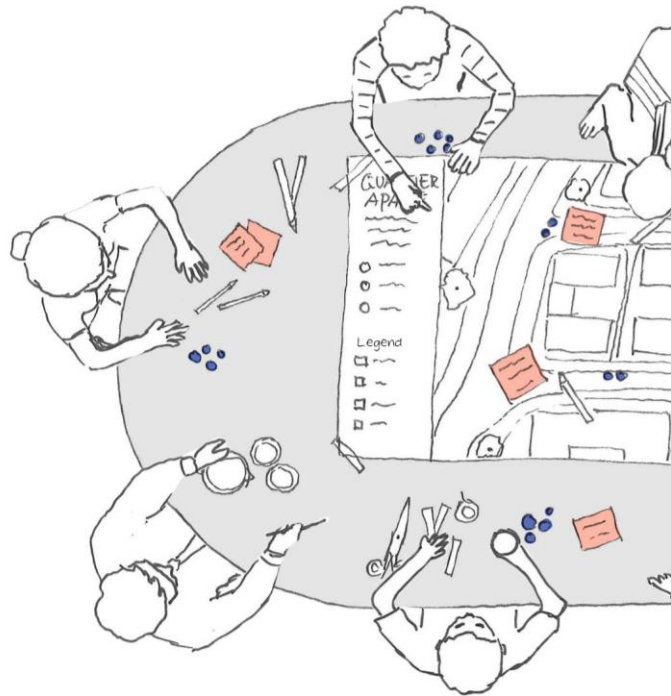
Their role is to provide expertise, draft the project, carry it through to a successful conclusion and evaluate it.

## Semi-public organisations

Such as urban planning agencies or CEREMA. In France, they have played their interface, mediation and consultancy role in the rolling out of solutions to respond to the needs of the crisis. They also have transmission tools to share the experiences of the local authorities.

## Technical departments

Their role is vital as they are the stakeholders on the ground. Several professions are represented by the maintenance works. The subject of the management and upkeep of public spaces (works and maintenance) must be considered upstream in order to anticipate costs and coordination times. The link between design and management may be an element to be tested during the temporary operation phase.





## Council officials

(Municipal and/or inter-municipal, departmental)

Good political backing is a success factor for public space development projects.

## Developers

Within the framework of major planning operations with often longer project times, developers may propose including the tactical approach pending the final project. This experimentation phase may influence the final programming of the project.

## Associations

(Residents, pro-cycling groups, pro-walking groups and neighbourhood associations, etc.)

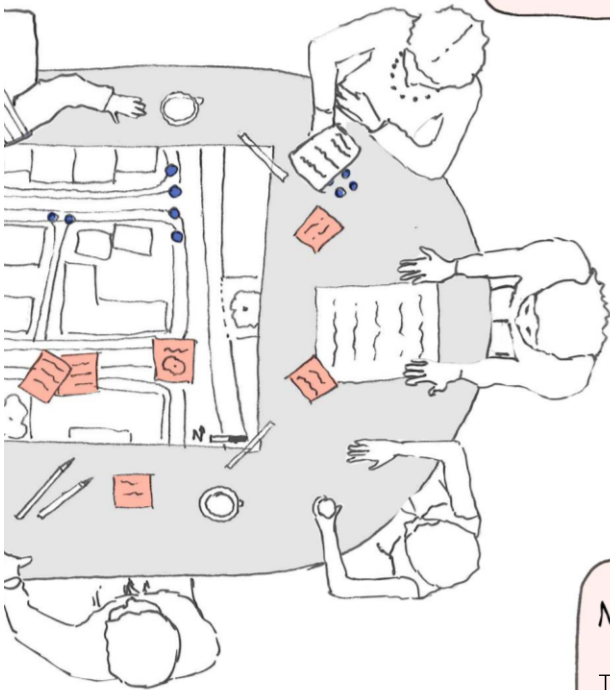
Owing to the health crisis, pro-cycling associations have been very active in implementing temporary development projects as they have experience in the field and a connection with the users.

## Mediators

Their role is to provide support throughout the project and form a link between the project leaders and the population. They may intervene to assist with the understanding of the amenities by the users and also to collect their feedback, supervise a participatory project or organise a site temporarily.

## Retailers

The involvement of retailers plays a part in the life in public spaces and considering them right from the start of project discussions is a key factor. They stand to gain from it and may become involved to adapt the project to their needs.



*The stakeholders involved may sometimes play several roles. Not all the stakeholders presented here are necessarily vital to the success of the project.*

# Implementation of a public space project using the tactical approach

## Choice of site

Choosing a site suitable for the experimentation to be carried out is a preliminary determining factor. Several factors determine the choice of a street, district or square to be transformed: urban composition, accessibility, visibility and presence of key places (sports facilities, schools and businesses, etc.) It is vital to understand the site, its context, its restrictions and its potential.

## Objectives

Each project is unique but as with any project, a project using the tactical approach must meet one or more objectives defined according to the needs expressed by the population, users and/or council officials and technical departments. It may be translated within the framework of an established strategy<sup>11</sup> (tactical strategy) or in response to a problem raised with a conflict of use, a high accident rate or an emergency, etc. (tactical response). Both these processes are developed in this guide.

## Support

For a town (technical departments and council officials), being supported by experts experienced in the city building sector and active in the field (specialist design offices, architects, urban planners, landscape designers, lawyers and designers) may be a benefit, in addition to working in cooperation with the local associations, businesses, neighbourhood boards and inhabitants.

## Time frame

The time frame can be planned with an execution schedule that defines each stage of the project. This schedule must be sufficiently flexible to integrate unexpected issues and the time required for adaptation and acceptance, which is difficult to anticipate. Some tactical projects are successful and there may be a desire (from the population, council officials and technical departments) to maintain them longer than planned.

The choice of the time (date) of the experimentation may also be a factor of success or failure.

## Budget

A budget allowance dedicated to each phase with a certain flexibility will make it possible to prepare for unexpected issues. To finance an event, English-speaking countries may be a source of inspiration where it is customary to conduct fund collection campaigns to help finance temporary installations.

Subsidies, funding and partnerships (state, region, local authority) may help.<sup>12</sup>

## Authorisations

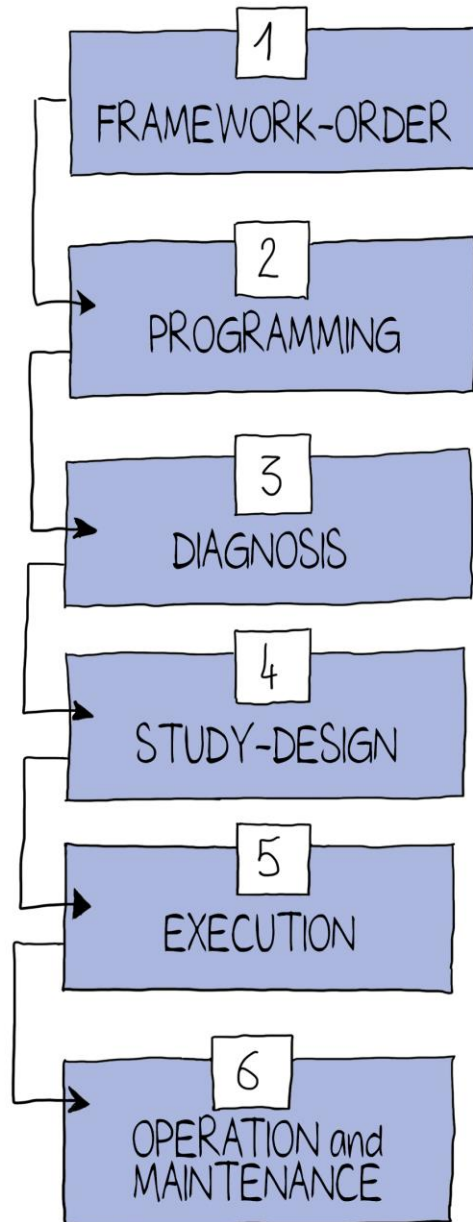
Specific authorisations and/or checks may be necessary depending on the type of project and stages (refer to municipal, inter-municipal and departmental services depending on the status of the public space).

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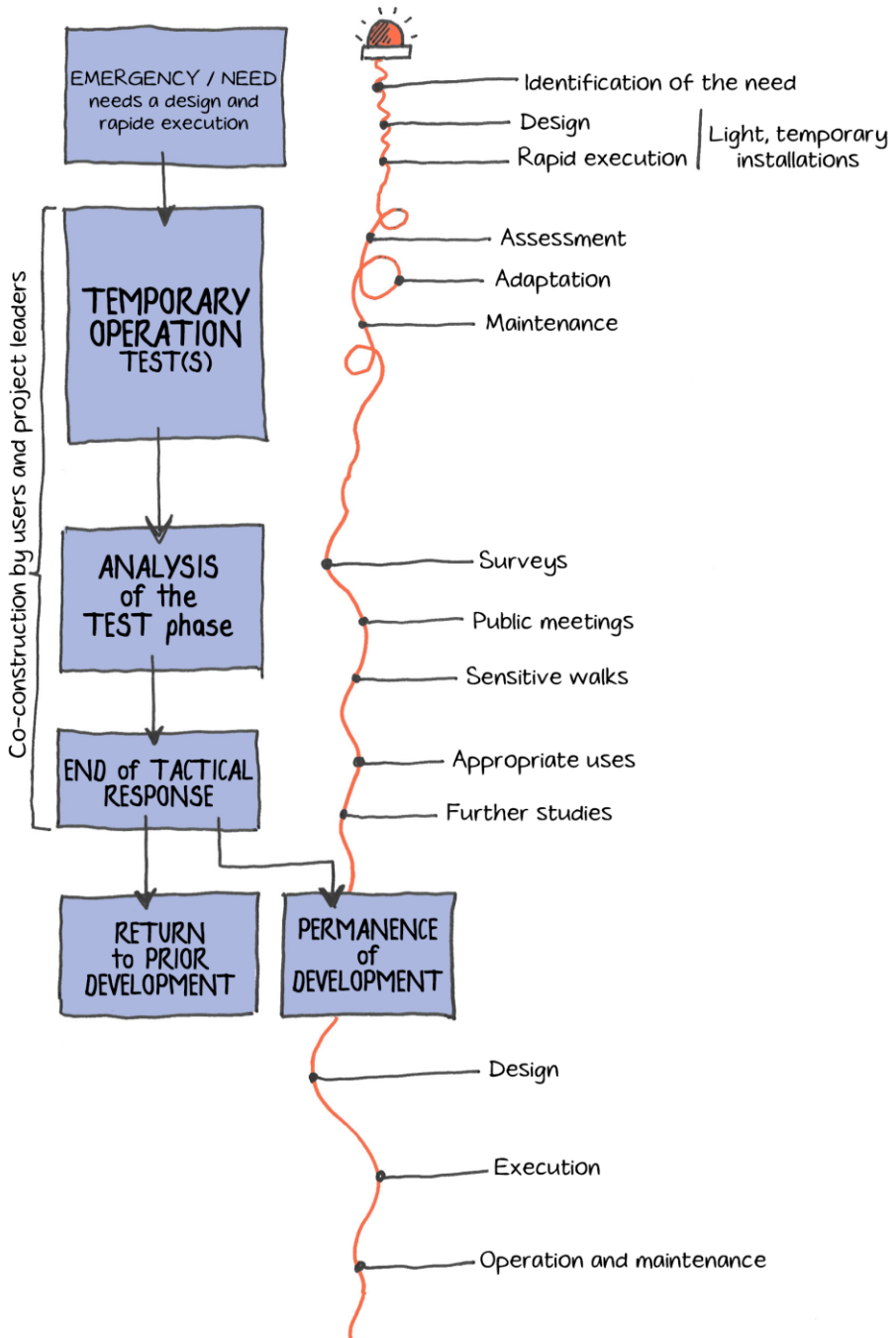
<sup>11</sup> Some 'Covid' temporary urban developments were quickly removed as they did not meet a clearly defined objective. Making the temporary project part of a strategic approach will have more chance of it becoming permanent (final development, replicability of the design and integrated project method, etc.).

<sup>12</sup> For example, the AMI Urbanisme transitoire of the Région Île-de-France or the AAP ADEME Marche du quotidien are two existing facilities that may be contacted (on the date of drafting of the guide). They are subject to change.

# TRADITIONAL APPROACH

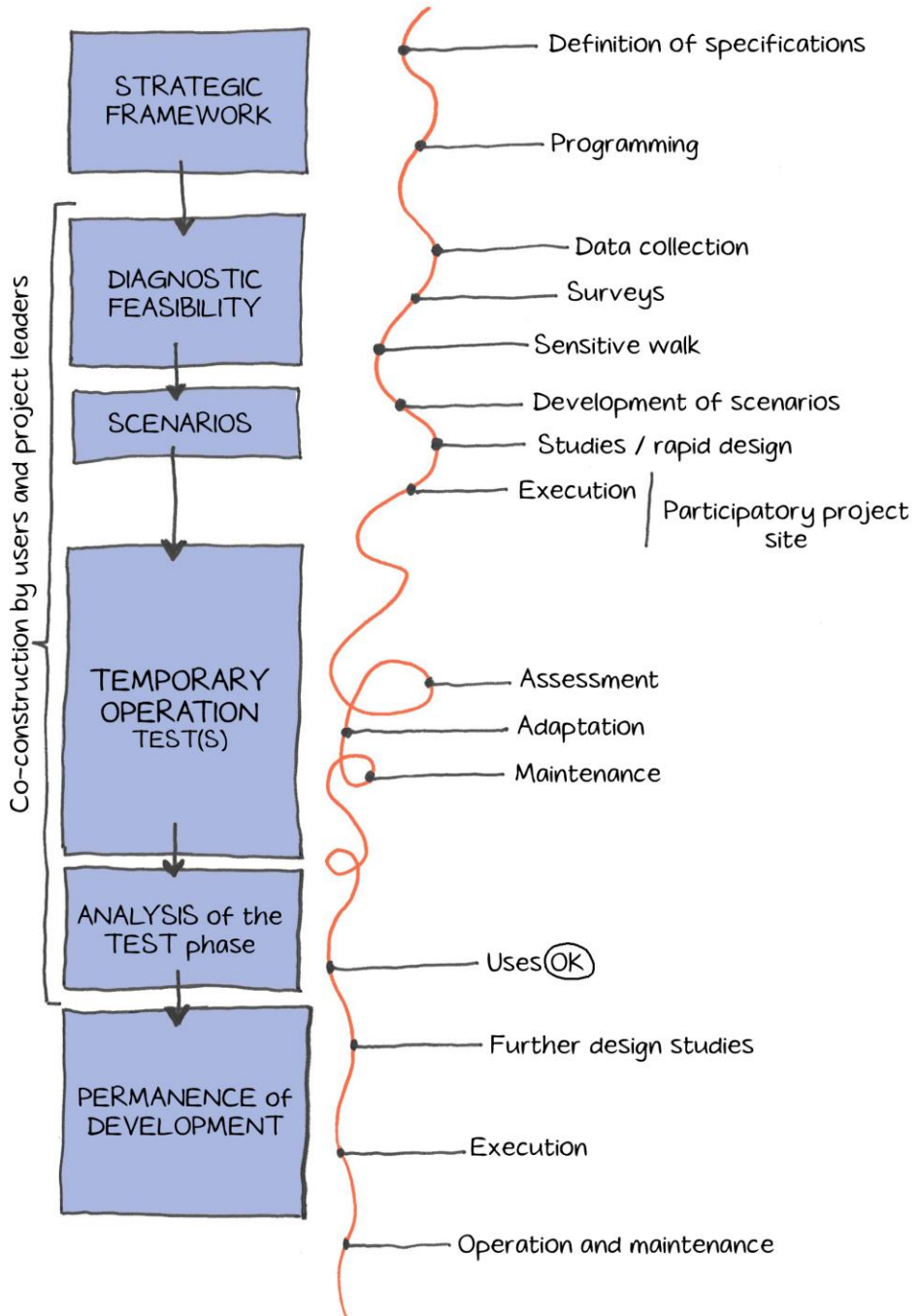


# TACTICAL RESPONSE





# TACTICAL STRATEGY



# The tactical approach under the magnifying glass

The tactical approach can be perceived as a type of relaxation of the traditional public space development process or a complementary approach. It brings with it a change in the way of designing public spaces moving from treatment in terms of infrastructure to treatment by use. The tactical approach requires more co-construction, back and forth and experimentation in each phase. The stages of the project interact and fuel each other.

## The tactical response

The definition of a public space project using the tactical approach may respond to a specific problem such as a conflict of use, a high accident rate or an emergency, etc. Following the example of the temporary installations rolled out during the health crisis, the tactical approach offers tools for moving more quickly to the execution of a project without having to undergo often long study and diagnosis, programming and design phases (sometimes vital for certain large-scale projects). Whether through the technical departments of municipalities or private companies, temporary installations are implemented very rapidly to become usable. Participatory projects can enable users and the population to be included in the implementation even.

During the temporary (more or less long) operating phase, an evaluation of the installations may make it possible to adapt or adjust them. It will also enable the future programming to be influenced and even the project potential to be revealed with a view to its sustainability. A mediation facility may intervene to organise the site which is the subject of the project and collect opinions. This phase may last some time. Therefore, the choice of materials used and maintenance are essential elements for maintaining the installations throughout the temporary phase.

## Tactical strategy

A public space project using the tactical approach may be drafted within the framework of a strategy. It is then a more flexible adaptation of the traditional process of public space development at one or more sites.

In this manner, scenarios may be deployed and subjected to the test of temporary operation. A specific stage is therefore dedicated to testing. Scenarios are implemented more rapidly. An evaluation makes it possible to adjust the amenities proposed during this test phase. Participatory projects can enable users and the population to be included in the implementation even.

After an analysis phase, it may be decided to make the installation permanent and conduct further design and execution studies.



Credit: Maximilian Gawlik, L'Institut Paris Region.





Credit: Piazza Sicilia: Municipality of Milan.

# 2

## Experimenting using the tactical approach

This second part presents several key areas in the implementation of a public space project using the tactical approach in the form of thematic factsheets. Covering active mobility modes, as well as aesthetics, maintenance and accessibility, these factsheets propose courses of action, whilst highlighting certain watch points. They are illustrated by examples of exploitable solutions and close-ups of projects.







Credit: Maximilian Gawlik, L'Institut Paris Region.

## Why address mobility?

The transport sector is the biggest issuer of greenhouse gas emissions accounting for one third of national emissions (excluding the airline industry). And cars are one of the primary sources of emissions: local journeys of less than 80 km represent 70% of transport emissions alone.

Abstinence in terms of motorised travel is vital for complying with climate commitments. Active mobility is a good alternative in a number of cases. Active travel modes (walking or cycling) offer numerous advantages. They are more respectful of the environment, more economical and offer more health benefits.

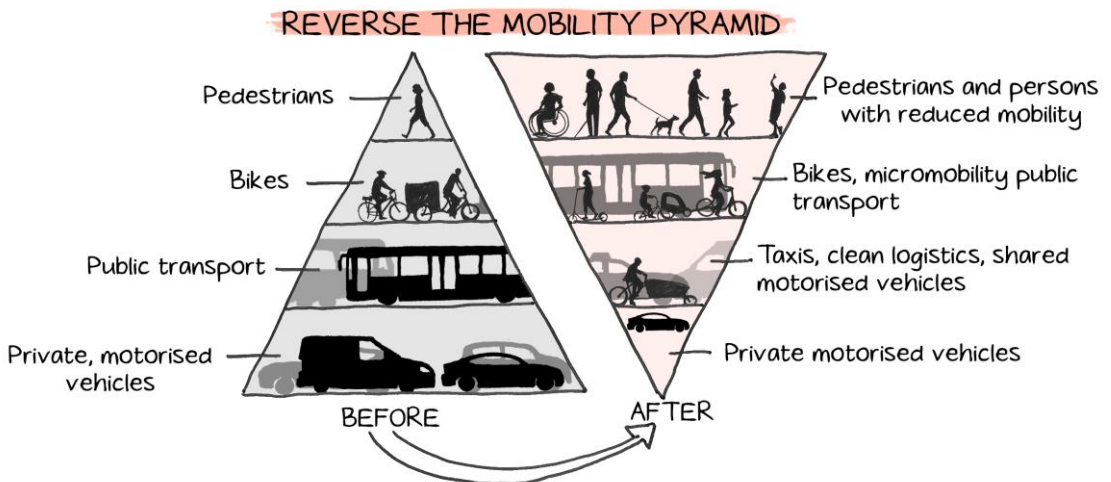
Finally, designing public spaces to promote active travel modes with a better modal sharing of the roads is a guarantee of appeal and improvement of quality of life.

# Active mobility modes

Increasingly, the inhabitants of towns and villages aspire to profit from public spaces: reclaiming squares, occupying vibrant, attractive centres, giving more space to the living, reconnecting with nature, rethinking town planning in terms of children and the elderly...and being able to move around freely and comfortably.

With this awareness of existing and future uses of public spaces, walking and cycling are once again gaining importance as priorities at the crossroads of all current challenges from the more local to the global:

- Reducing traffic in public spaces to create a favourable ambience for pedestrians;
- Creating the conditions required to accommodate mixed uses, connecting all means of travel;
- Working towards a better reception and greater resurgence of the public in public spaces such as children, senior citizens and persons with reduced mobility, etc.;
- Greening and removing impervious ground surfaces, tackling urban heat islands;
- Discouraging a sedentary lifestyle, acting to preserve mental health;
- Enabling children and the elderly to travel autonomously;
- Aspiring to co-exist, gaining in sociability and in safety;
- Building an attractive living environment;
- Favouring local trade;
- And creating a vibrant town!



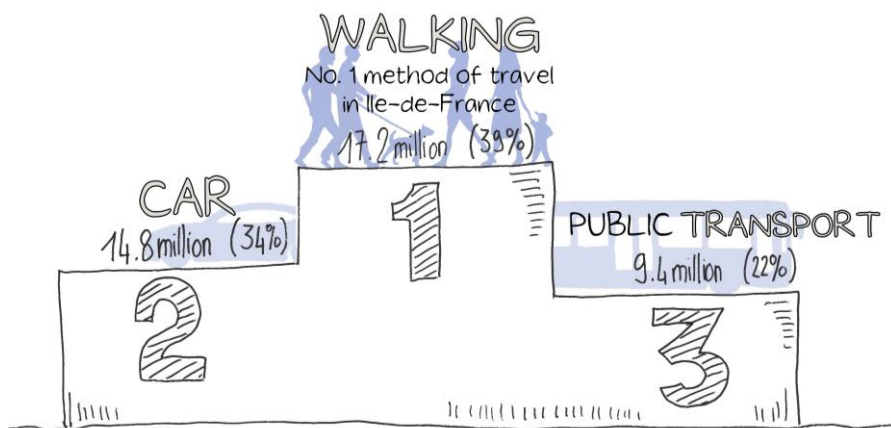
In accordance with the article The Conversation "Mobilité: et si on remettait le piéton au milieu du village?" by Christelle Bortolini Mathieu Chassignet (ADEME): <https://theconversation.com/mobilite-et-si-on-remettait-le-pieton-au-milieu-du-village-221053>.

# Pedestrian mobility

## Principles and challenges

The fundamental qualities of a walkable town, that is, which guarantees good conditions for travelling on foot are:

- Connectivity and permeability of routes: a dense grid of roads allowing pedestrians to limit detours and offering them several routes. Streets enabling direct, safe and pleasant routes are more attractive and more highly frequented by pedestrians.
- The compactness of an urban area (urban islands measuring 60 to 120 m), as well as streets in a grid pattern at regular intervals, ensure a better porosity of the built fabric.
- City dwellers walk more when the streets and the pedestrian facilities connect the main destinations of the town and combine several destinations at the same time (stations, local businesses, administrative buildings and education and sports facilities for example).
- The incentive to walk is highly dependent on the housing density and land use mix. The co-presence of services and facilities makes it possible to meet the different needs of walkers such as stopping, drinking and eating whilst at the same time offering them points of interest and landmarks in the space (drinking water fountains, men's and women's public toilets and regular seating, etc.). Proximity of the place of residence or work to the public transport service is an incentive to walk.
- In addition, the incentive to walk involves a judicious location of buildings on their sites and good integration in the environment. From this point of view, marketing activities play a critical role.
- The presence of vegetation, green spaces and river banks contributes to the improvement of the urban ambience of the space and, therefore, makes it more attractive. For example, planted or green streets prioritising pedestrians make it possible to establish nature in the town and, therefore, to contribute to its cooling whilst combating air pollution.
- Perceptual aspects such as safety and aesthetics are important factors for encouraging or compelling people to walk. Pollution, noise and street violence are sources of environmental stress over which pedestrians have little or no control except for the choice of their routes.



Figures for Île-de-France. Design inspired by the Chronique de la marche et de l'espace public n°1, L'Institut Paris Region : <https://www.institutparisregion.fr/mobilite-et-transports/modes-actifs/chroniques-de-la-marche-et-de-lespace-public/gardons-les-pieds-sur-terre/>.



In order to establish an environment that is conducive to walking, the first stage consists in lowering motorised vehicle traffic speed and reducing traffic. This requires a review of the traffic plan. It may be necessary to prohibit transiting traffic on certain streets or routes. A second stage consists in working to reduce traffic in all districts in favour of pedestrians.

Some towns have chosen to move to a 30 km/h limit on the roads in the first place, maintaining a 50 km/h limit on some major routes if necessary. However, most municipalities begin by defining a number of 30 km/h areas before taking the leap to a generalised 30 km/h limit.<sup>13</sup> 'An evaluation of the generalisation of the 30 km/h limit presents two main interests. On the one hand it makes it possible to understand the effectiveness of the measure and on the other to feed communication to users.' Cerema recommends consulting the population on developments rather than on the principle of generalisation of the 30 km/h limit.

The challenge of a consultation is essential for walking with the difficulty of successfully building a representative sample (via associations or citizens, users? using which tool?). It should be noted that the Place aux piétons group of associations offers a survey of walkable towns inspired by the model used for cycling towns.<sup>14</sup> This survey provides information on the feelings of respondents towards the public spaces that they use and makes it possible to identify the weak points. It gives rise to a classification of towns according to their walkability.

## Raising awareness of walking<sup>15</sup>

- By developing sites to be appropriated by pedestrians, town squares for instance, with furniture to be created via participatory projects, it is possible to understand a change in district over the long term (e.g. council policy priority district (QPV)<sup>16</sup> project of Villeneuve in Grenoble);
- Raising the awareness of the stakeholders in an area as to the challenges of public spaces may be carried out during a walk (within the framework of an urban or mobility project). These exploratory walks may be carried out to appeal to the needs and knowledge of uses of citizens (local residents or users). For example, walks have been carried out by the SNCF with women who need to go to the station every day in order to understand their difficulties and to identify the solutions that can be envisaged. An exploratory walk is a simple and effective tool that can be the basis of a shared diagnosis or a first stage in a consultation process. Walks make it possible to pool individual knowledge, debate it and build collective knowledge taking account of the multiplicity of uses of the site and points of view. It is a fun tool which highlights the voices of citizens;
- Beyond public space developments, the tactical approach may be deployed in an event and/or educational activity (such as the *streets for kids* [*rue aux enfants*] programme or *Protegit les escoles* in Barcelona);
- Other initiatives are in the process of development or revival through individuals or associations: adventure playgrounds,<sup>17</sup> rambles organised for young people to discover their district or town, treasure hunts and hikes with friends, etc.

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13 See the Cerema study which takes stock of the 30 km/h limit towns: <https://www.cerema.fr/fr/actualites/politique-generalisation-du-30-kmh-rapport-du-cerema-retour>.

14 1st edition 2021, 2nd edition 2023: <https://www.placeauxpietons.eu/>.

15 For more information, see the ADEME guide 'A pied d'œuvre. Mettre les piétons au cœur de la fabrique des espaces publics': <https://librairie.ademe.fr/urbanisme/5998-a-pied-d-oeuvre-mettre-les-pietons-au-coeur-de-la-fabrique-des-espaces-publics.html>

16 QPV : Town council policy priority district.

17 For more information, see the 'Making space for all members of the public' chapter of the guide on p. 49.



Credit: A. Poillet, City of Grenoble

### QPV participatory project

The organisation of participatory projects may prove a considerable aid in involving the general public in a renovation or modernisation project for a district developed over the long term. The council policy priority district of La Villeneuve in Grenoble tested this in 2019 after a period of consultation on the modernisation project. Many women and young people in the district came to help with the DIY over 7 days to build a pergola, and take part in play, gardening and restaurant activities, etc.



Credit: M. Gawlik, L'Institut Paris Region

### School streets

The presence of primary schools is a good argument for limiting traffic in public spaces so as to guarantee the safety of children in the surrounding area. Many towns have initiated programmes to reclaim these school streets (Lyon, Bordeaux and Paris, etc.) but also villages and medium-sized towns that wish to revitalise their centres. As soon as the configuration of these streets allows it, the road is closed either for class arrivals/departures or entirely. In the absence of pedestrianising authority, a limited traffic area may be planned.



Credit: A. Lacouchie, L'Institut Paris Region

### Metropolitan pedestrian plan

Tactical amenities or events can be versions of policies that have been initiated and planned. Pedestrian plans propose a local diagnosis of walking and public spaces but the actions recommended will be better understood and integrated if they take account of users' opinions and raise their awareness of the emergence of a new culture favourable to active travel modes.

Pedestrian plans exist at metropolitan level (Strasbourg and Bordeaux, etc.) and municipalities have drafted plans or blueprints for walking. Although planning is not yet operational across all regions, tactical experiences can also lead users to become aware of their uses of public spaces and claim other uses for a more tranquil quality of life.



Credit: C. Legenne, L'Institut Paris Region

### **A public bench for a welcome rest: mobility without travel**

The association for the promotion of public benches, Bankkultur, was founded in 2016 in Lausanne by Renate Albrecher, of the urban sociology laboratory at the École polytechnique fédérale de Lausanne. Providing some hospitality committing to sharing the contemplation of landscapes, they are worth listing and marking on maps. Their tourist, social, public health/mobility potential remains under-exploited. Collaborative maps could be initiated in France following the example of Switzerland.



Credit: Oscar Galt, Barcelona City Council

### **Protegim les escoles in Barcelona**

The Protegim les escoles programme in Barcelona makes it possible to reclaim space on the roadways in front of schools depending on their type. It was initiated by local associations, inhabitants and schools. Often light and inexpensive solutions (ground painting, movable furniture and games, etc.) are installed, traffic speed is reduced on very busy roads and vehicles are removed when possible. This new space benefits young people and families so that they can meet.



Credit: Anders/ Adobe Stock.com

### **Sneckdown or how to reduce highway footprints**

Oversized urban crossroads make it possible to drive at an excessive speed in towns and make roads more difficult to cross for pedestrians. American urban planners use snow episodes to take snapshots of the tracks left in the snow by pedestrians and cars to see the redevelopment opportunities such as the creation of safe crossing islands and the widening of pavements (and to consider the absorption of rainwater by the ground). In the absence of snow, this solution can be reproduced using flour, chalk, even whitewash used during heatwaves to prevent the deterioration of highways and minimise the effect of heat without damage to the environment.

## Watch points

- The more public spaces accommodate a wide range of civic, cultural and communal activities (markets, open-air arts and performances and sports activities, etc.), the more these spaces will be defined as urban and provide incentives for their occupation by users, inhabitants and visitors.
- The services provided to pedestrians should not be neglected, not only for their mere convenience but also for their necessity in certain situations: lighting<sup>18</sup> the shade required in summer, water points, public toilets, seating and café terraces, etc. These all contribute to the atmosphere and urban comfort.
- Seating should be designed at municipal or inter-municipal level to guarantee minimum conditions for the mobility of senior citizens. Likewise, the quality of coverings must be guaranteed over time.
- Accessibility cannot be overlooked as it is a legal obligation.<sup>19</sup>
- The health crisis and the temporary installations realised in a hurry showed that particular attention must be given to the potential obstacles that these developments may represent for persons with impaired vision, wheelchair users or persons with pushchairs. Instead of reducing the comfort of these users of public spaces, who are often penalised, temporary installations should be to their advantage.<sup>20</sup>
- Spaces where pedestrian priority is key must be respected in order to limit conflicts of use between cyclists, scooters and motorised vehicles.
- After decades of vehicular occupation in public spaces, citizens' approval should not be deemed acquired or otherwise. Consultations must be held but in the majority of cases testing will need to be carried out by organising events or temporary structures to obtain information on the constraints on uses generated and opinions.
- With the perpetuation of the public space design, particular attention must be paid to the choice of materials, urban furniture, use of trees, plants and green spaces bearing in mind the opinion of the site inspectorate or French architects.

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18 For more information, see the 'Lighting design' chapter of the guide on p. 59.

19 See <https://handicap.gouv.fr/accessibilite-universelle?source=2b2a105a-51d1-4e71-82ee-b2a5fac95ea1>.

20 For more information, see the example of 'Safe Streets for Seniors' in New York p.74 or 'Essential Places' in Oakland, L'Institut Paris Region, L'expérience de l'aménagement temporaire d'espace public, 2022, p. 16



## Courses of action

Facilitating active mobility involves a reduction of the area dedicated to motorised journeys, above all, but, in detail, designs favouring active travel modes can have multiple configurations.

### Sustainable mobility plans

Before implementation in the field, pedestrian or cycling plans contribute to the consideration of active travel models and structuring of a local journeys grid in order to highlight weak points and ensure the continuity of the network, in particular, inter-regional continuity. Some local authorities have implemented cycling plans (Grand Paris Seine Ouest) or walking plans (Plaine Commune, Strasbourg pedestrian plan). Other routes exist for improving active mobility for example through traffic plans which should be reviewed to offer city traffic calming measures (top-to-tail one way routes and contra flow bike lanes, etc.) In all these framework documents, the tactical approach can be a lever for action.

### Operational examples using the tactical approach

#### DEDICATED DEVELOPMENTS

##### Bike lane



Credit: M. Gawlik, L'Institut Paris Region.

This installation reserved for cyclists is found at street level and is characterised by a longitudinal line or specific marking that separates it from other lanes. Signage is sometimes completed by cyclist pictograms and arrows indicating the direction of traffic. A temporary bike lane operates like its permanent version but is generally permitted by the narrowing of the extra width of a traffic lane.

##### Cycle track



Credit: M. Gawlik, L'Institut Paris Region.

This installation generally operates thanks to the clearing of an entire traffic lane for bidirectional tracks. For single direction tracks on either side of the road, the narrowing of the roads on both sides is sometimes given priority, as for the bike lanes. However here, a flow separation takes place thanks to isolation of the road traffic (posts, dividers, barriers, urban furniture, etc.) as well as signage (horizontal line and bike pictogram on the ground and signs). According to the context, a cycle track may occupy an atypical space such as a very wide pavement but this option is to be avoided if possible.

## SHARED SPACES



Credit: M. Gawlik, L'Institut Paris Region.

### Green routes

These are mixed spaces reserved for active travel modes (with exceptions for certain motorised vehicles). A specific sign for green routes is generally erected. Walkers, cyclists and micromobility users share the space. Sometimes they have urban furniture as shown here on the banks of the Seine in Paris. In a reversible way, the entire road has been closed to cars here and transformed by light solutions such as ground painting.

### Bicycle boulevards



Credit: M. Gawlik, L'Institut Paris Region.

This is one or a set of routes with mixed bike/car traffic. Whilst accommodating (exclusively local) motorised traffic and without recourse to separate cycling facilities, a bicycle boulevard may form part of a structuring cycling network as it offers a good level of service to cyclists. This system is only possible for a restricted level of traffic and restrictive measures for motorised traffic are absolutely necessary. A temporary development may prefigure a long-term bicycle boulevard that also alters the road widths, parking spaces and pavements, etc.

### Shared zone and 30 zone



Credit: M. Gawlik, L'Institut Paris Region.

From a regulatory point of view, a bicycle boulevard is consistent with the 30 zone status. Therefore, all other shared and traffic controlled zones authorising the sharing of the road between active travel modes and motorised vehicles may be treated initially with tactical solutions like the bicycle boulevard. There are multiple development possibilities but the safety and visibility of all non-motorised users must be taken into account. Only the pedestrian area/street forms an exception: in these areas (often busy shopping streets), even cyclists are requested to dismount from their bikes to ensure the safety of pedestrians or playing children!

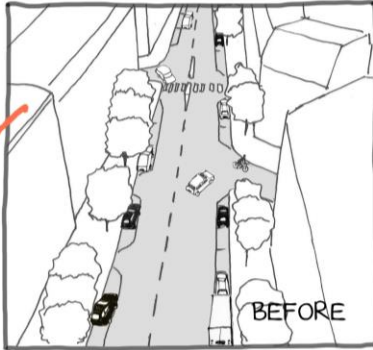
Other, more specific, temporary facilities exist for the benefit of active travel modes: road spaces claimed as a result of the narrowing of the traffic space at the level of intersections and the occupation of parking spaces where bike racks or benches may be installed for example.



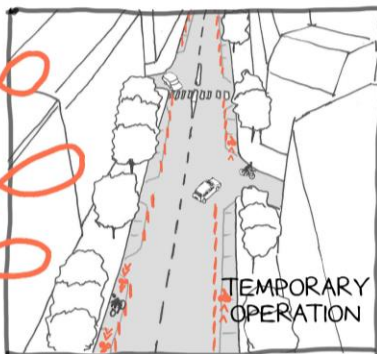
Credit: Maximilian Gawlik, L'Institut Paris Region.



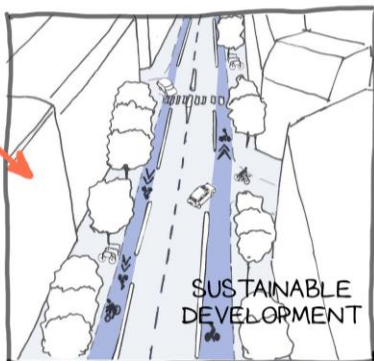
# DEVELOPMENT of a CYCLE TRACK using the tactical approach



- An obsolete 'vehicle town' model.
- Active travel modes that are developed in intermediate spaces.
- A considerable space dedicated to traffic and vehicle parking which is restrictive for other travel modes (pedestrians, bikes and buses, etc.)



- A temporary development redistributes the road space more fairly with the other uses.
- A safe cycle track without modifying the road.
- Guaranteed legibility with posts, bollards, barriers and visible paint (e.g. yellow).
- The development is adapted during the process (dimensions, angles and speed, etc.)



Following the experimentation, the development may be removed or made permanent, in the latter case it may be:

identical to the test phase with more robust dividers and marking that changes from yellow to white.

Similar with redimensioning, renewal of the covering, new marking, new dividers.

different with a change in the road from façade to façade e.g. with a major project (bus, tram using dedicated infrastructure) or with another cycling installation (bicycle boulevard, green routes, etc.)



# Cycling mobility

## Principles and challenges

The health crisis showed the extent to which the tactical approach could be a driver for improving conditions for cyclists. In record time, it was possible to make dangerous intersections safe, build new infrastructure (sometimes on former parking spaces or on highways) and create bike parking places, etc.

More generally, the tactical approach also allows localised bike routes to be made safe or even cycle tracks to be established pending major works. By their very nature (regulations and dimensions), temporary cycle paths can also serve micromobility users.<sup>21</sup> Temporary paths for cyclists often appear during periods of works when a cycle track or bike lane is closed off and a deviation on the road proposed. More and more temporary cycle paths are used pending structural road projects, to test or prefigure new types of developments or to propose an alternative route temporarily. Temporary paths favourable to cycling mobility may relate to road systems, of a linear type, implemented or managed by the highway departments (e.g. Strade Aperte in Milan).<sup>22</sup> They may also be specific and work towards cycling mobility, such as during the redevelopment of squares (more general transformations) or intersections (e.g. the Croix de Chavaux in Montreuil).<sup>23</sup>

## Developing a bike culture

Beyond cycle paths, the tactical approach can also work towards improving cycling mobility by other means.

Events and education can be vectors for developing a real bike culture, in particular for the very young: bike schools, bike bus, event closures (e.g. Ciclovía), organised bike rides proposed by associations or local authorities.

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21 Scooters, roller blades, skateboards, unicycles and segways, etc.

22 In L'Institut Paris Region, L'expérience de l'aménagement temporaire d'espace public, 2022, p. 33.

23 In L'Institut Paris Region, Aménagements urbains temporaires des espaces publics, 2020, p. 62.



The Ciclovía in Bogotá is a good example of a regular event promoting active mobility. It involves closing the main roads of the city on Sundays so as to open them up to walking, cycling and children's play, etc. So cycling is promoted from a very young age within a traffic controlled context.

L'Institut Paris Region, *L'expérience de l'aménagement temporaire d'espace public*, 2022, p. 18.

Credit: Paul Lecroart, L'Institut Paris Region.

Established in Barcelona, the bike bus or *Bicibus* is an initiative that enables a group of children to cycle from their homes to school, accompanied by adults. Just like a bus, it follows a defined route and timetable. The routes of the bike bus lines are selected according to where the families live. Once or several times a week, the children assemble at the meeting points with their parents and then leave in a group for their schools. Generally, parent teacher associations (APE) are responsible for the organisation and coordination of the rides. The children themselves form the head of the Bicibus whilst the parents make the intersections safe. Sometimes a police vehicle travels at the end of the group. This regular activity contributes to improving the autonomy of children, promoting mobility by cycling and is beneficial to children's health. In Barcelona there are a number of Bicibuses and the model is now used in other Spanish and European towns also.



Credit: Maximilian Gawlik, L'Institut Paris Region.



The health crisis has accelerated the transformation of roads in the Paris conurbation, thanks in particular to the tactical response of 'coronapistes' or pop-up bicycle lanes (2020 and 2021). Despite the removal of some facilities, this new way of 'doing' things has become part of the practices of a number of local authorities. Approximately 160 km of temporary paths have been made by them. The City of Paris alone has developed more than 50 km which have now become permanent paths. Since that time, the municipalities have continued to develop cycle paths on a temporary or permanent basis.

The Région Île-de-France uses the tactical approach to execute its Vélo Île-de-France network (initially proposed by pro-bike associations, grouped into the Collectif Vélo Île-de-France). The option of temporary paths is integrated in its specifications and financing system. When it is not possible to execute a section of line of this network in the immediate future, a short-term variant can then ensure the continuity of the route. As from 2020, pro-bike associations have also put up temporary campaigning signage to prefigure the network.

The Department of Seine-Saint Denis has established semi-permanent temporary cycle tracks with more sustainable systems, pending the structural transformation of departmental highways. At certain sites, specific intersection developments, such as securing the Pompadour crossroads in the Val-de-Marne, have also been important in contributing to a significant improvement of cycling mobility.

On a different note, the tactical approach was also visible during the Paris Olympic Games in 2024. Approximately 400 km of cycling network were established, 105 km of which in Paris and Seine-Saint-Denis, connecting all the sites of the competition and celebration. Temporary ground marking and signage were established to enable visitors to navigate their way around the space and return to these sites. For better parking, thirteen thousand additional bike parking places and pop-up 'vélib' (bike-sharing service) stations were installed temporarily in the huge car parks around these Parisian and Dionysian sites. Floating walkways were created. ('Les Olympistes, un réseau cyclable pour l'été 2024' APUR Note no. 256). Self-service bike services increased their fleet and 3,000 additional Vélib' bikes were put into service. The legacy for bikes will be significant.



Credits: Maximilian Gawlik, L'Institut Paris Region.

Credit: Maximilian Gawlik, L'Institut Paris Region.



## Watch points

- Potential conflicts of use, in particular between cyclists, pedestrians and motorised vehicles should not be overlooked. This may impact on the duration of the temporary facility, for example, which may be removed without having been tested for long enough.
- The permanent safety of all users must be guaranteed. Vertical solutions (concrete, wooden or plastic elements) can easily be moved and create an obstacle for other users or for the cyclists themselves.
- Temporary facilities have a limited life cycle. Plastic or wood may degrade very rapidly particularly when exposed to daily traffic. Sometimes, these solutions last longer period than initially envisaged, despite everything. Therefore it is vital to consider upkeep (cleaning, removal of dead leaves, snow or obstacles), as well as renewal (repainting, replacing damaged or broken furniture, making repairs).
- Safety and comfort are absolute priorities. The type of facility and quality of the materials must be adapted: some lower quality coverings (damaged surrounds, paving or slabs) may seem acceptable for temporary projects but standards should be the same as for permanent solutions. Validation of projects by bike users, particularly represented by associations, helps to find the best facility.
- The aesthetics of temporary facilities must be taken into consideration to facilitate both the approval of citizens and the different services (site inspectorate, Bâtiments de France architects, etc.) Solutions derived from highway or project language (yellow paint, plastic posts, concrete barriers, etc.) can be avoided.
- The main advantage of the tactical approach in the service of cyclists is the very rapid proposal of a safe mobility solution. This type of facility is generally very economical compared with permanent facilities. However, it should be specified that the final costs depend on the type of facility and its projected life cycle.



The rue de Rivoli in Paris has been changed significantly for the benefit of bikes since the health crisis. During the Paris Olympics and Paralympics, it housed a giant pop-up bicycle parking site. Credit: Maximilian Gawlik, L'Institut Paris Region.





Friedrichshain-Kreuzberg *PopUp Bikelanes* in Berlin cost between 10,000 and 12,000 euros per km to build and 10,000 euros per km to maintain (projected cost in 2020).

In Berlin, the developments were very light and remained in place longer than planned. Therefore maintenance costs rose from 10,000 to 15,000 euros per km in 2021 (in particular during the winter period).

L'Institut Paris Region, *L'expérience de l'aménagement temporaire d'espace public*, 2022, p. 26.



Barcelona, Superilla Poblenou. Credit: Josep Maria de Llobet, Barcelona City Council.

# Aesthetics and maintenance

When we talk about the tactical approach, we think of 'quick' aesthetics. This term is taken from designer Alexandre Mussche's expression 'forme quick'. This aesthetic borrows a language and materiality that may be derived from street or project vocabulary. However, this language does not always fit well in the landscape and sometimes reminds us that pedestrians are not routinely welcome.

During the health crisis, numerous temporary facilities took this form. One of the reasons for the mass, uniform deployment of such solutions was the urgency with structures often being established by the technical highways departments. The call for external contractors via purchase orders was also preferred owing to budget restrictions, favouring a common language symptomatic of Covid (concrete dividers, metal barriers and yellow paint). The recycling and DIY aesthetic<sup>24</sup> sometimes criticised (using pallets, flowerpots and wooden planks, etc.) and found in certain transitory urbanism projects also forms part of the imagination of the tactical approach.



Yet, this 'forme quick' is not inevitable. Irrespective of there being a real challenge to ensure that the design is attractive but above all intelligible, the tactical approach can also be the time to test aesthetics and make public spaces appealing. Solutions and a language adapted according to the target audience (pedestrians and cyclists, etc.) will influence the success of a development and, therefore, its potential to be permanent (whatever its form).

## Temporary solutions available



24 Mickaël Correia, L'envers des friches culturelles. Quand l'attelage public-privé fabrique la gentrification, Revue du Crieur, no. 11, 2018.



Besides the 'project' or 'highway' language, the range of available solutions for a temporary functional and pleasant development is very rich.

## Paint and signage

Testing colours and navigating: paint, pictograms, signs and breadcrumb navigation, etc.



## Dividers

Making users safe: posts, reinforced concrete blocks or plastic barriers but also low rubber dividers and tactile strips, etc.



## Functional urban furniture

Providing additional services: repair kits, bicycle racks, foot rests, meters, speed bumps for cars, bus through-pass platform and seating, etc.



Credits: Maximilian Gawlik, L'Institut Paris Region / Comune di Milano (Via Spoleto/Via Venini, top right) / Comune di Milano (Via Pacini, bottom right)



## Urban furniture as an amenity

Providing installations for comfort and play and bring coolness and greenery to public spaces: plant pots, benches, lighting and misters, etc.



Credits: Maximilian Gawlik, L'Institut Paris Region.

## Using colour as a graphic identity

Ground markings and colour can be an opportunity for inventiveness: making public spaces playful and more colourful. In some cities such as Barcelona or Milan (Piazze Aperte),<sup>25</sup> the choice of colours reveals the identity of the municipality and makes public spaces more vibrant (such as in Le Pré-Saint-Gervais)! It may also be a chance to test more ecological coverings or materials.



Place Séverine in Le Pré-Saint-Gervais (93). Credit: Maximilian Gawlik, L'Institut Paris Region.

<sup>25</sup> L'Institut Paris Region, L'expérience de l'aménagement temporaire d'espace public, 2022, p. 33.

## Maintenance

Tactical developments may be more prone to deterioration. By anticipating the time required to implement them as much as possible, the quality of the materials to be used can be adjusted for the best result: type of wood and type of paint, etc. Their maintenance (minor repairs, strokes of paint and, replacement of plants or materials, etc.) must be planned and may be the subject of small participatory projects or activities proposed for inhabitants. By involving users and populations in the maintenance of public spaces, it is possible for everyone to appropriate them. However, this must be supervised to work. The example of the participatory greening project on rue Kléber in Bordeaux,<sup>26</sup> mainly inhabited by students who come and go each year, shows the lack of upkeep of its greened spaces over the years due to insufficient communication and an almost non-existent process of transmission despite an initiative led by a gardener/mediator, the City and the inhabitants.

On the question of aesthetics, a participatory project can allow users and inhabitants to put forward their ideas and become involved in defining their public spaces. This is the opportunity to create a social connection between everyone and to understand certain ways of designing, repairing and to benefit from the transmission of artisans' skills (gardening, carpentry and re-use, etc.) The recycling aesthetic can then be further promoted since the population will have invested in the creation of the developments.



Parvis de Biencourt, Le Sud-Ouest borough, Montreal. Credit: City of Montreal

## Sensory perception

The question of the sensory perception of public spaces also involves aesthetics. The choice of the layout of facilities or particular colours must be made according to the clear understanding of the users. These choices must not conflict with accessibility for everyone.

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<sup>26</sup> <https://www.caue-observatoire.fr/ouvrage/rue-jardin-bordeaux/>.





## A small rainbow-coloured square and 3D printed pedestrian crossings?

Experimentation with ground painting in France certainly has its limits particularly on the road owing to questions of safety (certain colours may lead to confusion with regulatory marking).

In general the use of non-regulatory signage is prohibited. However, by complying with certain rules, animated markings on roads with a limited traffic or pedestrian zone status are authorised, as can be seen in numerous examples. It is important to remember that any development exceeding the regulatory framework must obtain an experimentation authorisation which absolves the local authority of any legal liability. The experimentation application must be filed with the Ministry for Ecological Transition and the Ministry of the Interior before the development is implemented.

For more information: 'Marquages et jalonnement pour piétons. Exemples, réglementations et processus d'expérimentation' presentation by Mathis Beltrami and Cédric Boussuge (CEREMA) within the framework of the webinar 'Aménagements piétons expérimentaux : exemples inspirants et aspects réglementaires' coorganised by ADEME, Club des villes & territoires cyclables, CEREMA <https://www.dailymotion.com/video/x8rjnnl>





Sigmaringer Strasse, Charlottenburg-Wilmersdorf, Berlin. Credit: SenUMVK/Vincent Villwock.



# Making space for all members of the public

Certain members of the public have in fact been excluded from some developments of public places in favour of uses designed for an average user (man, adult, non-disabled and busy). Today, legal requirements make it necessary to consider persons with reduced mobility. The ageing society reflects upon places for the elderly and their capacity to move around or sit in public spaces. Numerous initiatives are also under way to redesign towns with children in mind.

## Continued underinvestment in universal accessibility

The area of universal accessibility seems to be a point in which the tactical approach and, more generally, public spaces invest very little.

The accessibility of persons with reduced mobility was not always taken into account in the establishment of temporary facilities during the health crisis. For example, temporary terraces established during the health crisis complied with light installation rules, for the most part, but overall they formed a new barrier for people seeking to cross the roads.<sup>27</sup> In Paris, it was possible to see that the extensions of terraces were not adapted specifically, for example. They did not seem to correspond to standards and sometimes even cluttered the space, making access impossible for persons with impaired vision or reduced mobility.

The rapid implementation of temporary facilities offered by the tactical approach should not overshadow the necessary consideration of universal accessibility. On the contrary, it is an opportunity for testing whether the developments proposed take into account all uses.

Certain cities such as Montreal are a little further ahead in respect of these issues. In 2017, a specific leaflet was drafted on universally accessible pedestrian developments in the Guide d'aménagement durable des rues de Montréal.<sup>28</sup> For Esther Kurland from Urban Design London, it is important to define basic design principles. The tactical approach could also further permit universally accessible developments to be tried out, such as in Oakland where the *Essential Places*<sup>29</sup> aim at providing a crossing for junctions and dangerous roads with simple developments accessible to all.

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27 L'Institut Paris Region, Aménagements urbains temporaires des espaces publics, 2020, p. 26.

28 Direction des Transports de la Ville de Montréal, Fascicule 5: aménagements piétons universellement accessibles, in the Guide d'aménagement durable des rues de Montréal, 2017.

29 L'Institut Paris Region, L'expérience de l'aménagement temporaire d'espace public, 2022, p. 16.

## Making public spaces for and by children

The place attributed to children in public spaces has not always been a priority. However, their presence is a sign of a project's success. More or less space is attributed to them according to the programmes. Whether a reduced-traffic or closed street where children can play, or a tactical programming designed by and for children (activities, games, ground painting). Including them in the project and testing developments by and for them is also the opportunity to create more inclusive public spaces for everyone.

### Streets for kids ('rue aux enfants')

Driven by a group of associations, streets for kids is a programme which works by means of an event. According to Denis Moreau, Vice-Chairman of the Rue de l'Avenir association, it 'corresponds to temporary uses of the road space and not to temporary developments. These temporary uses may nevertheless give rise to rather permanent developments in certain cases: pedestrianisation of school access road, cycle paths, making an avenue alongside a school facility safe, limited traffic area project, regularity of road closures (school streets) or serving as a support in the desire to encourage active travel modes for school journeys.'

Whilst these events are intended for children, they also contribute right from their preparation to proposing ideas for activities, picturing their ideal road for playing and wandering freely or explaining how they get to school for example. The real challenge is for adults and children alike to be able to cast a different eye over the public space and daily mobility practices.

These initiatives are implemented locally by associations, town councils or other organisations (Centre Communal d'Action Sociale, media library, games library, etc.) The project leader must generate a movement of stakeholders to be able to propose numerous activities during these days.<sup>30</sup>



Credit: Mélanie Dusseault, photograph for the City of Montreal

<sup>30</sup> All resources on the *streets for kids* are available in particular on the dedicated wiki site:

<https://wiki.ruesauxenfants.com/?BoiteAQutilsRAE>.

## School streets

Although the application can come from the parents of students or the educational team (via proposals in the participatory budget for example), a school street is a project driven by the municipality. It involves closing a nursery or primary school street in order to make it safe for children to access. The closure may be carried out during school arrival or departure times by a municipal order or permanently (pedestrianisation) when the type of street and its uses so permit. It is also possible to develop it into a limited traffic area (pedestrians have priority over other modes, and bicycles over motorised modes). More efforts are generally made with the designs: more colours, plants, furniture, etc.

Before the pedestrianisation or limited traffic area becomes permanent, it is interesting to go through a tactical phase to adjust the amenities or furniture and have as many participants as possible. Within the framework of a real pedestrian strategy, this initiative should be replicated in all municipal schools in order to improve accessibility to public spaces. It may also be accompanied by discussions and consultation on the school surroundings and beyond:

- Is the forecourt wide and pleasant enough?
- Are the pathways to school safe?
- Is the school playground shared between girls and boys? Have the impervious surfaces been removed and are they greened? Does it open onto a public garden?<sup>31</sup>



Rue Poulletier in Paris. Credit: Maximilian Gawlik, L'Institut Paris

*"This initiative reunites the major principles of a more welcoming town with a more healthy, more sustainable environment". \**

*"Since social distancing imposed during the health crisis, the City of Paris has set itself an objective of transforming the streets where there are schools in order to reduce air pollution and the heat island phenomenon but also of making its spaces more convivial. Limited traffic measures have already been introduced in more than 200 streets, 56 of which have become permanent measures since the end of 2023". \*\**

<sup>31</sup> <https://www.caue-idf.fr/cours-oasis>.

\* <https://www.paris.fr/pages/embellir-votre-quartier-une-nouvelle-methode-pour-transformer-paris-16364>.

\*\* <https://www.paris.fr/pages/57-nouvelles-rues-aux-ecoles-dans-paris-8197>.



## Adventure playgrounds

Far from being a formatted, aseptic play area, an adventure playground is a free play space for children allowing all types of experimentation, creativity, DIY and relaxation. It is proposed in an urban environment and can be built on wasteland or land without a particular use such as any green space at the foot of buildings. It is temporary and lasts for a few weeks over the summer. It isn't necessarily intended to be repeated every year or made into a permanent playground. However, most return more than once because they are popular.

Access to the site is unrestricted, free of charge and does not require registration but it is supervised by adults who are professional activity leaders (from the centre d'action social, town council, etc.) The children are free to choose their activity or to do nothing.



Adventure playgrounds are generally created around a group of associations and institutions. All documentation on the leisure activities or educational challenges of adventure playgrounds is online on the CEMÉA educational media library site<sup>32</sup>. The popular education association CEMÉA, which is also a training organisation is state-approved by the Ministries of National Education, Youth and Sport, Social Action, Culture and Communication and Foreign Affairs. Support may be provided by CEMÉA depending on the region or by activity leaders trained by CEMÉA.

\*\*\* Expérience du Terrain d'Aventures du parc de la Jougarelle à Marseille, by CEMEA PACA: <https://www.cemea-paca.org/actions-des-cemea-paca/terrains-daventures>.

32 <https://yakamedia.cemea.asso.fr/> et <https://yakamedia.cemea.asso.fr/univers/dossiers/les-terrains-daventures>.





Credit: Maximilian Gawlik, L'Institut Paris Region.





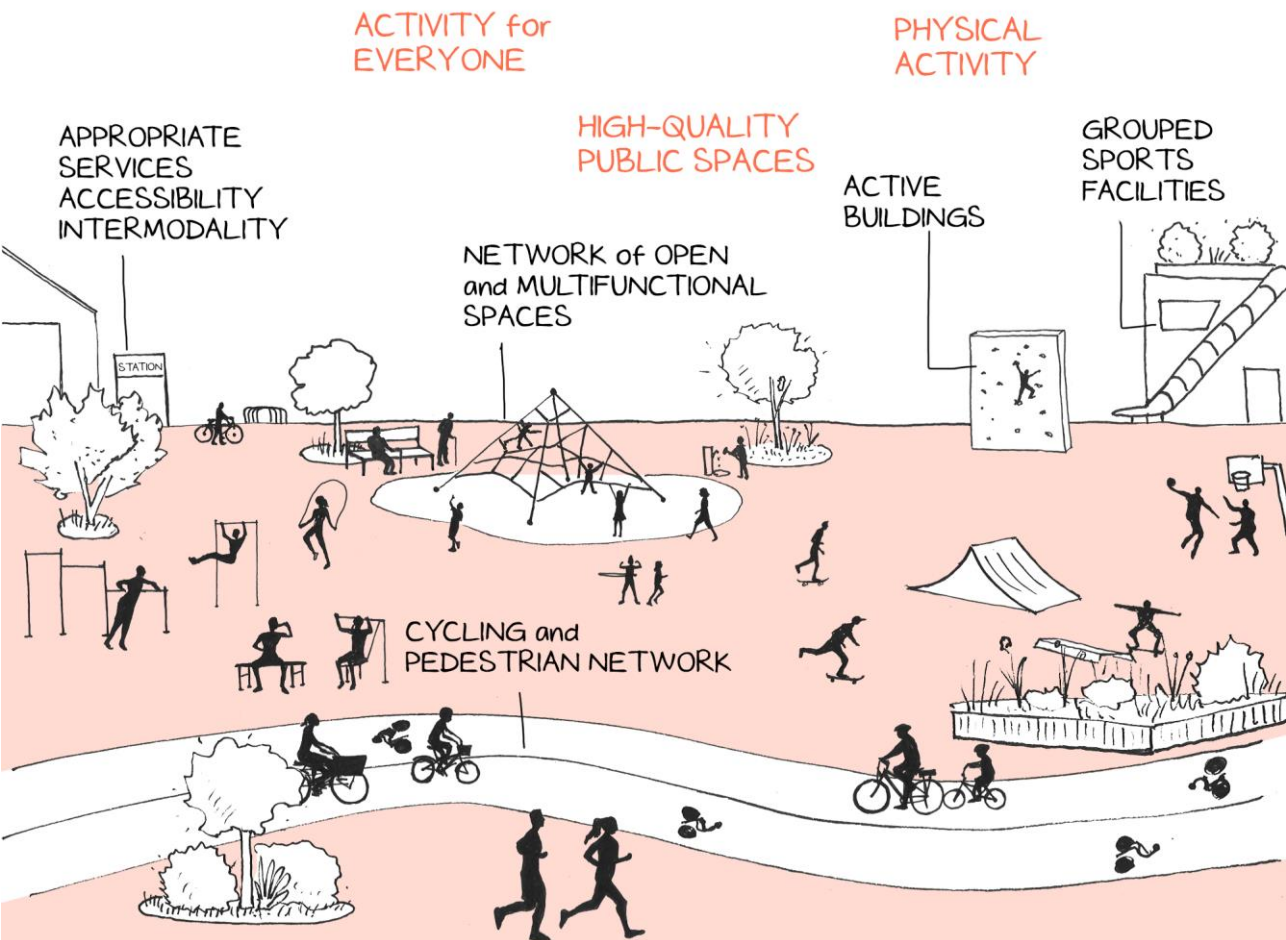


# Active design

A significant increase in pathologies connected with a sedentary lifestyle is currently being observed in western countries. Physical inactivity is a major risk factor for the development of numerous illnesses. The risk of developing serious cardiovascular problems is twice as high among inactive compared to active populations. Nearly one French person in two is overweight and/or obese (national epidemiological survey on excess weight and obesity of the Ligue contre l'obésité, June 2021). Physical activity plays a very important role in the prevention of various pathologies such as diabetes, hypertension, osteoporosis and certain types of cancer.

The active design concept proposes an adapted approach to designing towns that promotes the physical activity of citizens. The tactical approach may be used in active designs insofar as new uses are trialled with physical activity for everyone in mind.

Active design is a multidimensional urban development approach that identifies local planning and architectural design strategies, the aim of which is to develop an environment favouring healthy lifestyle habits.



## Active design principles

The active design concept is based on ten principles, which can be grouped into three categories:

### Facilitating accessibility

Within the European Union, France occupies a middle position in terms of the practice of physical and sports activities. However, considerable disparities are observed depending on age, sex, social level, geographic situation, etc. Too often, public spaces do not really accommodate the elderly, persons with reduced mobility, families with young children or pregnant women. The development of a town that is more welcoming for the most vulnerable populations will also be so for all the other population groups.

The creation of a cycle and pedestrian network, another active design principle, is highly dependent on the connectivity and permeability of the highways in the traffic system, that is, streets whose quality allows direct, safe and pleasant journeys for pedestrians and cyclists. The more widespread practice of cycling and walking is certainly very beneficial to health for those engaging in those activities but also makes it possible to lower the use of cars and therefore the number of accidents whilst reducing air and sound pollution.

### Promoting an active way of life

Initiatives to promote physical activity relate mainly to two types of determining factors: individual motivation where encouraging people to adopt new behaviours is involved and factors connected with the environment via incentive-based facilities.

Developing physical activity for everyone requires the mobilisation of a large number of stakeholders: healthcare professionals, local council officials, planners, architects, parents, teachers, employers, actors in the sporting world, etc. Local initiatives, carried out in districts, at workplaces or in universities may lead to a 44% increase in the time spent on being physically active. However, it is necessary to ensure that the activities organised are inclusive and not always competitive.

### Developing facilities

Free spaces in major modern, dense cities are increasingly rare and valuable. Attributing a single function to these spaces would limit their appeal, whereas allowing multifunctionality (leisure, walking, games, sport, catering, cultural activities, etc.) would enhance their appeal and vibrancy.

Developing a high-quality public space is another essential principle of active design. Providing pleasant routes to allow citizens to reach various destinations in safety would promote physical activity. Public spaces could accommodate a wide diversity of civic, cultural and communal activities: markets, open-air arts and performances and sports activities, etc.

Encouraging the design of active buildings also forms part of the ten principles of active design. It can prompt citizens to be active where they spend 90% of their time. Within this concept, narrow and dark staircases are considered outdated. To encourage occupants to climb the stairs, they need to be wide, comfortable, bright and enhanced. Lifts are then accessories and their use specific (persons with reduced mobility, the elderly, etc.)



The grouping and diversity of facilities and services are also determining factors of an active design. Geographical proximity plays an important role in motivation as well as other more subjective elements such as the level of use and availability and quality of the services offered, etc.



Credit: LADOT, Jim Simmons.

*Street for People* (People St) is a Los Angeles city programme which emerged in 2012 to transform underused urban spaces into active sites accessible to the public. Led by the city's Department of Transportation (LADOT), the aim is then to encourage the practice of active mobility and physical activity. Private community partners respond to a call for projects launched by LADOT. As a result of simple projects and economical materials, various active design projects are being developed: small square, semi-permanent parklet, bicycle service area.

The Sunset Triangle Plaza on Griffith Park boulevard in Silver Lake was the first development. Here, a street area was closed to traffic and painted fluorescent green. Café tables and chairs, flowerpots, a bicycle area and a basketball basket were incorporated. Since then, the community has appropriated the space enthusiastically, with the introduction of an open-air summer cinema and a weekly market selling local farm products.

The People St projects, implemented within a short time (a few months), are temporary one-year renewable installations. Rapid, modest works are the key to the success of the programme. The aim is to obtain considerable support from the community in order to generate investments for permanent developments on a wider scale.

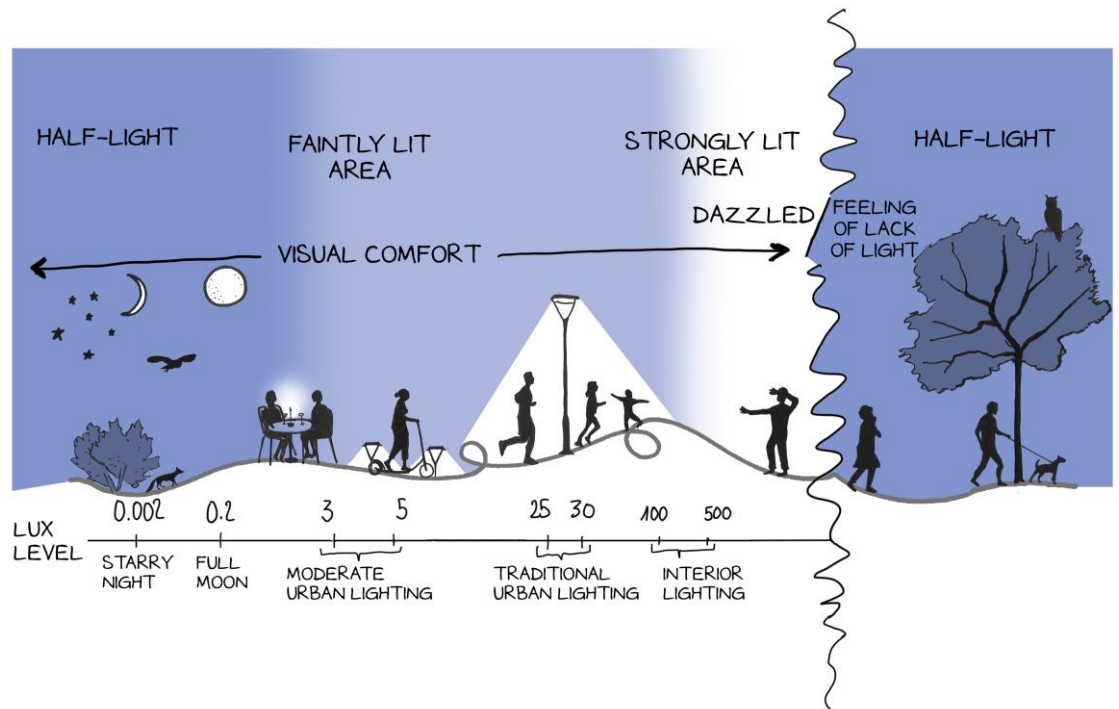


Credit: Pierre-Yves Brunaud, L'Institut Paris Region.

# Lighting design

For a long time public lighting has been deployed using a purely quantitative approach. Playing a simply functional role, it was based on an underlying principle: provide a lot of light for good visibility and ensure the comfort and safety of users. Several factors have made it possible for public lighting to make a complete but gradual change in both representations and practices.

As a consequence of the continuation of urban sprawl and multiplication of the number of light points accompanying it, light pollution has historically increased by 2 to 10% per year. Actions that are sometimes very long-term have been implemented to try to restore natural night spaces: switching off lights at dead of night in regional natural parks, 'Réserves internationales de ciel étoilé [International dark-sky preserves]' and 'Villes, villages et territoires étoilés [Starry towns, villages and territories]' labels and black infrastructures, etc. However, these qualitative approaches often combined with consultations or experimentations have not made it possible to reverse the development of light pollution. The particular reason is that these initiatives have mainly been deployed in small regions, mainly in rural sectors and within symbolic natural spaces.

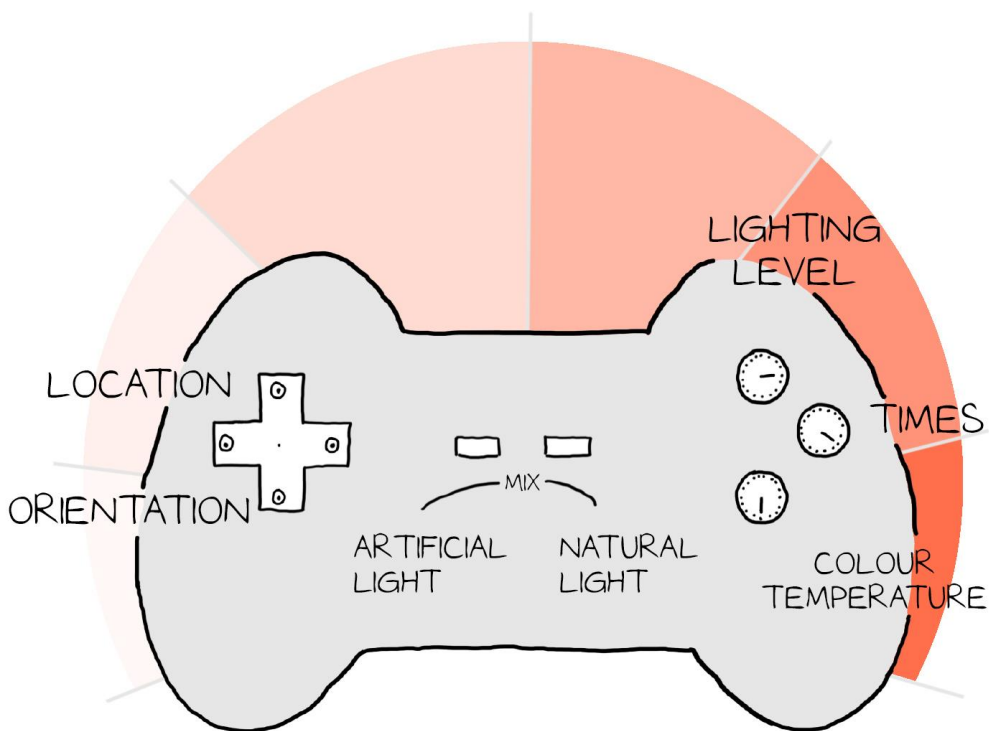




## The challenges of light moderation

During Covid, a number of municipalities decided to switch off public lighting in streets that had become deserted over a period of a few months. Then when streets filled up again as we emerged from Covid, the energy crisis changed the scale of values: reducing expenses became a priority, with the exploding cost of lighting. Therefore, in 2024, strong synergies between energy and financial moderation, preservation of biodiversity, human health and a starry sky requirements appear to favour a return to more natural nights. In particular, within a context in which the ageing light stock is in the midst of renewal. The transformation of public spaces must also make it possible to better respond to regulatory requirements concerning the reduction of light pollution. It is also important to make good lighting choices when redeveloping public spaces as once dimensioned and installed a lamp post will remain there for approximately thirty years.

Several challenges present themselves: how to roll out acceptable light moderation within a context where night is no longer familiar? How to proceed in towns which are bastions of light pollution? How to overcome the received idea that any lighting change would lead to a loss of visual comfort? How to rediscover the human eye's fabulous capacity for night vision? How to overcome the feeling of a lack of safety often associated with half-light?



## Experimenting with multiple facets of light

Lighting is perfectly adapted to experimentation and testing as it is an adjustable and reversible phenomenon. Today LED technology provides almost total flexibility over all lighting parameters: lighting level, orientation, colour temperature, location and programming. It is also now possible to experiment. Experiencing new light environments locally is an excellent way of taking another look at benchmarks, habits and requirements firmly anchored in the day to day.

The tactical approach may make it possible to reword the reductive question too often associated with lighting: **Should we switch on or off?** It will be rather a question of knowing **'Which light is needed to meet which requirements and challenges?'**. And when technology meets the know-how of light designers, lighting then becomes an artistic approach.

The quality of consultations and experiments carried out within the framework of the tactical approach, combined with light design know-how and the scientific knowledge of ecologists and medical practitioners, if possible, is then conducive to making sometimes audacious innovations permanent in close cooperation with the population. It is then possible to end in the reappropriation of nocturnal space-time on renewed bases. In some cases, natural lighting may be sufficient to meet the need. We should note for example that when the alternation of day and night was still the reference, the light of the full moon was associated with a very good level of visual comfort:

*"A full moon was beginning to rise and peered redly through the upper edges of the fog, and this increased our haste, for it was plain, before we came forth again, that all would be as bright as day, and our departure exposed to the eyes of any watchers". - Treasure Island - Robert Louis Stevenson - 1883*

It may be considered that black infrastructure projects were examples of projects using the tactical approach insofar as opportunism was repeatedly the driver of light moderation actions resulting therefrom. The generalisation of this agility in the installations and their management is necessary to enable a better consideration of urban biodiversity with more comfortable lighting as a bonus. The social acceptability of light moderation measures would no longer be an issue since the latter would no longer be perceived as a price to pay but an action for the common good. As human beings share the same sensitivities to artificial night light as biodiversity of which they are an integral part besides.

The 2030 national biodiversity strategy aims, inter alia, to reduce light pollution by half between now and 2030 (that is, in 6 years!). The responsibility of dense urban districts, bastions of light pollution, is clear in the achievement of this objective. Feedback from Plaine Commune and Sceaux show the very wide replicability of the tactical approach serving light moderation within an urban context.



Credit: Maximilian Gawlik, L'Institut Paris Region.



# Evaluation

Within the process of public space development projects using the tactical approach, evaluation takes place throughout the project:

- To justify a development proposal with the aim of making it permanent;
- To adapt the development and subject it to another test phase;
- To test the relevance of new uses.

Different evaluation modes and methods exist and we propose to develop some of them here.

## Quantitative evaluation

Counting devices make it possible to make a quantitative evaluation of the occupation of public spaces. For cycling routes and pedestrian and vehicular streets, this may serve as an argument to make a temporary development permanent or to justify it. It may relate to meters or video recorders making it possible to observe both the behaviour of road users and safety. With regard to counting pedestrians, even if few counting devices are installed, as it is more difficult to count pedestrians wandering freely (and not on a defined road such as cars and bicycles), they could be used more. The City of Montreal has justified the seasonal pedestrianisation of its commercial thoroughfares, for example, as a result of pedestrian counting in particular.

The installation of meters requires a certain number of watch points. The Vélo & Territoires association proposes recommendations for the installation of bicycle meters in a detailed technical data sheet:<sup>33</sup>

- Choosing a strategic site for the installation of meters depending on the type of road and context (urban fabric, ground material and presence of street furniture, etc.);
- Several devices may be combined: permanent, periodic and/or temporary meters;
- Meters are subjected to inclement weather and electro-magnetic interferences and may also be vandalised. Therefore, they must be resistant and located in accordance with the constraints. Thinking of a location that is as safe as possible will make it possible to give the device a longer life.

Counting is a method which has enabled several local authorities to justify crisis developments especially, and to initiate a process to make them permanent, in particular for cycling routes. However, qualitative data is also important in evaluating uses, in particular static uses.

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<sup>33</sup> Vélo & Territoires | Fiche technique : Compteur automatique de cyclistes, 2019.

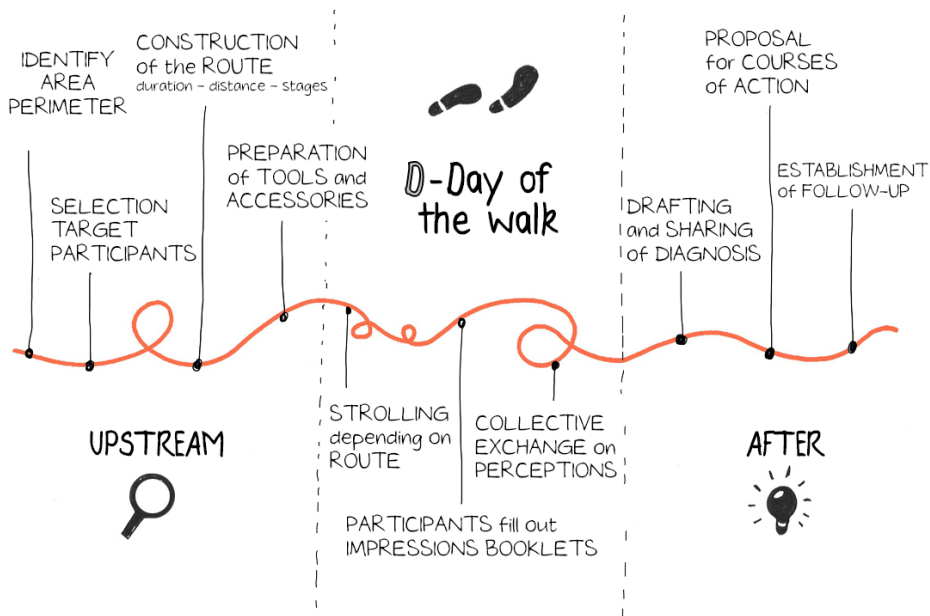
## Qualitative evaluation

There are numerous approaches to making a qualitative and sensitive evaluation of our public spaces. This makes it possible to evaluate the uses proposed by a development but also the induced or static uses. These evaluation approaches also make it possible to identify the presence of certain often invisible public groups (women, children, the elderly, disabled persons and persons with reduced mobility, etc.) and to improve the public spaces on a human level and not on an infrastructure level.

These approaches have been inspired at times by the Gehl method.<sup>34</sup> Developed by Danish urban designer Jan Gehl in the 1960s in Copenhagen to measure uses and life in public spaces, the latter had observed that towns were dedicated to cars at that time. According to him, pedestrian facilities promote the appropriation and success of public spaces. The method consists in measuring and defining quantitative and qualitative indicators based on sensitive, more human data, by mapping journeys and resting places, for example. This involves counting cyclists, observing behaviours and uses and polling residents, etc. The aim is to improve public spaces on a human level. This method is employed by the City of Montreal, inter alia, in cooperation with the Urban Ecology Centre. Other cities such as Milan have cited it as a reference.

Two of these approaches are set out below:

- Sensitive walks.<sup>35</sup> This proposes understanding public spaces in-situ by strolling in a group and observing. By collecting the impressions of participants (council officials, experts, inhabitants and retailers, etc.), it is possible to improve the diagnosis of the public spaces and so be more reactive to the daily stakeholders of the public space, whilst connecting them and enriching the interests of each person.



<sup>34</sup> For more information, see the Gehl Institute and Montreal Urban Ecology Centre: <http://gehl.institute.org/>, <https://www.ecologieurbaine.net/fr/>.

<sup>35</sup> L'Institut Paris Region, La marche sensible, un diagnostic en mouvement, Note Rapide n°951, August 2022.

- Surveys. Local authorities conduct polls and/or issue questionnaires to understand uses. This may involve small qualitative surveys conducted internally by the town's technical departments, online polls or even an on-site unit manned by experts.

## Sharing the evaluation

Certain local authorities such as Bogota or London<sup>36</sup> have provided citizens with interactive maps on open source platforms to interact in real time on devices.

Online consultations are tools used increasingly within the framework of redevelopment projects and so to collect the opinions of inhabitants. The City of Montreuil experiments with this tool as does the town of Pré-Saint-Gervais.

Counts can also be made available to citizens for information as open data, as they are by the City of Paris,<sup>37</sup> thus proposing a detailed analysis in accordance with different criteria (time, day and type of cycling route, etc.).

## Expanding evaluation criteria

The evaluation of the environmental co-benefits meeting the objectives of reducing greenhouse gas emissions or limiting ground artificialisation, in particular, is still rarely taken into account. Likewise, the evaluation of the economic impacts could be further developed as, even over a short period, some impacts on the activity of businesses or property are visible. Measuring the change in the number of accidents in public spaces can also justify the success of a development or need to adapt or even remove it.

By diversifying evaluation methods and associated criteria, it is possible to enrich the diagnosis upstream of the public space project but also to deepen the understanding of the uses in the public space at the same time in order to propose an adapted development, be able to make it evolve and perhaps justify its permanence. It may be wise to team up with local associations to evaluate the developments in light of persons who are disabled, for example.

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<sup>36</sup> L'Institut Paris Region, Aménagements urbains temporaires des espaces publics, 2020.

<sup>37</sup> <https://opendata.paris.fr/explore/dataset/comptage-velo-donnees-compteurs/>





# 3

## Tactical approach resources

This last part provides different feedback in France and elsewhere from local authorities experimenting with the design of their public spaces using the tactical approach. These sources of education and inspiration are accompanied by a list of professionals in the forging of public spaces (local authorities, associations, design offices, urban planners, architects and landscape designers) who have shared their experiences and a non-exhaustive list of resources for a more in-depth examination of the subject.







Esplanade François Mitterrand, Sotteville-les-Rouen. Credit: Monono



## The tactical approach through examples\*

\* Case studies are presented in this guide to provide a broader view of experiments made possible by the tactical approach:<sup>38</sup>

- The pedestrianisation of the Pont Saint-Pierre in Toulouse
- The Safe Streets for Seniors programme in New York
- Einsiedlerpark and St. Johannis Park, the first squares developed for adolescents in Vienna
- Reclaiming the central square and school street in Chorges
- The transformation of Evry-Courcouronnes town centre
- Plaine Commune and Sceaux light experiments

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<sup>38</sup> For more information: <https://librairie.ademe.fr/urbanisme/>

- ADEME, L'Institut Paris Region, L'expérience de l'aménagement temporaire d'espace public, 2022.
- ADEME, L'Institut Paris Region, Aménagements urbains temporaires des espaces publics, 2020.



Toulouse, the Pont Saint-Pierre bridge in 2022. Credit: Patrice Nina.

### And also...

- Charles Bridge ('Karlův most') in Prague closed to traffic since 1974: it is the most famous bridge in Prague. The bridge was once divided into 4 lanes for carriages to cross.
- The Stone Bridge ('Pont de pierre') in Bordeaux which, since 2017, has been reserved for pedestrians, cyclists, emergency vehicles and public transport, following an experimentation which became permanent.

# The tactical approach to increase appeal

## Toulouse

### The pedestrianisation of the Pont Saint-Pierre

The Pont Saint-Pierre in Toulouse is located close to the heritage and tourist district of the city centre. 10 minutes from the place du Capitole, it connects the Saint-Cyprien district to the hôpital de la Grave. Place Saint Pierre located next to it makes the district attractive and provides access to the bridge. Acting as a strategic link between the left and right banks of the Garonne, the Pont Saint-Pierre provides a perspective over the river and the city. Impacted by a dense traffic flow and high traffic speed, Toulouse Métropole included the Pont Saint-Pierre in the Rive Gauche - Rive Droite development project in 2022. The aim of this project was to improve traffic between the banks by creating pedestrian pathways and cycling routes. The Pont Saint-Pierre was a suitable site for testing summer experiments for two consecutive years. This project embodies the principles of the tactical approach by the transformation of an urban site temporarily, enabling the social connection of the city to be reinforced.

#### Origin

The project involved transforming the bridge into a convivial, artistic place whilst enhancing its heritage character. The Pont Saint-Pierre forms part of the Toulouse landscape. Experiments were translated into the complete pedestrianisation of the bridge for the summer months in order to encourage gentle mobility and strolling. The installation of light, temporary furniture as well as the closure of the bridge to motorised traffic made it possible to provide inhabitants and passers-by with a convivial and low-traffic space. This process was part of an 'urban slow tourism' approach allowing people to wander in an urban environment and take their time. The pedestrianisation of the bridge also contributes to diffusing the flows of inhabitants and visitors and proposing new routes within the heart of the city's heritage district. During the summer period, for example, the bridge provides a pedestrian pathway to reach Toulouse Plages located in the Prairie des Filtres or the Grande Roue on the edge of the Garonne.

Toulouse Métropole and the municipality of Toulouse were the driving forces for this project. In order to realise these experiments, the support of the city's technical departments was required. They contributed, inter alia, to the installation of the bridge's temporary facilities (street furniture, ground marking and fresco, etc.) In its first year in 2022, the Toulouse art studio Deux Mille created a 2,500 m<sup>2</sup> fresco with the participation of artists Benjamin Stoop and Nicolas Delpech. In 2023, it was artist Mina Hamada who painted a new fresco. This contributed to enhancing the creations of local and international artists.

#### Stages

The bridge pedestrianisation project was the subject of a consultation as part of the citizen participation charter created in 2022, the aim of which is to increase dialogue and involve citizens. The consultation took place in two stages: the website<sup>39</sup> acted as an interface to

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<sup>39</sup> <https://jeparticipe.metropole.toulouse.fr>



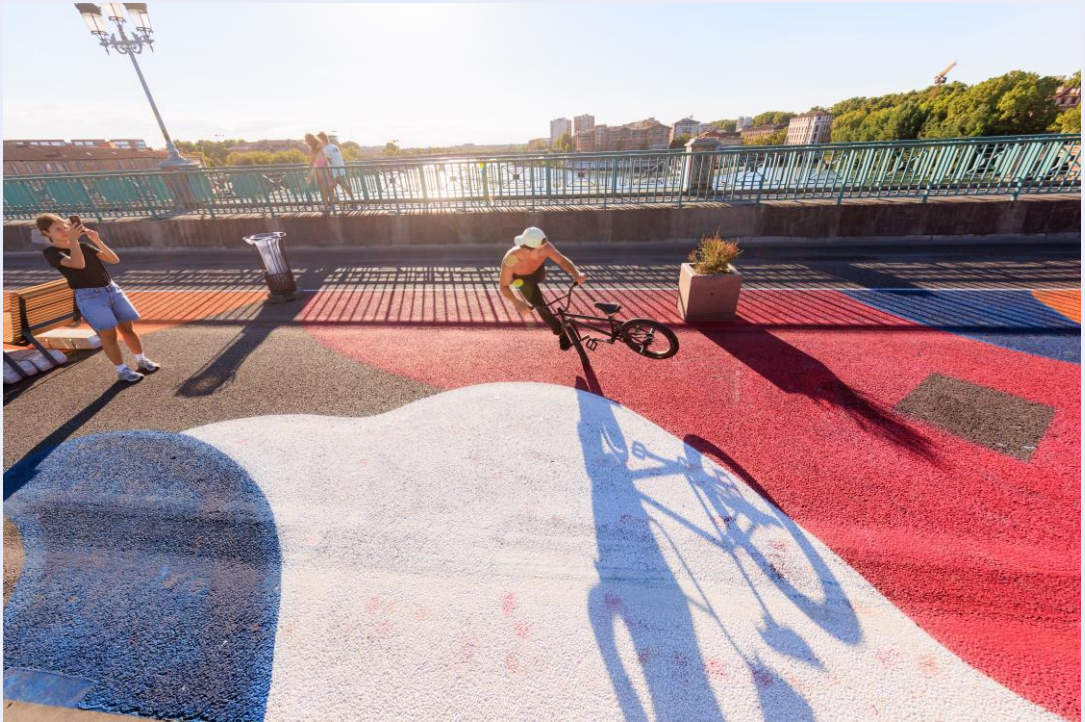
identify and evaluate the needs of inhabitants, then several public meetings and collective workshops were proposed in order to co-create the bridge pedestrianisation project.

#### First summer experimentation from 18 July to 19 September 2022

The Pont Saint-Pierre was dedicated to pedestrians, cyclists and emergency and service vehicles exclusively. Street furniture (picnic tables and deckchairs) was installed. A 2,500 m<sup>2</sup> fresco was painted on the ground. The paint used was biodegradable and temporary (life cycle of six to eight weeks) The specific purpose of the latter was to cool the ground as light paints reflect the rays of the sun, therefore, the heat. The artwork painted by the Deux Mille workshop was called 'la Traversée (the Crossing)' and invited people on a 'graphic walk'. Its shape represented an abstraction of waves and bright colours in reference to the Garonne.

#### Second summer experimentation from end of May to end of October 2023

The 2023 fresco was painted by Mina Hamada, an international street artist. She prioritised the use of solvent-free bio paint: her work can be distinguished by abstract, organic shapes and bright colours. Installations on the bridge developed in response to the first year: canopies and plants were proposed to promote cool zones. The experimentation was covered by the media (newspapers, press, TV, Toulouse city council communication).



The Pont Saint-Pierre in 2022. Credit: Patrice Nin

## Consumer feedback

Counts and online questionnaires to provide feedback were carried out at the end of each experimentation in order to collect inhabitants' opinion.

### 2022 edition: questionnaire with sample of 2,181 participants

The main results obtained showed that 80% of citizens were very satisfied with the project and 82% believed that it reinforced the link between the two banks. There was less pollution and pedestrian comfort had improved. The fresco painted on the ground showed a ten degree difference on the Pont Saint-Pierre, between the ground temperature on the paved part and the part painted white. The questionnaire also demonstrated that there were expectations regarding the lack of shaded areas and plants on the bridge. Furthermore, the district mayors communicated a shift of motorist flows in particular to the bridges nearby (Pont des Catalans and coincidence with the works on avenue Paul Séjourné). It was found that 5,000 pedestrians and 2,000 cyclists used the bridge every day.

### 2023 edition: questionnaire with sample of 1404 participants

After various meetings and workshops, canopies were installed for this new edition.

## Permanence

A new consultation was proposed at the end of the 2023 edition (continued in 2024) in order to decide on the bridge's final development. In the end it was agreed to preserve a single vehicle traffic lane from the Saint-Cyprien district to the historic town centre. A two-way cycle track will be designed in keeping with that of the rue du pont Saint-Pierre. The cost of the works to develop the bridge (ground markings and delimiting the cycling areas) and the rue Saint-Pierre is estimated at 700,000 euros.

However, the Pont Saint-Pierre will be entirely dedicated to pedestrians during the four months of summer each year. For the 2024 edition, the pedestrianisation of the bridge will be extended until October in order to allow for the street performance and urban opera 'Le gardien du temps, Opus II: la Porte des Ténèbres'. It is organised by Toulouse Métropole and adapted by the company La Machine. This type of event has already been produced on the streets of Toulouse in 2018 and attracted almost 900,000 visitors. This free performance will constitute a new challenge in terms of appeal for the city of Toulouse as well as for the Pont Saint-Pierre which will be a crossing point for this street performance.

## Key points

- Watch points
  - Maintaining a balance between the needs of pedestrians, cyclists and drivers
  - Conflict of uses: inconsiderate motorcycle and scooter users
  - Road congestion on the bridges nearby, traffic diversion
  - Warning point regarding disturbances at night and
- Benefits
  - Convivial spaces
  - Mixed uses
  - Improvement of living environment/opening of refreshment areas
  - Limited traffic zone, less pollution
  - Appeal
- violence: safety challenges to be taken into account



Credit: NYC DOT.



# The tactical approach supports the elderly

## New York

### Safe Streets for Seniors

Safe Streets for Seniors (SSFS) is an initiative for the safety of New York's senior citizens in public spaces launched in 2009. Today it forms part of the framework of the Vision Zero programme.<sup>40</sup> Road accident data is studied and development projects and awareness initiatives are then carried out to improve the safety of elderly people and all users of public spaces.

#### Origin

As in all European countries, the aged population of the United States is growing more rapidly than the rest of the population. The NYC DOT (New York City Department of Transport) has published 'Pedestrian Safety and Older New Yorkers',<sup>41</sup> an in-depth study on the deaths and injuries among elderly pedestrians in the city which found that senior citizens, despite being the age group experiencing the most rapid growth in New York (more than 25% between 2010 and 2018), currently represent less than 15% of the city's population, but more than 45% of pedestrian fatalities. The study shows that the behaviour of senior pedestrians resembles that of the adult population group very closely and that they are not victims of accidents more often than the latter. However, when they are involved in these accidents, the consequences are a lot more serious. Given that even minor accidents may lead to severe injuries and deaths among aged persons, the total avoidance of accidents has become the main objective in the design of public spaces for NYC DOT. This study also analysed the impacts of previous development projects since the launch of the Vision Zero programme and found notable improvements in terms of accidents in all population groups.

#### Implementation

At the start of the initiative, NYC DOT teams analysed all serious injuries and deaths of senior pedestrians to identify the areas where the accidents were the most concentrated. The different districts of the city were studied and maps of accidents in the districts produced. This in-depth analysis led to the creation of 25 Senior Pedestrian Focus Areas in 2008. In 2012, 12 new areas were identified and in 2017, another four, using the same methodology, completed by the consideration of additional factors such as the location of retirement homes and centres for the elderly, etc. Activities to raise awareness were then carried out and targeted initiatives performed, such as:

- The resynchronisation of traffic lights (at more than 100 locations) in order to take account of a slower walking speed;
- The installation of countdowns and sound signals for pedestrians;
- The reconstruction of ramps for pedestrians;

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<sup>40</sup> This programme was launched a few years later in 2014, under Mayor Bill de Blasio. The aim was to eliminate all fatal accidents and serious injuries on the roads of New York City. Since its launch, the number of deaths has been dramatically reduced.

<sup>41</sup> <https://www.nyc.gov/html/dot/downloads/pdf/pedestrian-safety-older-new-yorkers.pdf>

- The improvement of road markings.








In addition to these improvements, the NYC DOT implemented a programme of Street Improvement Projects - SIP. More than 300 projects were executed in total in the 41 priority areas. The following works were carried out:

- The extension and construction of new pavements and central islands to shorten crossing distances for pedestrians;
- The narrowing of traffic lanes;
- The creation of new pathways.

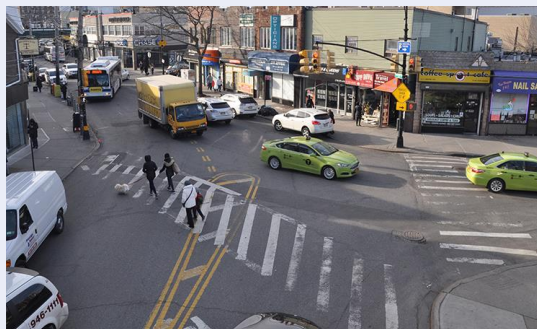
More than 200 road redevelopments were carried out to reduce car speeds and encourage slow turning. In all, the NYC DOT implemented 171 traffic calming solutions on the city's streets. Although the developments are mostly sustainable and carried out with more permanent materials (such as concrete central islands), the Safe Streets for Seniors approach is tactical owing to its small, specific and repeated improvement actions. These little touches are enough to improve people's safety significantly.

### Consumer feedback and evaluation methods

Since the start of the Safe Streets for Seniors initiative, the NYC DOT has continued to analyse the data provided by the Police on accidents that have occurred in the city. In 2022, NYC DOT published an evaluation table in accordance with the type of development for all users between 2005 and 2018 showing the reduction in fatalities and serious accidents following the execution of different types of developments:

Type of development	 Reduction of number of accidents	 Reduction of fatalities and serious accidents
 Reduced lane width	16.6%	30.0%
 Protected cycle track	14.8%	18.1%
 Central island	15.1%	35.5%
 Extended pavement	10.4%	34.1%
 Prioritisation of pedestrians at lights	13.5%	29.6%

Evaluation table in accordance with the type of development Credit: NYC DOT



Sheepshead Bay Road, before and after the project. Credit: NYC DOT.



Avenue Cropsey, before and after the project. Credit: NYC DOT.

## Key points

An analysis of the data after the performance of the development works showed that the interventions giving more space to pedestrians have the best results where reducing the risk of serious injuries and fatalities is concerned, including pavement extensions which reduce the distance that pedestrians have to cover to cross a road. According to the study, these interventions were associated with a 34.1% reduction in serious accidents representing a considerable improvement.

The experience of Safe Streets for Seniors shows how the tactical approach may be used. Here, small specific actions adapted to each dangerous road situation have made it possible to improve the safety of senior pedestrians and all other users in particular. This experimentation also shows that addressing the safety of one group of people in particular is beneficial for all other groups.





Bruno Kreisky park, Vienna. Credit: Constantin Antonov.

# The tactical approach for more inclusive public spaces

## Vienna

### Einsiedlerpark and St. Johannis Park, the first squares developed for adolescents

For more than 30 years, Vienna has been a 'pioneering' European city as far as male/female equality is concerned. At the start of the 2000s, two public squares were redeveloped integrating the equality approach (gender mainstreaming). These projects served as a basis for drafting the city's strategic development plan, taking account of adolescence and gender.

#### Origin

In Vienna, a deficit of public spaces was observed. Austrian researchers also found that those that did exist were often used by the same groups of people. Unlike boys who, as they grow up, continue to use open spaces, girls remain more reserved and withdraw almost completely from public spaces between the ages of 10 and 13. Only one third of girls of that age continue to frequent public parks. Following this objective finding, the city of Vienna launched a programme at the end of the 1990s, with several aims:

- To promote a sense of awareness around the issues of gender;
- To balance the situation between boys and girls in playgrounds;
- To increase a feeling of safety, in particular for girls and women;
- To make parks more appealing to all members of the public.

The programme began with the launch of a European competition the aim of which was to redevelop two public parks, Einsiedlerpark and St. Johannis Park (now called Bruno Kreisky Park), located in Margareten (5<sup>th</sup> district), Vienna's most densely populated district. Six urban planning consultancies submitted proposals and participated in an intense exchange of professional ideas. Two of the participants (the 'Tilia' and 'Koselka' consultancies) were selected to design the redevelopment of the parks. The teams began by observing and analysing the behaviour of adolescents in the parks. They found that girls crossed the Einsiedlerpark twice a day going to and from their school situated close by and quickly disappeared afterwards without stopping. Workshops organised with them over 1 year showed that adolescent girls had 'no reason' to be in the park as there were no facilities for them. An inventory of the park furniture carried out subsequently highlighted a lack of public benches, poorly maintained spaces, a caged basketball court and insufficient public lighting. A feeling of 'fear' was also raised. The teams were supported by a sociologist and psychologist to better study the behaviour of the girls. They found that, in general, young girls wanted to watch others playing first of all. They needed more time before starting to play themselves, they liked to chat amongst themselves. In addition, it was rare to see a girl come to the park alone, they generally came in pairs or in small groups. It was only when they felt confident enough that they started to play. Following the studies and workshops, it was decided to apply the 'rapid appeal' concept to the area by installing new urban furniture (hammocks and wooden seating, derived from 'tactical language') to attract the attention of girls and encourage them to stop in the park, even briefly. The first

stage of the intervention was to extend the main pedestrian paths crossing the park and improve lighting. Next, wooden platforms, interactive play facilities and hammocks were introduced along the main pedestrian paths.

The central element of the park, the closed basketball court, was redeveloped and opened at three places. It was divided into two using a low platform designed for seating and watching. Thanks to this simple development, when boys used one part of the space, the other part was available. In addition, a single side of the area was painted with sports court markings, the other was left free so that adolescents could decide on how to use it.

### **Resources and financing**

The costs of redeveloping the parks were covered by the budget allowance of the 5th district that also made premises available for workshops, presentations and the exhibition at the end. The research study on gendered practices was financed by the central budget of the City of Vienna. The fees of the planners who participated in the competition as well as the members of the panel were provided by the Co-Ordination Office for Planning and Construction Geared to the Requirements of Daily Life and the Specific Needs of Women.

### **Consumer feedback**

For the city of Vienna, the result is very positive. By improving the lighting and pedestrian pathways as well as the installation of new urban furniture, it has attracted the attention of children including that of girls. They have started to stay in the park for longer. With better visibility of the paths and more illuminated spaces, a feeling of safety has grown. The development of neutral physical activity grounds and places to relax have motivated adolescent girls to spend more time in the park. Not long after the works to develop the old basketball court in Einsiedlerpark, the new platform, installed to divide the space in two, became a real hub where girls began to play music and dance and all kinds of informal, spontaneous activities emerged.







Hammocks and seating. Bruno Kreisky park, Vienna. Credit: Constantin Antonov.

## Key points

This case study is an example of a tactical development that is simple and not invasive and, from the outside, contributes nothing extraordinary to the public space. Yet, by integrating the careful analysis of the behaviour and needs of young girls, it was possible to optimise the functions and reorganise the space, making it more convivial and appealing for everyone. The experience shows that the creation of several small common spaces, usable by several groups at a time, encourages girls to spend their time in the parks. The multifunctional play areas are appealing to them. High-quality lighting and facilities that improve visibility are essential for the perception of safety in public spaces. The new design principles drafted during the development of the first two pilot projects were also used to plan or restructure the existing parks in other districts or other towns in Austria.

The city of Vienna then established a strategy aiming at developing a park for girls in each of its 23 districts.



### Why address mobility in Chorges?

- ✓ Reducing greenhouse gas (GHG) emissions and energy consumption: 44% of GHG emissions in the communauté de communes (federation of district councils) are linked to transport (people and goods).
- ✓ Enabling everyone to get around:
  - 10% of households in the communauté de communes are not equipped with cars;
  - 11% of inhabitants are under 18 years old and 27% over 65 years old.
- ✓ Finding a balance between appeal/development and preservation of spaces and living environment:
  - 79% of business travel is via private vehicle;
  - Only 5% of visitors access the area by train or coach.



# The tactical approach re-prioritises children

## Chorges

### Reclaiming the central square and school street

Chorges is a rural community of 3,150 inhabitants, located near the Serre-Ponçon lake in the Hautes-Alpes. In 2018 it was awarded the prize for roads into the city and fringe areas with the Landscape Office. Its commercial fabric that still exists in the centre contributes to its appeal: families move there and visitors and hikers stop off there. This tourist community triples its population in the summer season. Within this context, the community wanted to improve the travel conditions of young people.

#### Origin

Considering a sustained demographic growth (2-3% per year for around ten years), this village was suffering from the saturation of vehicles, in particular, parking in the central square. The area did not lend itself to strolling or occupation by children. In order for them to rediscover walking or cycling to school, it was necessary to make their journeys safe. The challenges were as follows:

- Encouraging a shift from vehicular travel to travel on foot or by bicycle and increasing safety in particular for the 285 children at nursery and primary schools;
- Returning a central function to the square that was enclosed and had retained small businesses, to increase its appeal to all members of the public;
- Looking at public spaces differently to change mobility practices, promote the use of public spaces and enhance the architectural heritage.

The municipal project was to rediscover a convivial village environment whilst promoting active mobility, requiring a revision of the sharing of the public space of the square as far as the schools and removing parking. The aim was to limit the use of cars for journeys within the centre and to make it safer to travel to school on foot and by bicycle. Aware that dependency on cars is considerable in a rural setting, the municipality wanted to take time to consult with all the users of the square. Bringing children to the fore and key moments with them made it possible to increase the awareness of all inhabitants.<sup>42</sup> The municipality also wanted to propose an experimentation phase to secure the permanent redefinition phase of the square. Therefore it took the form of a temporary development whilst supporting appropriation by the inhabitants by involving them in the project. The creation of a new space on the square was to be the opportunity for planting and proposing furniture adapted to everyone's needs, in particular, to children.<sup>43</sup>

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<sup>42</sup> It should be noted that mobility and the place of active travel modes, inter alia, are also discussed at inter-municipality level (Simplified Mobility Plan, February 2023).

<sup>43</sup> In the longer term, the Town wished to restore the damaged façades and roofs, continue the renovation of public buildings (OPAH - Planned Home Improvement Operations), reduce the number of vacant homes and promote the installation of new businesses in the town centre.



## Stages

- 2021: Winner of the programme entitled Petites Villes de Demain (Small Towns of Tomorrow) programme for urban, architectural and landscape design.
- 2022: Diagnosis phase of the study on school ecomobility: MOBY programme;<sup>44</sup> closure of certain roads for class arrivals and departures; prohibition of parking on sections of roads.
- 2023: 1<sup>st</sup> consultation phase on the principles of reappropriation of the central square; study within the framework of the Small Towns of Tomorrow programme (1 year); definition and prioritisation of school ecomobility actions; raising awareness of students.
- 2024: 2<sup>nd</sup> consultation phase and ideation of the development; participatory project for the central square and maintenance of the Street for Kids event; end of MOBY programme in the summer and end of evaluation of the transitory development before autumn.
- 2027-2030: phase to make the developments permanent.

### 1<sup>st</sup> consultation phase carried out in June 2023 to determine the urban project



Within the framework of the drafting of a guide plan, the role of the central square was essential in reinforcing the centrality functions of the town. The consultation stage made it possible to share the challenges for redefining the town centre: revitalising the public space and reintegrating the inhabitants, enhancing the historical heritage including the fountain (historical monument) and giving clear priority to pedestrians. The specific consultation was organised during the Sunday market, with approximately 80 people being asked about the square development project. The population has a strong attachment to this square and called for parking to be removed. This first stage made it possible to initiate a public space reappropriation initiative by municipal order.

Leading to the square, the Rue du Fein / Rue des Écoles was closed at class arrival/departure times (30 minutes) from September 2022.

### 2nd consultation phase in February 2024 with a view to the participatory and transitory development of the square

A public consultation workshop open to everyone was held at the start of 2024. The aim of this new consultation phase was to gather citizens and have them participate in the transitory development project: ideation phase and co-construction. They expressed their opinions on the type of furniture based on the designs proposed. A call for volunteers was launched. During the day, retailers were canvassed and a meeting held to discuss the development with the president of the retailers.

The idea was to depict daily life taking place on this square using elements such as paving and the fountain. Street furniture was proposed for polyvalent uses (comfortable benches, shading) to provide a space lending itself to relaxation and observation, so contributing to reinforcing the identity and charm of the square. The reduction of parking spaces was required for the

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<sup>44</sup> The Moby programme supports local authorities and educational institutions to bring school ecomobility projects to a successful conclusion.

benefit of plants, colours and a more convivial space but a few spaces could be converted to loading/unloading spaces (blue zone) for businesses. The inclination of the square was to be corrected to provide an opportunity to organise a market or other events (multi-activity space).

Expectations were the same for inhabitants, retailers and public stakeholders. After that day, proposals for developments were drafted and one of them confirmed in March (steering committee comprising council officials and technicians of the council).

### The temporary development of the square



The design/execution of the temporary development was carried out by Atelier Toboggan. 8 parking spaces were removed. A participatory project was launched with volunteer inhabitants. The first stage of the project involved painting a fresco on the ground. Owing to the deterioration of the ground covering and restrictions set by the French Architects (ABF), it was decided not to invest further in furniture materials. The creation of wooden street furniture was designed in the manner of a giant Kapla® game, easy to assemble in order to enable children to participate in the project. The

furniture took into account the different levels of the square. Thanks to the different seating heights, it is suitable for use by all members of the public and different ambiances are possible among the banquet table, terraces, armchairs and benches. Finally, work by citizens and associations was planned during the project week to green the square, dedicated to relaxation and leisure.

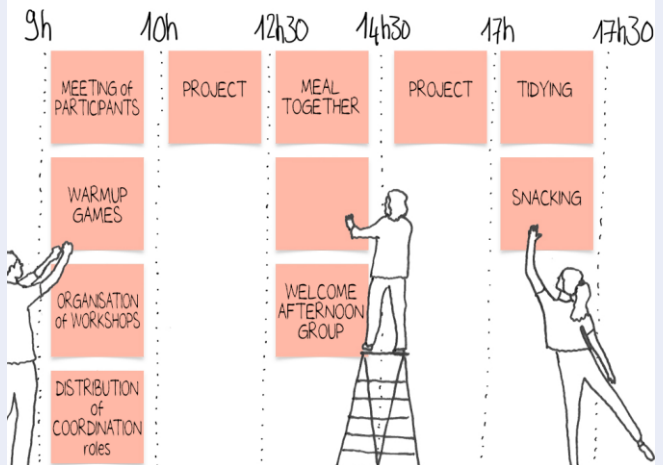
The participatory project schedule was established over the week with, for example, Wednesday dedicated to young people, a day with Auteuil apprentices for the nursery/garden activity or a day with parents and children, either on the topic of painting or planting. Convivial times around lunch or snacking were planned every day, as well as an evening of music and drama. The cost of materials (Douglas wood, metal fittings, paint and consumables) was 3,000 euros exclusive of tax.

This transitory development prefigures the architectural

transformation of the square in connection with the school street and the choice of street furniture. It will be the subject of an evaluation phase on the uses of the square until the autumn using a check list. Recommendations and monitoring of the comments will follow until the development becomes permanent.

### Establishment of a school mobility plan

#### EXAMPLE PROJECT TIMETABLE



The Moby programme supports local authorities and educational institutions to bring school ecomobility projects to a successful conclusion. It was launched in Chorges in September 2022 and the diagnosis on school ecomobility was carried out until March 2023. The action plan and monitoring indicators were drafted next until May 2024 before making an evaluation in the summer. The community coordinates all the village centre regeneration initiatives, including the establishment of the Plan de Déplacements Établissement Scolaire (PDES, or School Travel Plan) for École élémentaire de Chorges primary school to encourage students to come to school using active travel modes. It is then the *Environnement et Solidarité* association (approved by the Ministry of National Education and CPIE Haute Durance accredited) that implements the approach in partnership with the elementary school thanks to the content and methods shared by the Moby programme.

According to the survey conducted on school travel, half of students come to school by car, despite half of them living within 3 km of the school. This result supports the community its plan to reduce cars and parking in the centre of the village. At the end of the diagnosis, it was possible to draw up an action plan in cooperation with parents, teachers, the municipal team and sports associations (May 2023). The school ecomobility actions selected were prioritised:

- Making stops and facilitating school bus subscriptions;
- Creating a platform to connect parents so they can pool journeys on foot, by bicycle or by car;
- Running cycling readiness and safety workshops in schools;
- Appropriating the public space during the Street for Kids event;
- And, in the medium term, developing referenced sticking points on home-school journeys (creation of cycle tracks, continuity of pavements, etc.)

### Street for Kids event



Credit: Julie Tournadre

The holding of a fun Street for Kids event was confirmed by the council in January 2024. It was held in the school street that runs along the East side of the Place Lesdiguières and the forecourt of the media library. The municipality responded to the call for initiatives for the Street for Kids, Street for All ('Rue aux enfants, rue pour tous') events of the group of associations, in order to obtain accreditation as from this first event in April 2024. Motorised traffic having been prohibited on two central sections at students' school arrival and departure times from the return to school in September 2022, the new aim was to test full closure over two days when holding the Street for Kids, Street for All event in spring 2024. This action coincided with the week dedicated to the participatory project for the square, which ended in the same week. The road was left for pedestrians over a length of 150 m for two days in a week to test whether more developments would be possible.

Different free workshops were proposed for children. An intergenerational meeting space was planned as well as a relaxation room and an early years space. The children were involved in the road embellishment approach, mobilised around the participatory project for the Square (1h) and made aware of ecomobility. Activities around this theme were proposed for two days: 'draw your ideal street' competition in the crayon drawing space on the ground, motricity route (bicycles, tricycles, space hoppers), sensorial visit 'Senses awakened, start on a discovery of the



Rue des Écoles', ground urban fresco workshop, treasure hunts 'architecture and heritage' and a free expression workshop.

These types of activities require the establishment of a dynamic around project leaders (here the Environnement et Solidarité association and the elementary school) with numerous public partners (municipal and intermunicipal departments, CAUE (Architecture, Town Planning and Environment Consultancy)), citizens (parents of students, retailers, etc.) and associations.

## Key points

Thanks to the coordination at council level, supplementary approaches were implemented to meet the village regeneration challenges in accordance with the Serre-Ponçon Communauté de communes simplified Mobility Plan adopted in February 2023. The transitory development on the square and the Street for Kids event reinforce the municipal decision to remove vehicle parking from this public space and encourage a modal shift in the village centre. The municipality hopes to change mobility behaviours and views in order to trigger a virtuous modal shift circle in favour of a reduced-traffic village with permanent facilities and a permanent traffic plan.

The coordination of actions for the inclusive project and activities for the school public has been beneficial in creating a dynamic around this project. It has made it possible to change mentalities and practices in the public space. It has also made it possible to optimise the search for subsidies and financing.

On the one hand, the municipality has responded to the State 'Small Towns of Tomorrow' programme (ministry, ANCT, ADEME) to help local authorities enhance their town's appeal. Two phases were proposed, one relating to the temporary development and the other to Street for Kids-type activities. On the other hand, it has invested in actions directed at young people, engaging in the national programme on school ecomobility, MOBY (in 2022)<sup>45</sup> and the call for initiatives launched by the Group of Associations led by Rue de l'Avenir for the Street for Kids, Street for All event (2023). This call for initiatives does not offer any subsidies but contributes support throughout the preparation of the event and approval at the end of the first edition.

Finally, again with the aim of making school travel safe, making public spaces convivial and enhancing the village square, it responded to ADEME's call for projects on the 'Marche au quotidien (Daily walking)' in 2023. As the winner, it opens the possibility for financing.

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<sup>45</sup> The Moby programme aims to promote the use of active modes of travel for the school public and includes methodological support with 75% of the service provider costs covered within the framework of the Energy Savings Certificates system.



Place de la Résistance consultation Credit: Laurent François, Grand Paris Sud.

# The tactical approach to act quickly

## Évry-Courcouronnes

### Transformation of the city centre

Built on former beetroot fields in the 1970s, Évry-Courcouronnes is one of the five new towns. Conceived by Victor Gruen, the city is an example of three-dimensional urban planning comprising the Prefecture, university, shopping centre and station. Today the town is undermined by its lack of legibility for pedestrians and loss of appeal connected to the reduction of commercial activities.

#### Origin

In 2019, a partnership approach (city, Grand Paris Sud conurbation, Région Ile-de-France, Conseil Départemental de l'Essonne, LSGI/SCC and SPLA-IN Porte Sud du Grand Paris, etc.) resulted in the launch of the 'Stratégie centralité cœur d'agglomération, horizon 2030' study, the aim of which was to enhance the appeal of the city centre. This was followed by workshops, preliminary studies and the drafting of a guide plan led by the Atelier Xavier Lauzeral (AXL) grouping. The latter proposed three main principles: reactivating the concept of a green town, addressing the three-dimensional city and pursuing the building of a traditional city centre. The plan proposed a long and medium-term vision (2027) with major structural works connecting the priority sectors: to the north the creation of an Agora-Terrasses-Mazières polarity and the demolition of the Post Office building enabling both the creation of the Place de la Médiathèque and the opening of the Cours Blaise Pascal on it, in order that it can recover the role of central axis of the city centre.

In parallel, the Alt-Urbaine and Attitude Urbaines grouping had the task of conducting a 'preliminary tactical urbanism study' in order to initiate a debate on short-term transformation initiatives. After a detailed urban diagnosis phase, the grouping proposed a strategy of activation of several 'decision-making nodes' spread over the entire town centre, in two phases: a first phase for the installation of temporary common furniture and a second phase for specific developments according to each site. The project received the support of the Région Ile-de-France, via its call for the expression of interest entitled 'Regional Solution in Support of Transitory Urbanism Initiatives' (2020 edition). A first upstream experiment, designed by the 4août agency, had been carried out in 2018 on the Place des Terrasses. The aim was to announce future renovation works via markings and temporary coloured furniture. As the launch of the project was delayed, inter alia, because of the health crisis, the temporary furniture remained longer than anticipated in the end. Having undergone the test of time, the furniture deteriorated. Feedback made it possible to establish the importance of the durability of the installations. In the end it was decided to progress directly to the second phase of the project, developing specific facilities for each site and experimenting with new uses. The choice of sites was reworked in order to be able to create an attractive network towards the least frequented sectors of the city centre and avoid the priority sector where major restoration works were going to start. One service provider by sector was selected as opportunities for the development of each site arose, in order to provide a specific response to each need. This orientation made it possible to have scalable programming according to consultations and opportunities.



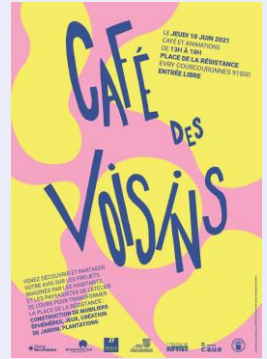
## Implementation of the projects<sup>46</sup>



La Pépinière, Place de la Résistance – July 2021 // CAUE91 + Atelier de l'Ours

The 'Pépinière' project is the result of an initiative of inhabitants and the engineering school ENSIIE, which for several years had wanted to redevelop the Place de la Résistance. Several initiatives were initiated but not always completed. The transformation of the square was begun on the basis of these initiatives.

CAUE 91 was tasked with co-managing the approach with the city, conurbation and ENSIIE. The Atelier de l'Ours (landscape designers) was selected for the project management. Several consultation initiatives were carried out to formalise the development: urban awareness-raising, brainstorming workshop, in-situ look-ahead workshop, etc. A link was forged with DNMADE Événement/Espace/Graphisme national diploma at Lycée Georges Brassens in Evry-Courcouronnes, which tasked the students with the design/creation of the visual supports for the 'Cafés des Voisins' forum event to present the project to inhabitants. The FabLab Etoile at Campus Télécom Sud Paris in Evry-Courcouronnes was asked to create descriptive plates.



The project was conducted in two stages: a first week in the summer of 2021 to install the street furniture, made with locust wood (known to have a high natural durability and, therefore to be very easy to manage) and a second week in the autumn, dedicated to landscaping. The aim was to start the demineralisation of the square by planting perennials with a very restricted budget. The plants came from the Pariciflore nursery, which produces species labelled 'Local vegetation'. In addition to being beneficial to indigenous biodiversity, these species make it possible to be naturally more resistant to diseases and the climatic conditions of the environment, and are, therefore, easier and less expensive to maintain.



Credits from top to bottom: Laurent François, Grand Paris Sud/ DNMADE/ CAUE91

<sup>46</sup> A selection of experiments is described here, in total around ten projects have been executed or are in progress at the time of writing this guide.

The exhibition space, Traversée Galilée – June 2023 and June 2024 // Les Ateliers de Grand Paris Sud

Thanks to the relationship forged with ENSIIE, the inhabitants of the shared building and the Cité des Artistes, adjoining the Place de la Résistance, discussed the use of the tiny, unwelcoming space connecting the square to the Cours Blaise Pascal: the Traversée Galilée. An Evry-Courcouronnes edition of Paris' Nuit Blanche arts festival was launched by artists. This event gave rise to the creation of an outside exhibition space where the Nuit Blanche would only be the opening. Large-format posters were quickly put up, at little cost, and without damaging the walls of the shared building. Two festive events were held during the 2023 and 2024 editions of the Nuit Blanche festival. The aim was to make an exhibit space showing several exhibitions a year, as soon as the human and financial resources could be found.



Credits: Laurent François, Grand Paris Sud / Hugues Anhès, Grand Paris Sud

La vallée d'Art Du Déplacement, Place Mendès France – June 2022 // Studio Katra + 4PK

On the Place Mendès France, a practice space was developed for the Art Du Déplacement.<sup>47</sup> It was created in close cooperation with the ADD Academy Evry. The choice of elements related to prefabricated concrete modules assembled and painted to enable a real practice space to be created cost effectively and that was easily reversible. It was all imagined, conceived and installed by the pluridisciplinary design agency Studio KATRA and 4PK - Stany Boulifard. The project was executed in June 2022. It took two days to install the modules and two weeks for the painting.



Credit: Laurent François, Grand Paris Sud.

<sup>47</sup> Evry is the birthplace of this discipline popularised by the Luc Besson film, Yamakasi – 2001.





### La Cool & Verte – Summer 2023 // Peint à la Main (PALM)

This is a graphic pathway inviting people to discover an inconspicuous, little known green corridor connecting the heart of the urban centre to the banks of the Seine. This connection makes it possible to navigate the three tactical urbanism projects referred to previously: La Vallée d'Art Du Déplacement, the exhibition space and the nursery and then to join the Parc Henri-Fabre.

The artistic design and implementation were spearheaded by PALM (Peint à la Main). The project was carried out in summer 2023.

Credit: Laurent François, Grand Paris Sud.

### The promenade, Boulevard des Coquibus – July 2022 // YA+K Collective

The forecourt of the Ibis Hotel is a strategic link between the exit of the RER station and the south entrance of the Cours Blaise Pascal. There is no incentive to cross this public space as it narrows owing to a road for firefighting vehicles. It is also an uncomfortable space exposed to the heat island effect because of its mineral covering, south exposure and the presence of several items of street furniture. The project proposed was that of the 'visual cleaning' of the street furniture that can be removed. New seating attached to the existing furniture was installed. The mineral ground covering was removed at certain places where planting was possible. Markings were painted on the ground to affirm the priority of pedestrians and eliminate the break created by the fire lane.

The studio YA+K was in charge of the project management. The project was carried out in two stages: one week in July 2022 to create the furniture and the markings and three days in October 2022 for the plants.



Credits: Laurent François, Grand Paris Sud.



## University: allée Toussaint Louverture + Forecourt of the Ile-de-France building – 2023 et 2024 // Bellastock // Quatorze + Surface Totale + Topager

The university in Evry-Courcouronnes has around 10,000 students but they are barely seen in the public space owing to a lack of amenities around the university buildings in particular. Two sectors were involved to extend the university into the public spaces and recover the visibility



of these students: the Allée Toussaint Louverture, connecting all the university buildings, and the forecourt of the Ile-de-France building, the entrance to the campus.

A number of exchanges took place with students, inhabitants, the university management and services through various consultation workshops. On these bases, facilities were proposed to give visibility to the university (respecting the colorimetric identity of the university) but also to allow the occupation of the public spaces. The furniture on the Allée Toussaint Louverture was installed in January 2023.



On the forecourt of the Ile-de-France building, more significant works were carried out to repair the ground coverings and open filled earth pits to alleviate management costs and for the sustainability of plants (future project in autumn 2024).

Credits: Bellastock / Laurent François, Grand Paris Sud.

### **Key points**

- The ability to carry out the work inexpensively makes it possible to leave room for experimentation and error;
- The robustness of the developments means better management (maintenance);
- The facilities must be modular, scalable and reversible;
- Through continuous consultation it is possible to involve users and internal departments;

Each project is based on local initiatives and adapted as opportunities arise. The temporary developments carried out aimed initially to initiate preliminary public space renovations. In the end they made it possible to experiment with new uses also and to make people aware of or change their perspective on certain underused places in the town centre. One of the problems encountered was the identification and coordination of numerous stakeholders in connection with each project but also choosing the right time frame. Another problem was adapting this type of agile approach to the rigidity of the regulatory framework of the development.

An evaluation of each development is to be made in 2025. The aim will be to compile feedback in order to define recommendations on the elements to keep or change in future permanent development projects.



The photoluminescence of the Square du Temps des Cerises in Saint-Denis (93). Credit: Simon Lambert, Plaine Commune.

# The tactical approach to experiment with public lighting

## Plaine Commune

### Light experiments

Plaine Commune, the Seine-Saint-Denis local authority (grouping nine municipalities), has developed a master plan for lighting equipment (SDAL). In concrete terms, this document aims at improving public lighting, responding to environmental challenges and transforming the night-time image of its region.

#### Origin

The tactical approach was used within the framework of experiments during the drafting of the Plaine Commune SDAL and will be during its implementation which will take place until 2030. The project management team CONCEPTO & Ville Ouverte was employed to support the Plaine Commune.

#### Implementation



Credit: Nathalie Frayssinet, Plaine Commune.

#### Using what already exists

- Rue de la Liberté in Saint-Denis (93)

The old lighting on this road, which has 14 posts, was lightly renovated. The posts and lanterns (receptacle for the light source) were retained and only the light sources replaced with LEDs. This involved testing the capacity of lighting to be renovated with new products:

- Lighting with half the strength (10/15 lux instead of 25/30 lux) whilst increasing comfort (better visual comfort and feeling of safety);
- Lighting with less impact on biodiversity (by lighting the trees and gardens less and using an adapted spectrum)<sup>48</sup> whilst being in an active town centre;
- Re-using existing posts by renovating them to give them a second life..

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<sup>48</sup> Warm lights being less harmful than cold (white) lights.



Changing only the light sources when possible means costs can be optimised and the material stock and carbon footprint of the operation reduced. The renovation was accompanied by a reduction in the height of the posts (from an initial 10 m to 6 m). The LEDs used made it possible to obtain the lighting and uniformity levels required with shorter posts with a precise distribution of the light flows in the space unlike with the bulbs present initially. Of the 14 posts, only one was replaced because of corrosion.

The hypotheses tested showed:

- A capacity to be able to lower the light levels more than expected whilst improving sensations linked to comfort.
- The possibility of reducing the heights of the lampposts whilst ensuring the same lighting functions over the surfaces used;
- The possibility of reusing what already exists during the renovation of the lighting stock;
- All these elements could be rolled out on a regional scale!

Contributing to wellbeing by means of a 'little device' - Rue Pablo Neruda in Villetaneuse (93)



Credit: Simon Lambert, Plaine Commune.

The provision of artistic lighting for this site was decided by the city and Plaine Commune that wanted a local site corresponding to the criteria of the SDAL. In order to make the 'area desirable', it involved testing the impacts of a light projection activating the history of a site and highlighting a female figure, here one of the builders of the region with the following hypotheses:

- Providing a light fresco with very few resources;
- Including the motif in the local culture of the district;
- Making a 'mark' and developing the 'matrimoine' (hidden female heritage).

A drawing showing architect Högni Sigurdardóttir (designed by the university of Villetaneuse and the hall hosting the experimentation) dressed the blind wall of the residence. The 'matrimoine' of these sites provides a warm dimension to an impersonal crossing point. The installation is minimalist, requiring only a small projector installed on an existing post located opposite the façade. This device is programmed to switch off at 10 pm.

During the installation, light tests and the inauguration, a number of people asked for these types of installations to be replicated elsewhere and to be involved in the selection of future drawings. These questions were interesting as during the initial consultations, the inhabitants did not see the interest in illuminating female heritage. Above all, they wanted to feel good in the public space, a feeling which is too often associated with a request for excessive lighting. Faced with this type of illumination, their interest was piqued.

Thanks to this experimentation, the SDAL plans to illuminate approximately 200 landmarks, of different types (illumination of a symbolic space or a significant building) to respond to different nocturnal challenges. These landmarks will be selected for each district of Plaine Commune with the towns and their inhabitants, accompanied by CONCEPTO.

#### Initiation in obscurity - Square du Temps des Cerises in L'Île-Saint-Denis (93)

This square was a point of conflicting expectations from the population: a desire to rediscover the night and to maintain the lighting using the two existing lampposts. The project involved comparing the absence of public lighting with a form of captivation by means of the following:

- Making the absence of lighting not a paucity but a way of creating positive emotion;
- Educating to awaken people to the presence of nocturnal wildlife;
- Raising awareness of the night sky.

Photoluminescence was proposed with original drawings by CONCEPTO created using photoluminescent paint (LuminoKrom) and laid by a ground marking company. The drawings are stencils, each one is 0.1 to 0.9 m<sup>2</sup>. This white paint charges during the day and provides phosphorescence in obscurity for a few hours (photo p. 94). Therefore, where the lighting was cut the square is punctuated by phosphorescent glimmers of light at nightfall. By gradually reducing the light decor (fading in a few hours), it is possible to gradually enter a night that remains 'polluted' by urban lights in the distance. The experimentation was rapid and very localised but made it possible to demonstrate that too much light on the side could harm the installation. This will be changed and more gentle lights adapted to the black infrastructure<sup>49</sup> on the path will also be installed.

In this way it was possible to overcome the reluctance of people faced with the absence of public lighting and to install new more natural landmarks associated with visual comfort and wellbeing in the public night space in a nod to biodiversity.

#### **Key points**

These actions were acclaimed and will be replicated elsewhere during the implementation of the SDAL. They will be devised (location and content) in close cooperation with the inhabitants. The entire SDAL will also enable in future: a reduction in lighting levels, a general reduction in post heights, the creation of a light identity for Plaine Commune and indeed more local light identities.

Finally the SDAL plans to continue to experiment with other topics: inclusive lights and night cycling, etc.

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<sup>49</sup> For more information see ARB's video on ecological footprints: <https://www.arb-idf.fr/article/les-trames-ecologiques-des-benefices-multiples-pour-les-humains/>.

## Experimenting to reduce the power of public lighting

A commune in the department of Hauts-de-Seine, Sceaux has been working on reducing the power of public lighting for more than ten years and has succeeded in cutting it by 75%.

### Origin

It all began in 2011 with conflicting requests from the population: either to switch off or increase the lighting.

### Implementation

The city launched switch-off experiments in the dead of night between 1.30 am and 5 am. In parallel, letters were sent to provide inhabitants with information. A survey was also conducted. The results showed that nearly half of people disapproved of the switch-off measure (49%). The same proportion expressed a feeling of a lack of safety with this configuration (49%). Therefore, the approach ended with three courses of action: consideration of safety and comfort requirements, renovating and modernising the lighting stock and playing with power variations in future (which would be possible after the renovations).

In 2021, a local association petitioned the council stating that there was too much light in the streets at night. Therefore the same strategy was deployed but using different methods:

- Launch of a new survey among inhabitants;
- Organisation of a public meeting to raise awareness and provide information on the night environment and the challenges connected with artificial night light;
- Experimentation with the reduction in lighting power: the power was reduced by 50% and then 75%.

The results of the survey confirmed the patterns in 2011: a total switch-off was not well received or actually possible owing to the context. The city of Sceaux has four RER rail stations and light can only be switched off outside public transport operating times. Besides, as in many areas, the pavements that are often narrow and punctuated by tree roots may at times be incompatible with an absence of lighting.

### Key points

This new experimentation was conclusive and made it possible to 'remove all constraints'.<sup>50</sup> A reduction in the nominal power of public lighting to 25% was implemented among all the technically compatible stock. In 2024, this measure relates to 32% of the stock. By 2029 approximately, when the entire stock will be equipped with LEDs, this measure will cover the entire commune.

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<sup>50</sup> Florence Presson, Sceaux Deputy Mayor responsible for transitions and the circular and solidarity-based economy. Meeting of 18 April 2024.



# Shared experiences

Yannick BELTRANDO (Anyoji Beltrando) • Nicolas BONNENFANT (Coloco) • Simon BURKOVIC (City of Montreuil) • Stéphane CAGNOT (Dédale) • Silvia CASORRAN MARTOS (Barcelona City Council) • Sara CASTAGNE (CONCEPTO) • Sébastien COUVILLERS (City of Montreuil) • Nathalie DACLON (City of Paris) • Frederik DEPOORTERE (Bruxelles Mobilité) • Philippe DESROSIERS (City of Montreal) • Erwin FIGUEROA (Transportation Alternatives New York) • Laurent FRANCOIS (Grand Paris Sud) • Nathalie FRAYSSINET (Plaine Commune) • Thierry GELB (Town of Pré-Saint-Gervais) • Pablo GEORGIEFF (Coloco) • Charlotte GUTH (City of Paris) • Sophie HADDAK-BAYCE (a'urba) • Fabrice HOULLIER (Tours Métropole-Val-de-Loire) • Leopold HOURQUET (Town of Pré-Saint-Gervais) • Jade KAWAN (Brussels) • Paul LECROART (L'Institut Paris Region) • Joe LEWIS (Transport for London) • Stéphane MALEK (Monono) • Chiara MOLINAR (City of Paris) • Alexandre MUSSCHE (Vraiment-Vraiment) • Geraldine PAUL (City of Evry-Courcouronnes) • Alice PERRIN (City of Paris) • Maëlle PLOUGANOU (City of Montreal) • Sebastian POSADA GARCIA (City of Bogota) • Florence PRESSON (City of Sceaux) • Dominique RIOU (L'Institut Paris Region) • Fanny ROUSSILLO (CPIE Haute Durance) • Ryan RUSSO (OakDOT) • Emmanuel SAUVAGE (Métropole Rouen) • Demetrio SCOPELLITI (AMAT Milan) • Medy SEJAI • Olivier STERN (Montreuil city council) • Alice STEINMETZ (Ateliers [dé]concertants) • Julie TOURNADRE (Chorges town council) • Andrés Felipe VERGARA B. (City of Bogota) • Rob VIOLA (City of New York) • Felix WEISBRICH (district of Friedrichshain-Kreuzberg, Berlin) • Toulouse Métropole

# For more information...

## General documentation

- The publications of Street Plans: <https://street-plans.com/category/project-page-2/research-writing-project-page-2/>. For example: <https://tacticalurbanismguide.com/>
- Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH , A Tactical Urbanism Guidebook: [https://www.transformative-mobility.org/wp-content/uploads/2023/03/TrainingMaterial\\_A\\_Tactical\\_Urbanism\\_Guidebook-5zZpKb.pdf](https://www.transformative-mobility.org/wp-content/uploads/2023/03/TrainingMaterial_A_Tactical_Urbanism_Guidebook-5zZpKb.pdf)
- AUDIAR, Guide d'aménagement des espaces publics, February 2022: <https://www.audiar.org/publication/urbanisme/espace-public/guide-damenagement-des-espaces-publics/>
- A'urba, Guide de conception des espaces publics métropolitains, Cahier n°1 – Faire projet, 2018: [https://www.aurba.org/wp-content/uploads/2019/07/1-Faire\\_projet.pdf](https://www.aurba.org/wp-content/uploads/2019/07/1-Faire_projet.pdf)
- L'Institut Paris Régions, Cécile Diguët, L'urbanisme transitoire, les Carnets Pratiques n° 9, 2018: <https://www.institutparisregion.fr/nos-travaux/publications/lurbanisme-transitoire-1/>
- ADEME, L'Institut Paris Region, L'expérience de l'aménagement temporaire d'espace public, 2022: <https://librairie.ademe.fr/urbanisme/5987-l-experience-de-l-amenagement-temporaire-d-espaces-publics.html>
- ADEME, L'Institut Paris Region, Aménagements urbains temporaires des espaces publics, 2020: <https://librairie.ademe.fr/urbanisme/3901-amenagements-urbains-temporaires-des-espaces-publics.html>
- ADEME, A pied d'œuvre. Mettre les piétons au cœur de la fabrique des espaces publics, 2022: <https://librairie.ademe.fr/urbanisme/5998-a-pied-d-oeuvre-mettre-les-pietons-au-coeur-de-la-fabrique-des-espaces-publics.html>
- CEREMA, La concertation classique « code de l'urbanisme » (concertation « classique »): <https://outil2amenagement.cerema.fr/outils/la-concertation-classique-code-lurbanisme>

## Podcasts and webinars

- Ciudad Hub "De las estrategias a los cambios reales", Xavi Matilla: <https://www.ciudadhub.com/post/de-las-estrategias-a-los-cambios-reales>
- Cadre de Ville, Rendre l'espace public favorable aux piétons, 23 May 2023: <https://www.cadredeville.com/announces/2023/04/13/webinaire-du-23-mai-2023-lespace-public-favorable-aux-pietons>
- Idealco, Bilan & Pérennisation des aménagements cyclables de transition, 1 April 2021: <https://www.idealco.fr/formation/bilan-perennisation-amenagements-cyclables-transition-14692>
- ADEME, Webinaire Aménagements piétons expérimentaux, 16 January 2023: <https://www.dailymotion.com/video/x8rjnnl>

## Universal accessibility

- Universal accessibility on the French government website: <https://handicap.gouv.fr/accessibilite-universelle>
- Parisian universal accessibility and disability strategy: <https://www.paris.fr/pages/strategie-parisienne-handicap-inclusion-et-accessibilite-universelle-2021-4657>
- Leaflet 5 of the Guide d'aménagement durable des rues de Montréal on universally accessible pedestrian developments: [https://societelologique.org/doc/2\\_Fasc\\_5\\_Amenagement\\_pietons\\_AU.pdf](https://societelologique.org/doc/2_Fasc_5_Amenagement_pietons_AU.pdf)

## Documentation by project

- Vision Zero, Pedestrian Safety and Older New Yorkers, New York City, 2022: <https://www.nyc.gov/html/dot/downloads/pdf/pedestrian-safety-older-new-yorkers.pdf>
- Superilla Barcelona: Barcelona 2015-2023. PDF available for free download (in Catalan) <https://bcnroc.ajuntament.barcelona.cat/jspui/handle/11703/129164>
- Barcelona Superilla: Book (in Catalan) <https://ajuntament.barcelona.cat/barcelonallibres/en/lilibres/barcelona-superilla>
- <https://bicibus.eu/en/>
- Revue Espaces: usages récréatifs des espaces fluviaux
- <https://jeparticipe.metropole.toulouse.fr/processes/pietonnisation-pont-saint-pierre>
- <https://metropole.toulouse.fr/mon-environnement/amenagement/mieux-relier-les-quartiers-des-deux-rives-de-la>
- <https://metropole.toulouse.fr/actualites/un-opera-urbain-en-2024>
- L'Institut Paris Region, Une expérimentation à Evry-Courcouronnes pour développer l'attractivité de Grand Paris Sud, note rapide n° 927, 2021.
- <https://evrycourcouronnes.fr/en-evolution/grands-projets/lurbanisme-transitoire/>
- Comune di Milano, Piazze Aperte, A Public Space Program for Milan: <https://portalril.org/contenido/Piazze%20aperte%20-%20A%20public%20space%20program%20for%20Milan.pdf>

## Active mobility

- CEREMA publications: <https://www.cerema.fr/fr/actualites/concevoir-sa-velorue-cyclistes-nombre-circulation-apaisee>, <https://www.cerema.fr/fr/actualites/rendre-sa-voirie-cyclable-cles-reussite-guide-pratique-du>, or <https://www.cerema.fr/fr/actualites/abords-chemins-ecole-apaisement-du-quartier-retour>
- The recommendations of the French Federation of Bicycle Users: <https://www.fub.fr/>
- Place aux piétons: <https://www.placeauxpietons.eu/>.
- The national school ecomobility portal: <https://mobiscol.org/>
- On development costs: <https://villes-cyclables.org/ressources/la-plateforme-des-couts/les-couts/amenagements>, or the national platform 'aides territoire' to find financing and engineering solutions: <https://aides-territoires.beta.gouv.fr/>

## Articles

- Paul Lecroart, L'urbanisme tactique: projets légers, grandes mutations? 2020: <https://www.institutparisregion.fr/amenagement-et-territoires/lurbanisme-tactique-projets-legers-grandes-mutations/>
- L'Institut Paris Region, les Chroniques de la marche et de l'espace public: <https://www.institutparisregion.fr/mobilite-et-transportes/modes-actifs/chroniques-de-la-marche-et-de-l'espace-public/>
- L'Institut Paris Region, les Chroniques de l'urbanisme tactique: <https://www.institutparisregion.fr/les-chroniques-et-dossiers/#.filtre-chroniques-de-lurbanisme-tactique>
- The digital magazine of the agence d'urbanisme et de développement de la région Flandre-Dunkerque (AGUR), articles on 'design incitatif (motivational design)' and 'design actif (active design)': <https://www.urbislemag.fr/>





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At every level, we put our expertise and forward-looking capabilities at the service of public policies.

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