ASSESSING THE URBAN IMPACTS OF THE OLYMPIC OBJECTS

FINAL REPORT

Articulated under

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A collective study produced by the students of the **M2 International Master in Urban Planning and Studies - Track European Studies** as part of the Planning Studio in 2023-2024.

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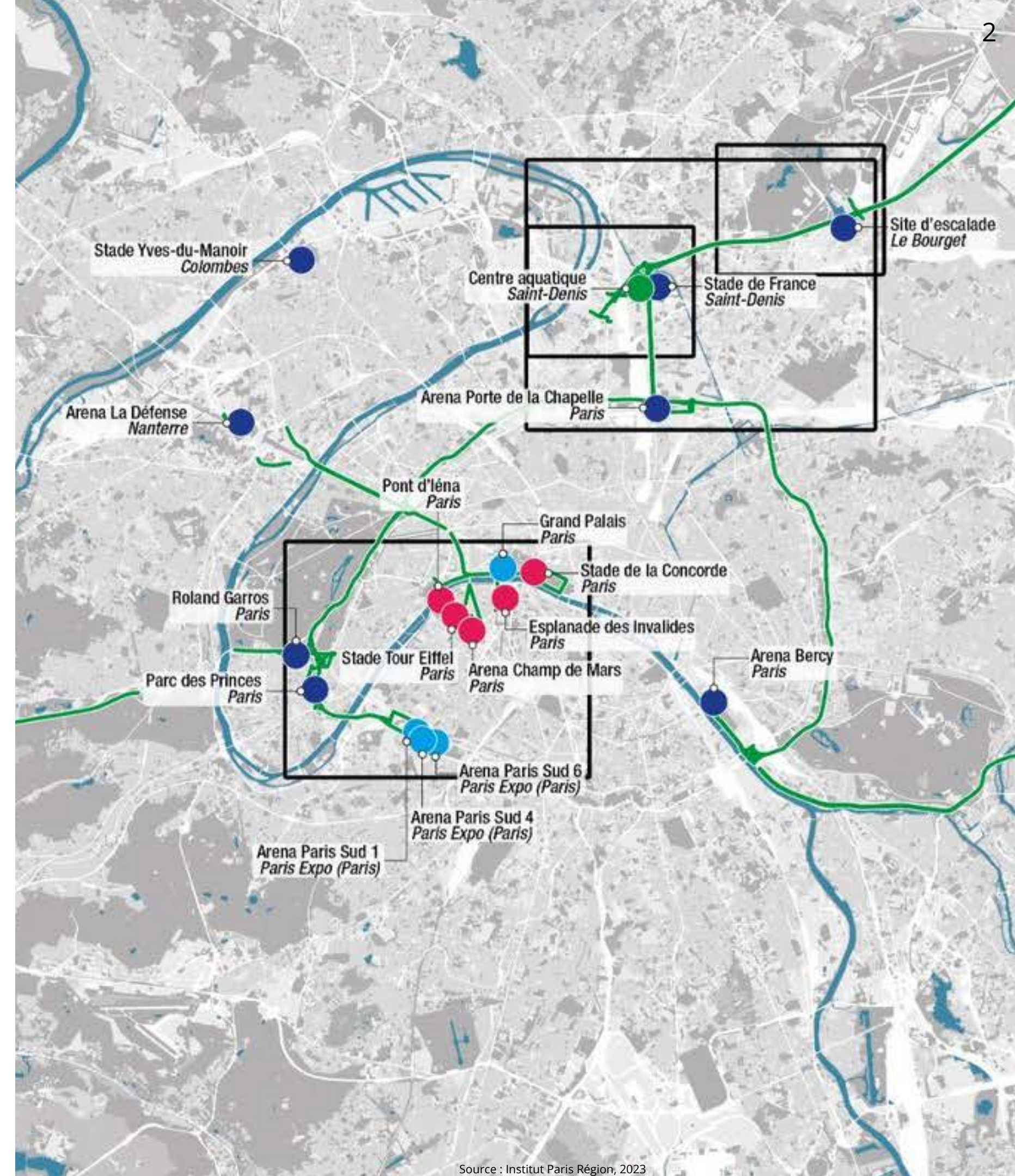
I. INTRODUCTION

Historically, the staging of the Olympic Games has presented host cities with both opportunities and challenges, subsequently, shaping urban landscapes, socio-economic dynamics, and infrastructural developments. In the 21st century, with the increasing emphasis on sustainability and legacy planning, the International Olympic Committee (IOC) instituted a shift in its approach in 2014. This recalibration aimed to integrate the Olympic Games more seamlessly with cities' long-term planning objectives, recognising the potential to mitigate costs while maximising enduring benefits.

Since the transformative 1992 Games in Barcelona, the perspective on the Olympic Games has evolved in goals. Host cities now often position these events as catalysts for urban regeneration, economic stimulation, and infrastructural enhancement. Paris's bid for the 2024 Olympic Games exemplifies this trend, emphasising a holistic development approach that extends beyond the realm of sports. Key ambitions include the revitalisation of areas like Seine-Saint-Denis, enhancements to the River Seine, expansion of green spaces, and improvements in transportation networks.

While the aspirations are lofty and the potential benefits multifaceted, the complexities inherent in hosting such a significant event necessitate a comprehensive evaluation framework. Assessing the impact of the Paris 2024 Olympics on territories and inhabitants demands a rigorous methodology that can navigate the interplay between immediate gains, long-term legacies, and potential challenges. Until such an evaluation occurs, encompassing both completed infrastructure and evolving political dynamics, the overarching impact of the Games remains a subject of inquiry.

GOAL OF THE STUDIO

As the legacy of the Olympic Games is a decisive factor in the selection of the host city, the Paris bid was chosen for its focus on the long-term impact of the Olympic Games. The French government has commissioned 13 reports on the impact of the Games. The Institut Paris Région is in charge of one of these reports, on the "*ex-post evaluation of the actual consequences of the Olympic projects on urban planning in the Paris region, concerning the objectives set out during the bid phase*". The aim of this report is to evaluate a public policy and determine whether it has produced the desired effects.

The aim of this EUP professional workshop is to contribute to the report commissioned by the French government from the Paris Region Institute by proposing an evaluation toolkit and how to implement these different methodologies, accompanied by a first sensitive report of observations on the respective territories studied.

This report endeavors to present a structured approach to assess the multifaceted impacts of the Paris 2024 Olympic Games. By delineating a methodological framework tailored to the unique context of Paris, this study aims to contribute to a nuanced understanding of the opportunities, challenges, and legacies associated with hosting mega-events in contemporary urban landscapes.

COMMON PRINCIPLES

The following methodology kit has been developed according to a number of principles:

- The notion of impact is considered to be twofold: the Olympic Games can have both positive and negative impacts on certain populations.

- The proposed methodologies seek to evaluate the response to 3 of the operational objectives of the Olympic Games, namely **"Preserve and enhance natural areas and heritage sites"**, *"***Reduce Urban divides*" and "***Improve Public Space, Extend and modernise mobility networks (especially active mobility)"***.

- The proposed methodologies are territorialised, meaning that each impact assessment methodology has been developed in relation to the specific problems of its study site. Thus, the replicability of these methodologies on other sites is conditional on their similarity with the sites studied in this report. The choice of using the territorialised methodology is its advantage of studying the place and people living in these areas where long-term expectations of these projects as of yet remain undefined or unclear.

- The construction works phase is an integral part of the analysis: as this report was written during the works phase, the initial findings, observations and analyses are made in this context.

- The methodological kit was developed through constant iteration between 1) existing urban impact assessment methodologies, 2) the objectives of the 2024 Olympic Games and 3) the specific features of the four sites studied.

- The received plans are preliminary and schematic in nature. Detailed blueprints of the public spaces from the project management and landscape architects were not accessible. Consequently, forming a comprehensive assessment of the promised 'objects' is challenging.

OLYMPIC OBJECTS DEVELOPED IN THE AREA

In the context of hosting the Olympic Games, infrastructure projects can be categorised into primary developments directly linked to the event, termed as "Olympic objects," and secondary developments that emerge as a consequence or as a necessary precursor to the Games, referred to as "induced Olympic objects." The distinction between these two types provides clarity on how cities approach the multifaceted demands and opportunities presented by the Olympics. This list, while not exhaustive, demonstrates the major objectives of the Olympic Games in the municipalities effective by the games north of Paris, and demonstrates the philosophy of the games planning to avoid White Elephants.

Main Olympic Objects:

1. Aquatics Centre: Designed to host swimming competitions, this facility stands as a primary Olympic object. Its development is directly tied to the immediate requirements of hosting a specific sporting event during the Olympic Games.

2. Renovation of Five Swimming Pools: These renovations signify infrastructural upgrades tailored to meet Olympic standards and are, therefore, categorised as direct Olympic objects.

3. Olympic Aquatics Centre pedestrian overpass: Links crucial Olympic venues such as the Aquatics Centre and the Stade de France. The bridge serves as an essential infrastructure piece directly associated with the Games' logistics and operations.

4. Athletes' Village and Media Cluster: Constructed to accommodate athletes and media personnel during the Games, these facilities are quintessential Olympic objects, fulfilling immediate operational requirements.

5. Pleyel Station: As part of the broader Grand Paris Express project and the Games' logistical framework, this mobility hub becomes a central Olympic object, aiding in efficient transportation for the event.

Induced Olympic Objects:

1. Regeneration of Terrain des Essences: Transforming previously polluted land into a biodiversity park represents an induced Olympic object. While enhancing the environmental quality, its development arises as a consequence of the Games, contributing to broader urban regeneration goals.

2. Cyclable Loop for Soft Mobility: While facilitating movement during the Games, the creation of this cycling infrastructure serves the broader community, aligning with sustainable mobility objectives that are accelerated due to the Olympic context.

3. Soundproof Wall on Highway A86: Constructed to mitigate noise disturbances for residents during the Games, this infrastructure exemplifies an induced object, addressing community concerns amplified by the event.

4. Burial of High-Voltage Power Lines: Enhancing urban aesthetics and addressing resident concerns, this initiative emerges as an induced object, albeit with long-term benefits that align with the broader urban development goals.

5. Pleyel crossing: This bridge aims to be a new centrality in the city by linking the future metro station "Saint-Denis-Pleyel" and the current RER D station " Stade de France".

In synthesising the impact of the Paris 2024 Olympic Games, understanding the nuances between these Olympic objects and induced Olympic objects becomes pivotal. While direct Olympic objects cater explicitly to the Games' immediate needs, induced objects reflect the broader urban transformations and legacies catalysed by the event. This study, enriched by insights from previous Olympics, linked to the report done by last year students of the EUP, and grounded in Seine-Saint-Denis's specific context, underscores the intricate interplay between these infrastructure developments and their enduring urban legacies.
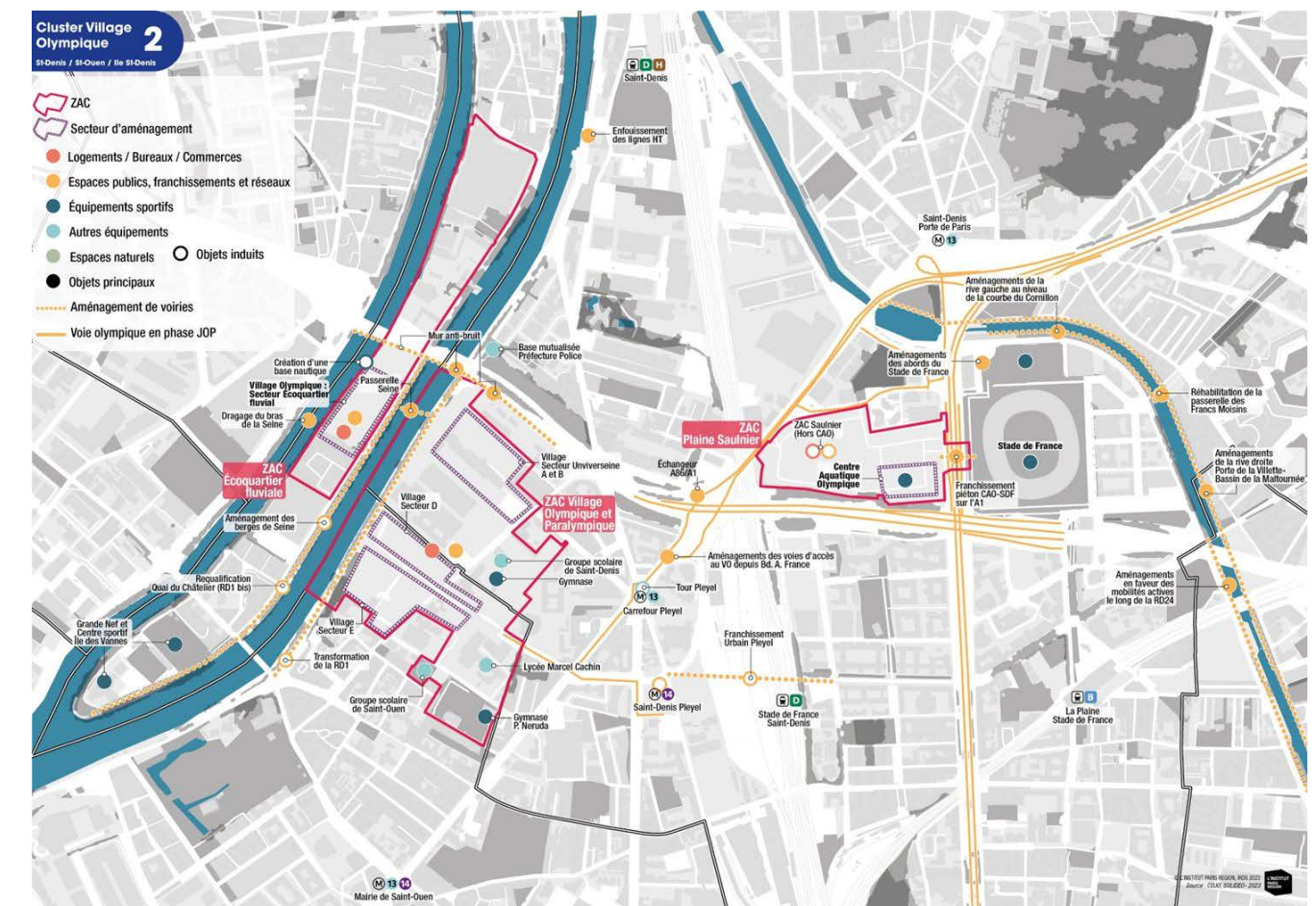
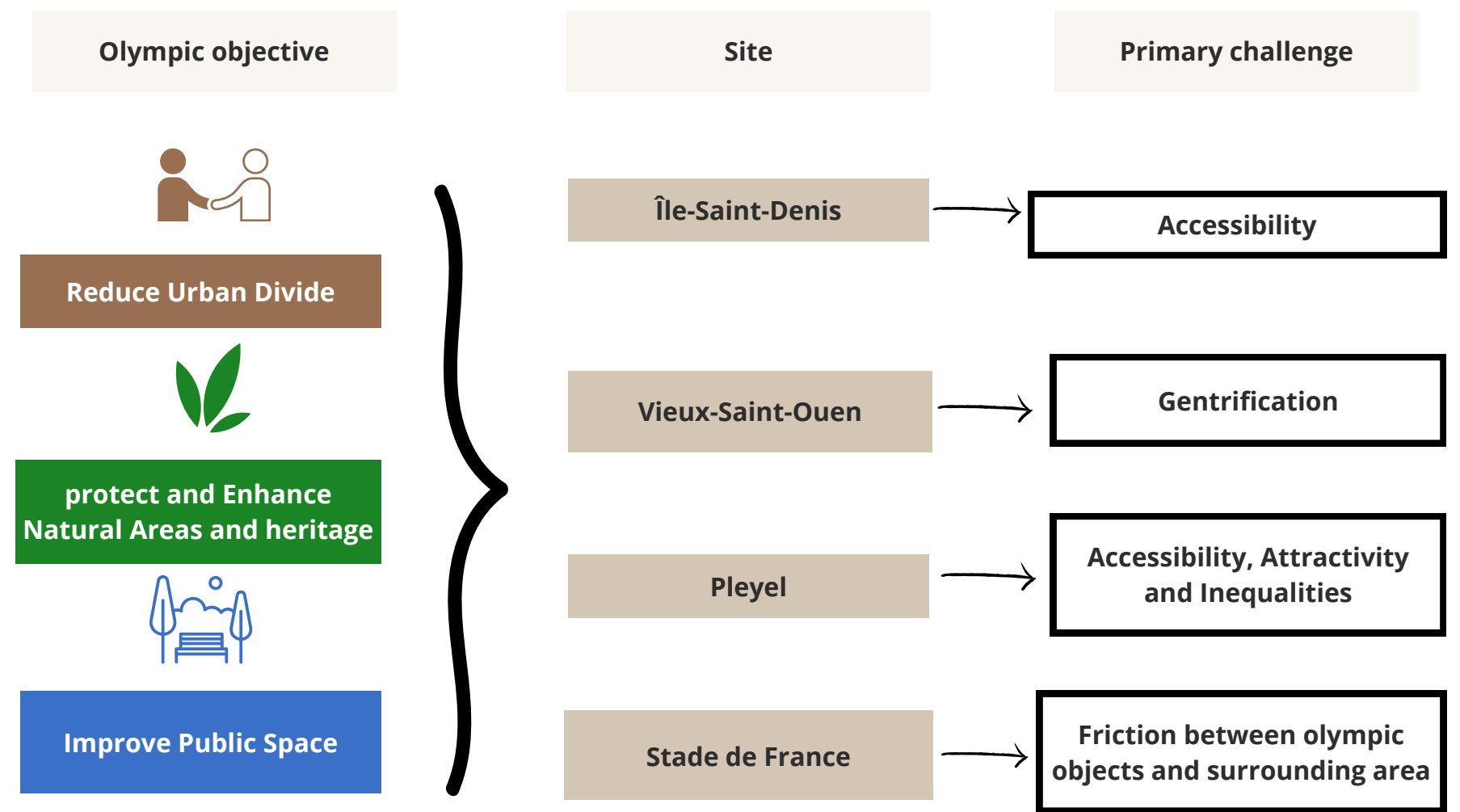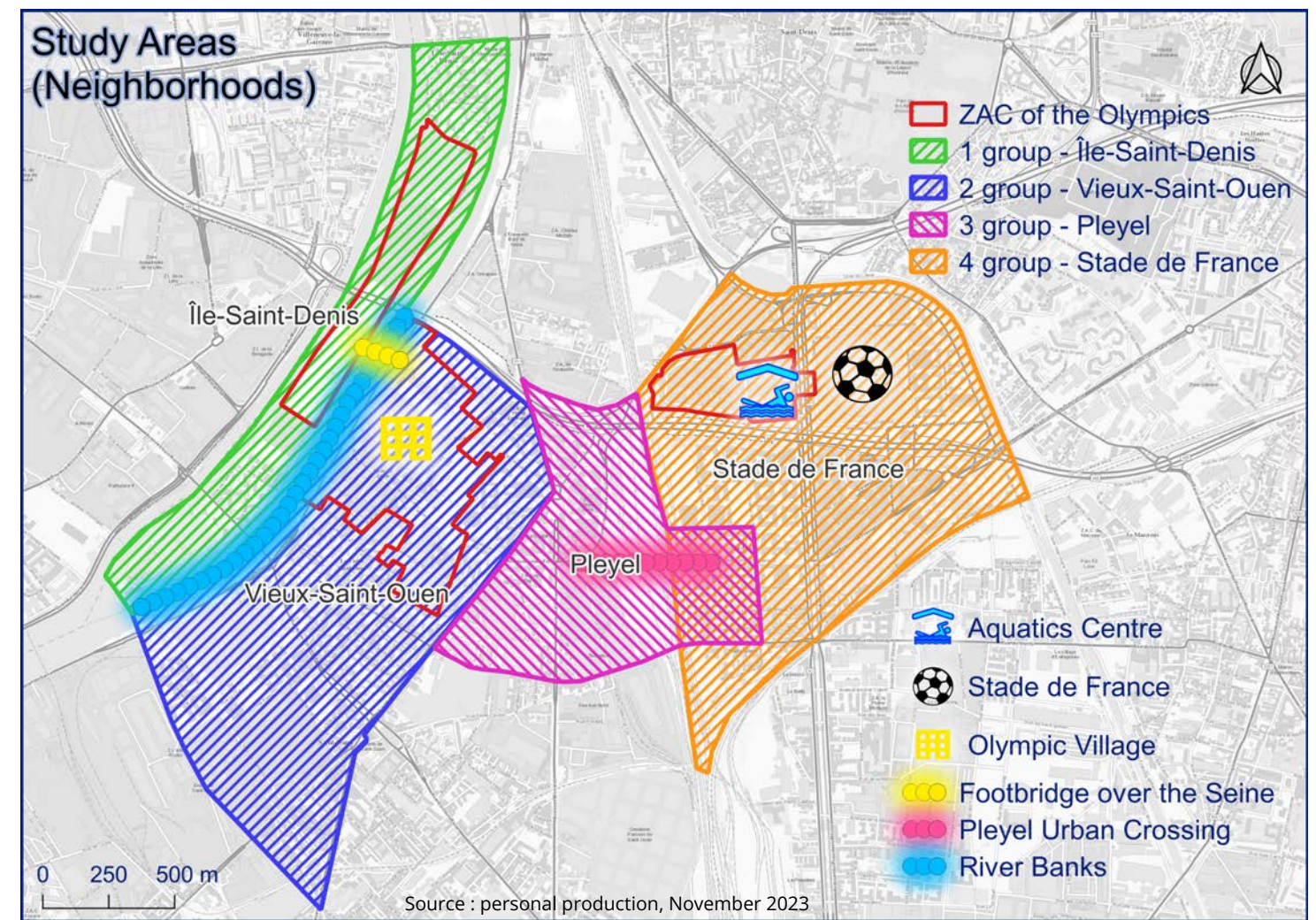
Source : Institut Paris Région, 2023

DESIGNATED NEIGHBORHOODS FOR ANALYSIS

In the pursuit of comprehending the multifaceted impacts and legacies of the Paris 2024 Olympic Games, a methodical approach is imperative. Recognising the heterogeneity of urban landscapes and socio-economic dynamics across different regions, the class has been strategically segmented into four distinct groups. Each group, comprising 4 to 5 individuals, has been allocated a specific territorial focus area, namely Île-Saint-Denis, Vieux Saint-Ouen, Pleyel District and Stade de France.

The rationale underpinning this territorial segmentation emanates from an acknowledgment of the nuanced ramifications that the Olympic Games may engender within each designated area. Indeed, while the overarching objectives of the Games—ranging from infrastructural development to socio-economic revitalisation—are universally articulated, their manifestations and implications are intricately contingent upon the unique characteristics and pre-existing conditions of each territory.

For instance, Île-Saint-Denis, with its distinct urban fabric and community dynamics, may witness divergent outcomes in comparison to the Stade de France, a locale primarily defined by its sports-centric infrastructure. Similarly, the Pleyel District, undergoing significant transformations, presents distinct challenges and opportunities that necessitate a focused analytical lens. Conversely, Vieux Saint-Ouen, with its historical and cultural nuances, demands an examination that captures both continuity and change in the context of the Olympic Games.

By adopting a territorially segmented approach, this academic endeavour seeks to unravel the layered complexities inherent in hosting the Paris 2024 Olympic Games. Each group's concentrated focus on their respective area facilitates a granular examination, enabling a comprehensive understanding of the varied impacts, challenges, and opportunities that characterise the Games' interplay with diverse urban landscapes. Consequently, this methodological framework endeavours to contribute meaningfully to the discourse on urban legacy, offering insights grounded in localised realities and enriched by comparative analyses across distinct territorial spheres. The diagram delineates the primary challenge faced by each sector, considering the three objectives of the Olympic Games discussed in this report.

Study Areas (Neighborhoods)

Legend:
- ZAC of the Olympics
- 1 group - Île-Saint-Denis
- 2 group - Vieux-Saint-Ouen
- 3 group - Pleyel
- 4 group - Stade de France
- Aquatics Centre
- Stade de France
- Olympic Village
- Footbridge over the Seine
- Pleyel Urban Crossing
- River Banks

0 250 500 m

Source : personal production, November 2023

Olympic objective	Site	Primary challenge
Reduce Urban Divide	Île-Saint-Denis	Accessibility
protect and Enhance Natural Areas and heritage	Vieux-Saint-Ouen	Gentrification
	Pleyel	Accessibility, Attractivity and Inequalities
Improve Public Space	Stade de France	Friction between olympic objects and surrounding area

OVERVIEW OF EXISTING METHOD

Go-along method

The method involves a researcher walking or traveling alongside a participant in their local neighborhood and asking questions along the way.

- Mix of participating observation and narrative semi-guided interviews
- Direct observation of the lived experience of the inhabitant

Perceptual walk

In the context of French-speaking ethnographic research, the "floating observation" method was first theorized by Colette Petonnet, who applied it in the Père Lachaise cemetery.
Often used as a preliminary step in an ethnographical research, this method involves the intuitive discovery of the site by the researcher without having any pre-defined object of inquiry in mind.

- Highly valuable in an unfamiliar area.

Exploratory walk

A group of people (usually residents of the area) go around their neighborhood together with researchers (or policy-makers) to study certain aspects of their neighborhood.

- Collective endeavour
- Especially suited when working with minorities / marginalized groups

Mental map

Asking a group of locals to draw a map of their neighborhood and to draw the places they remember/ that are more significant for them; the places they like and they don't like. They can also put the itineraries they take.

- Key features of the area (from no-go to most frequented areas)

Existing qualitative methodologies

Visual Anthropology / Auto-ethnography

Audiovisual documentation while walking. Instead of usual written field notes, photography, video recordings, or sketching can be used to reconstruct etnographical fieldwork. In a more participatory endeavor, researchers can directly ask research participants to reconstruct their daily lives through pictures.

- Diverse means of visual representation

Existing quantitative methodologies

In the present report, we acknowledge the utilisation and exploration of existing methodologies, while also emphasising the development and implementation of new approaches tailored for both the types of accessment to make and the territories we worked on.

Transit Oriented Development (TOD) methodology

Transit Oriented Development (TOD) is a planning approach which encourages people to walk, cycle and use public transit instead of cars, by developing mixed use communities around transit nodes, with moderate to high densities and a walkable environment. This is done through **integrating transit and development.**

The value of a TOD index indicates the level to which TOD supporting characteristics are in place around a transit node and what may be required to be improved so as to attain better transit orientation of the development.

The criteria used includes:
Density, land use diversity, walkability and cyclability, economic development, capacity utilisation of transit, user-friendliness of transit system, access and accessibility, parking at station.

The Pedestrian Safety Index

Is a method that identifies problems related to pedestrian safety infrastructure, in which the results allow the proposition of safe routes for users.

Other methods don't go deep (in a established measure approach) in the unsafety problems pedestrian deals on walks. Pedestrians, particularly children, elderly and the disabled, are vulnerable users.

Various factors affect pedestrian safety. These factors may be related to individuals (pedestrian and driver), traffic and environment conditions. A better understanding of the relationships between design and safety can help designers when designing safe and livable streets. Evaluates pedestrian infrastructure using 24 indicators and point scale.

The overall pedestrian safety index (PSI) is based on the average of all crosswalk scores, that each indicator have different values in a point system.

Bradshaw Walkability Index (1993)

The Bradshaw Walkability Index was created by pedestrian rights activist, Chris Bradshaw, in order to measure the walkability of public space through the use of ten indicators. The indicators are ranked from 1 to 4, the lowest score being best, to assess a neighbourhood's walkability.

This method aims to motivate people to reconstitute links with their neighbourhoods and improve community through highlighting the need and opportunities to improve walkability in their local areas. This must be undertaken through collective action and the contribution of personal resources.

Indicators:
1) population density
2) spaces per car per household
3) number of seats, street furniture per household
4) possibility of meeting other people while walking
5) age allowed for a child to walk alone
6) female safety assessment
7) public transport service
8) number of significant spaces in the neighborhood
9) presence of parking lots and their distance from residences
10) sidewalks

II. METHODOLOGY TOOLKIT

The goal of this toolkit is to propose several methodologies for the assessment of the urban impact of the Olympic Games and the related objects built on the territories where they are located.

The assessment has been divided into 4 areas: the Île-Saint-Denis, the Vieux Saint Ouen, Pleyel and the Stade de France area. For each territory, several methodologies have been elaborated in order to measure the changes, based on the Olympics Games objectives for the area. These methodologies can be quantitative or qualitative.

Thus, the following methodologies are classified by area and sub-classified by type (quantitative/qualitative) using a colour code.

QUANTITATIVE METHOD.

QUALITATIVE METHOD.

MIXED METHOD.

ÎLE-SAINT-DENIS

CONTEXT

Île Saint-Denis is an island located on the Seine River in the Seine-Saint-Denis department. To the west of the island, on the other side of the "petit bras" or "bras de Gennevilliers," lies the Hauts-de-Seine department, and to the east is the "grand bras" and the town of Saint-Ouen. Most residences on the island are situated in the central part. Historically, the southern part of the island has had an industrial purpose, including the southern tip with the former Île des Vannes, where the Grande Nef, a large sports complex, is located. The entire northern part of the island is the Île Saint-Denis departmental park, classified as a Natura 2000 zone. Île Saint-Denis will be at the heart of the 2024 Olympic Games, as a portion of the island south of the A86 highway bridge will host the Olympic Village. It will be connected to the Cité du Cinéma on the right bank of the river by a new pedestrian footbridge.

During the diagnostic phase, prior to imagining our assessment methods, we realised that the greatest challenge for the island is its isolation. This is firstly due to its unique geographical characteristics, but also to the lack of infrastructures to cross the Seine (only 3 bridges by side, for a total length of 8 kms) and to circulate on the island (only one axis North-South), the lack of public transportation, the lack of facilities easily accessible without a car. This is even more concerning as more than 80% of the ilodyonisians are commuting outside of the city for work purposes. By analysing the direct and induced Olympic objects of the territory, we realised that a lot of them were focusing on this accessibility issue: pedestrian bridge, car-free neighbourhood, rehabilitation of the north-south axis. Consequently, we have centred our analysis around the goals of the Olympic Games and **the issue of accessibility** on the island.
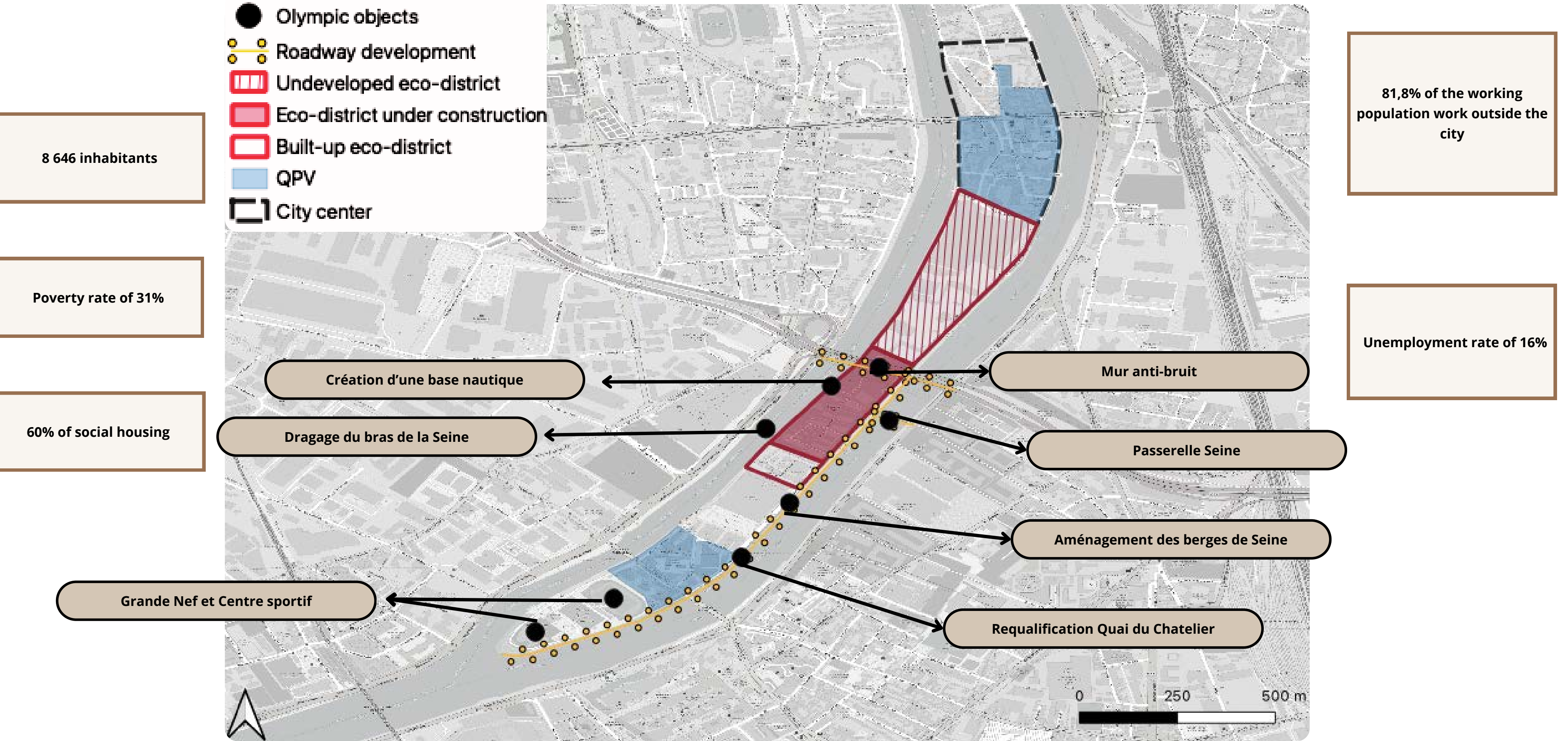
What we soon realised and what is interesting in our work is that the methodologies we are presenting are also ways we used to make a territorial diagnosis of Île-St-Denis at the beginning. The quantitative methodologies especially, were used to assess the territory and we thought that they would also be useful for the OG evaluation, as they are easily reproducible and allow one to focus on specific objects. The qualitative methods were then imagined to assess the main challenge we identified quantitatively; it is a **cyclic approach** which we are presenting here. This is why the order of the 7 methodologies presented is important: it fits the evolution of our reflection and we believe this approach is important for the evaluation process.

The following methodologies were used to assess the island and how the Olympic Games, the constructed and induced elements will impact the territory and its residents:
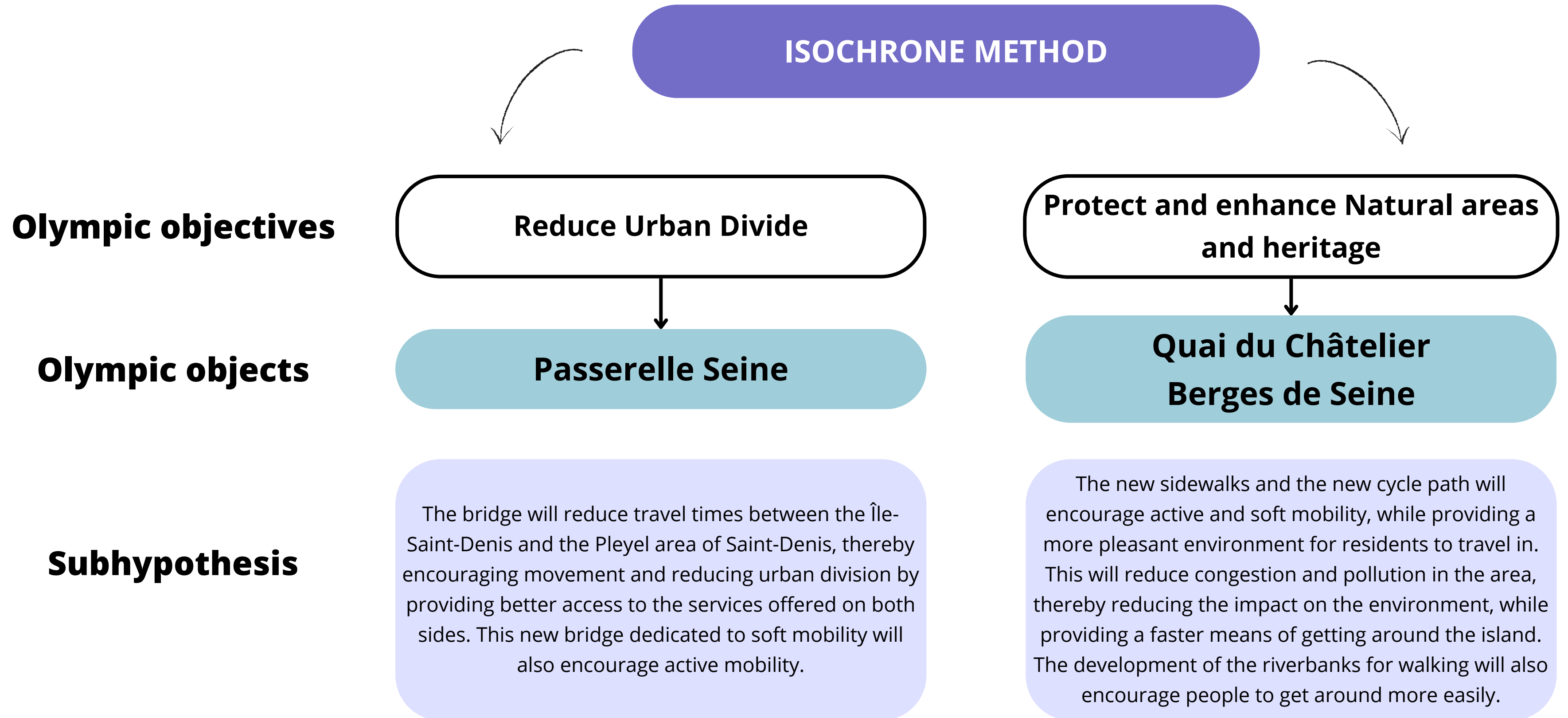- Isochrones
- Travel time measurement
- Spatial inter-distance
- Mode share study method
- Accessibility surveys
- Documentary source
- Go-along interviews

We present the methodologies one by one, specifying the objective to which each refers and our hypothesis regarding the evolution of that objective. We then describe each methodology, outlining the questions it intends to address, the indicators used, and the limitations of the method. Following that, we explain the various steps to apply the methodology. Finally, we will present the results obtained from an initial on-site assessment. A scoring of each methodology, assessing its relevance and success for the subject, will be provided at the end of the report.

OLYMPIC OBJECTS AND SOCIO-DEMOGRAPHIC ANALYSIS

Legend:
- Olympic objects
- Roadway development
- Undeveloped eco-district
- Eco-district under construction
- Built-up eco-district
- QPV
- City center

8 646 inhabitants

Poverty rate of 31%

60% of social housing

81,8% of the working population work outside the city

Unemployment rate of 16%

Map labels:
- Création d'une base nautique
- Mur anti-bruit
- Dragage du bras de la Seine
- Passerelle Seine
- Aménagement des berges de Seine
- Grande Nef et Centre sportif
- Requalification Quai du Chatelier

0   250   500 m

Source : personal production, November 2023

Hypothesis

Olympic objects will improve accessibility to facilities, services, and reduce landlockedness in l'Île-Saint-Denis

ISOCHRONE METHOD

Olympic objectives

Reduce Urban Divide

Protect and enhance Natural areas and heritage

Olympic objects

Passerelle Seine

Quai du Châtelier Berges de Seine

Subhypothesis

The bridge will reduce travel times between the Île-Saint-Denis and the Pleyel area of Saint-Denis, thereby encouraging movement and reducing urban division by providing better access to the services offered on both sides. This new bridge dedicated to soft mobility will also encourage active mobility.

The new sidewalks and the new cycle path will encourage active and soft mobility, while providing a more pleasant environment for residents to travel in. This will reduce congestion and pollution in the area, thereby reducing the impact on the environment, while providing a faster means of getting around the island. The development of the riverbanks for walking will also encourage people to get around more easily.

ISOCHRONE METHOD

**Map of Ile-Saint-Denis showing the walking distance
of the Metro and RER Stations in a 10 and 5 minute radius**

Source : personal production, November 2023

Île-Saint-Denis

#ACCESSIBILITY #DAILYHABITS

Description of the method

During our first site visits, we observed that the island was lacking amenities accessible via active mobilities. We wanted to verify if this was true, and this is why the isochrones method, based on the 15-minutes city idea, was used in the first place. Then, we realised it would be a good way to assess the impact on accessibility of both the new bridge, and the facilities and shops that will be implemented in the Eco-quartier fluvial. The purpose of the isochrone method is to provide a relatively simple cartographic representation of the travel time required to reach a particular location or resource. Isochrones are spatial accessibility indicators. We placed isochrones at the location of basic services in order to identify areas where residents would have access to this service within a 10-minute walk. The following maps were produced using the QGIS isochronous parameter. Isochrones can be used to measure various types of movement, such as walking or cycling.

Main questions to answer

- What services do residents of the island have access to within a 10-minute walk?
- Do all Ile Saint Denis residents have equal access to these services? Are there any particularly isolated areas of the island?
- Have the Passerelle Seine and the development of the Quai du Châtelier made it possible to extend the area accessible within a 10-minute walk? Is there enough of an incentive to use soft modes of transport rather than cars?

Main indicators

Location of the services assessed	Spatialised travel time

Difficulties/limitations

The main difficulty is to have the ability to use QGIS and the specific plugin for isochrones. It will also be necessary to ensure that the data is updated after the construction works so that a comparison can be made.

QUANTITATIVE METHOD.

HOW TO IMPLEMENT THE ISOCHRONE MAPS METHOD :

STEPS :

1- We chose services of which accessibility is relevant to assess. Here, we focused on daily and weekly needs regarding the population's characteristics in Ile-St-Denis. The 2 major types of population comprise retired people and both single-parent and couples with children. For this reason, they need: food suppliers, health services, public transportation and educational facilities. We advise implementing this methodology with nature areas (regarding to Olympic Games objectives) and sport facilities.

2- Once the sites are chosen, locate each of them on a Map using a GIS software (we used QGIS using OpenStreetMap data to collect information about services). For more precise information about health facilities, Santégraphie data would be a good option, but we did not have a right to access it. We chose to locate facilities in St-Ouen, St-Denis, and Villeneuve-la-Garenne in addition to the island as they are neighbouring municipalities.

3- Once all the facilities are located, draw 5, 10 (and possibly 15) minutes walk (can also be used in the same way with bikes) isochrones from each point representing a service/facility. We achieved this using a QGIS plugin called ORStools, that calculated isochrones from roads data in OpenStreetMap.

4- You can now analyse easily which area is lacking of facilities or services accessible by foot. We believe this can assess both the effectiveness of the implementation of new services on ground floors in the Eco-quartier fluvial, but also, with a before/after comparison using the maps we already made, this could allow us to assess how the new bridge enhanced or not accessibility to existing services, and also the new services in the St-Denis's part of the Olympic Village.

Example of step 2 implementation (case of supermarkets)

Source : personal production, November 2023

QUANTITATIVE METHOD.

RESULTS

The following 3 maps show a walking distance of 15 minutes (large circle) and 5 minutes (small circle) around identified major services.

Source : personal production, November 2023

Source : personal production, November 2023

Source : personal production, November 2023
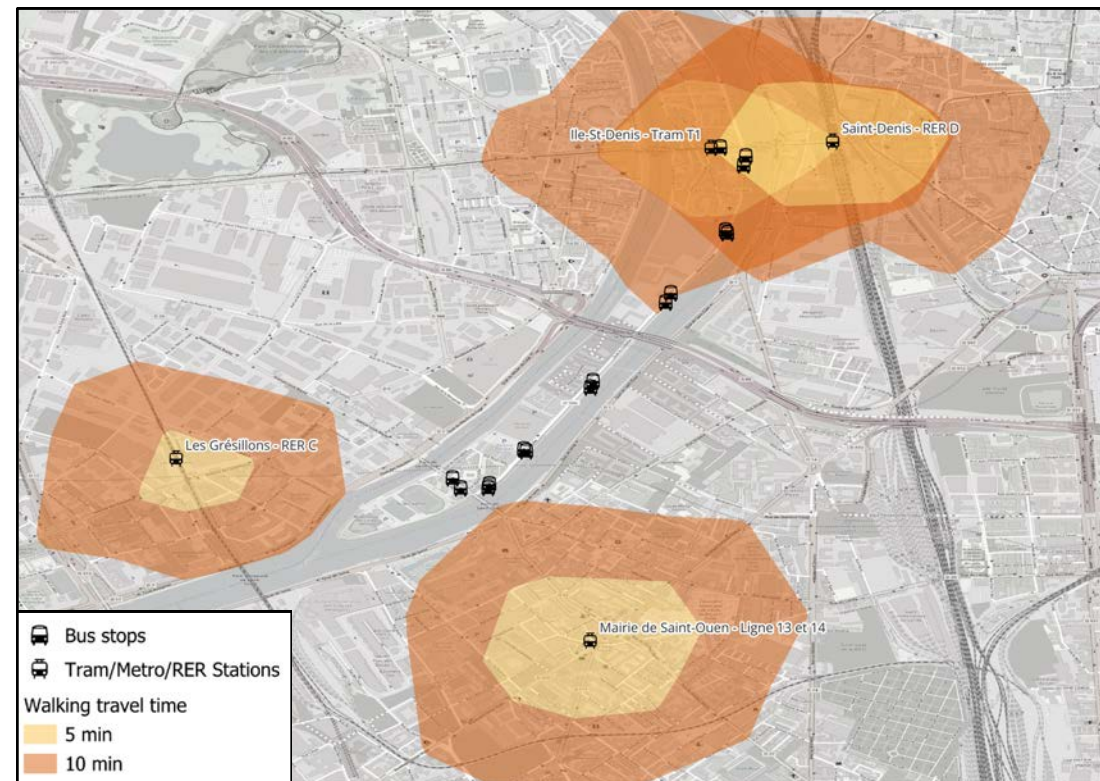
Walking to public transportation

This map represents isochrones from the location of the tram and metro or RER nearby and is inspired by the 15-minutes city model.
As more than 80% of the working inhabitants work outside the municipality, and more than 50% take public transportation, it seems relevant to assess it.

It should be noted that not all of the south of the island has access to a metro station within a 15-minute walk, which is a barrier to commuting and may encourage residents to rely on using cars.
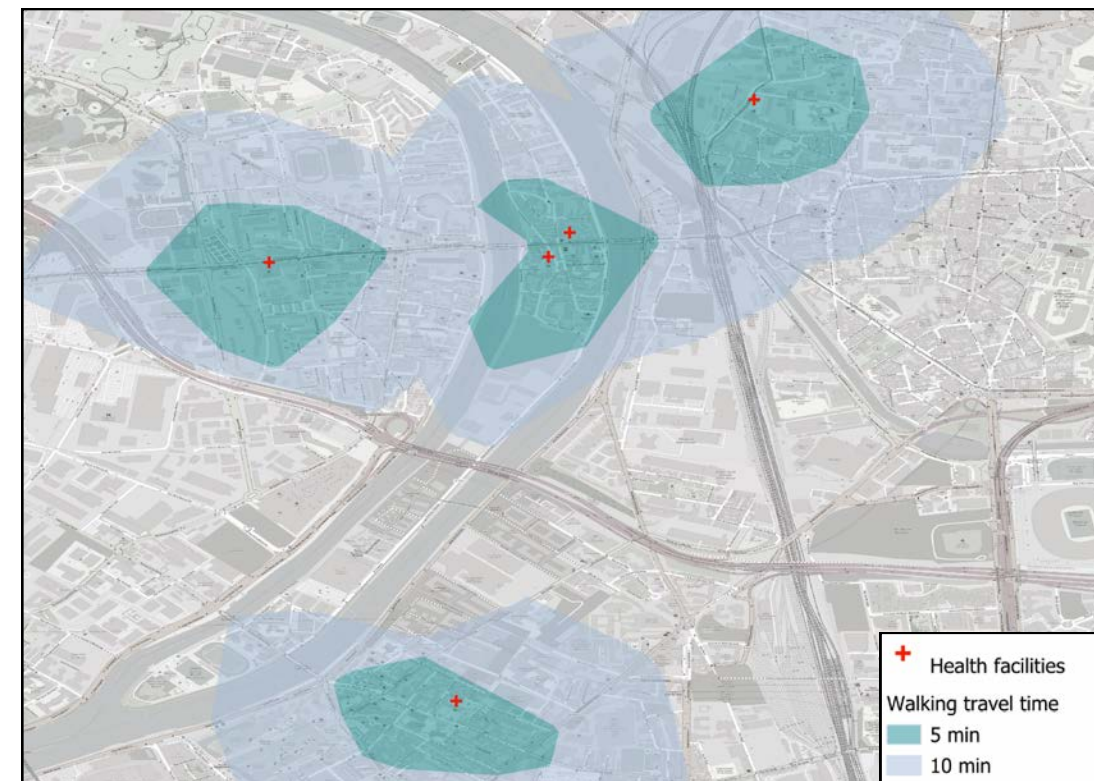
Accessibility to health services

This map represents isochrones from the localisation of health facilities nearby. Seine-St-Denis is the department with the most important number of inhabitants having a chronic disease. It is also considered as a zone of "medical desert" (98% of inhabitants in ZIP).

It should also be noted here that the whole of the south of the island has no healthcare infrastructure, and that there is also a shortage on the Gennevilliers side.
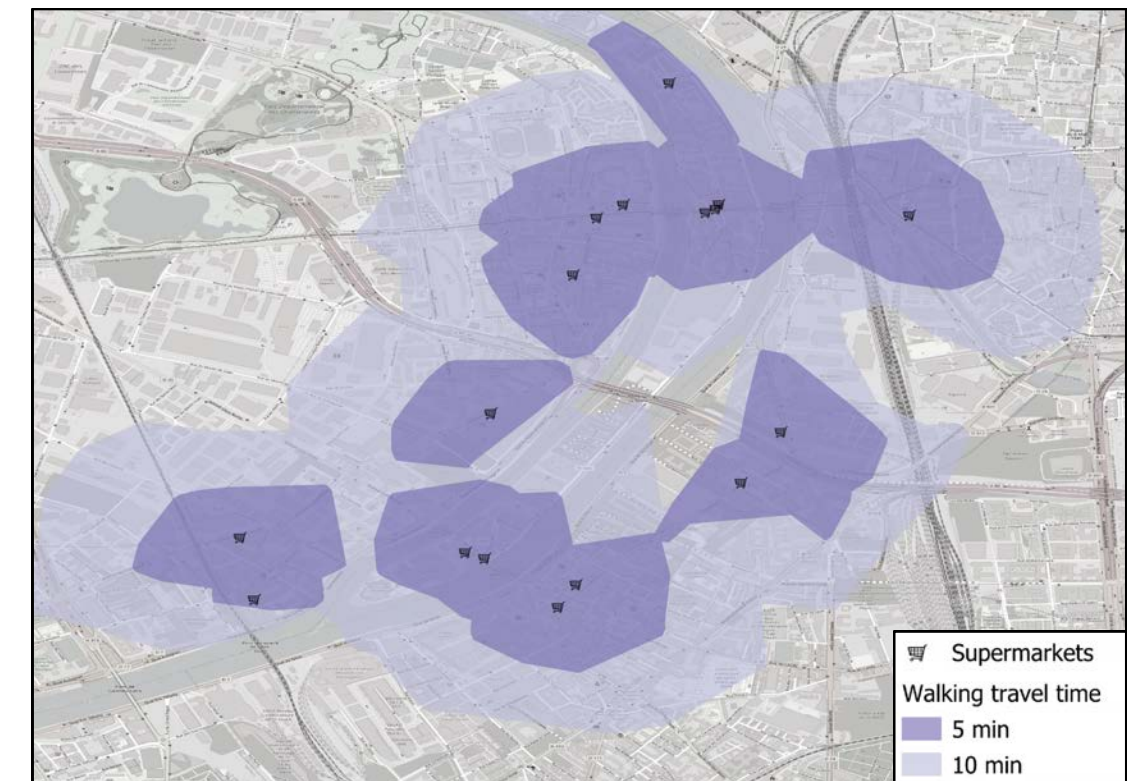
Accessibility to food supply

This map represents isochrones from the location of supermarkets nearby. In the Île-Saint-Denis, most of the households are families, who therefore need to go grocery shopping once a week or every 2 weeks, carrying a rather heavy load. Ideally, they do not want to walk 10 minutes with their groceries.

It should be noted that very few supermarkets are present on the island and they are mainly small and thus, more expensive. Most of the residents might therefore take their car for shopping.

QUANTITATIVE METHOD.

Hypothesis

Olympic objects will improve accessibility to facilities, services, and reduce landlockedness in l'Île-Saint-Denis

TIME MEASUREMENT METHOD

Olympic Objectives

| Improve public space | Reduce urban divides |

Olympic objects

Passerelle Seine
Grand Nef
Base Nautique
Mur Anti Bruit

Passerelle Seine
Quai du Châtelier

Subhypothesis

The rehabilitation of Grand Nef and the creation of new infrastructure such as the Base Nautique and Mur anti Bruit will improve the quality of life and stimulate outdoor activity in the neighborhood.

The Quai du Chatelier and the Passerelle Seine will allow the residents more connections to the rest of Ile-Saint-Denis and its surroundings without using a car.

TRAVEL-TIME MEASUREMENT METHOD

Separation wall within the Ecoquartier under construction

Source : personal photo, December 2023

Île-Saint-Denis

#TIME MEASUREMENT #15 MINUTE CITY #ECOQUARTIER #BRIDGE

Description of the method

This method is directly linked and complementary to the isochrones method. While the isochrones method is used to assess access to facilities, this approach is more specific to highly frequented sections. The combination of these two methods allows us to have a good overview of walkability. This method is especially useful to assess the travel time between two bridges for example, which is a good indicator of land-lockedness. This temporal and spatial quantitative method uses the methodology of walking and measuring the time to go in and around Ile-Saint Denis to the Olympic Objects, the centre of Ile-Saint-Denis, and the major transportation hubs nearby (Maire Saint Ouen and the Saint Denis RER stop). This was done to make a benchmark of how long it takes people to walk in Ile-Saint-Denis towards points of interests such as transport, food, or amenities, and if the Olympic Objects will have an impact on these times. Time measurement can be carried out by using software as well as by actually measuring periods of movement from one place to another.

Main questions to answer

- How long does it take to get around in Ile-Saint-Denis?
- Are the Olympic Objects going to improve the time and distance to get around Ile-Saint Denis?
- Will the Olympic Village in Ile-Saint-Denis work towards the goal of the 15 Minute City?

Main indicators

Time between Olympic Objects and Main transport hubs

Flow of People and traffic

Difficulties/limitations

This study of the time and distance is limited to the experience of a non-disabled bodied person on foot. To get a better average, potential time walks with people with disabilities or the elderly would be suitable to make a better understanding of the time it takes to walk in Ile-Saint-Denis.

QUANTITATIVE METHOD.

HOW TO IMPLEMENT A TRAVEL-TIME MEASUREMENT METHOD :

Measuring and assessing time for urban planners and urban designers can be a difficult task. Time and distance is subjectively difficult to measure in a 3D Space, in part, because people remember experiences and events while traveling (Sakibamanesh, 2017)

STEPS :

1- Determine and plan the route. This can be done by looking at key points of interest. It was important for this step to select a series of points of interests and figuring out the time and distance between them.
These sites were. 1. The Maire Saint-Ouen to the Bridge. 2. From the Bridge to Grand Nef. 3. From Grand Nef to the Ecoquartier Fluvial at the Passerlle. 4. From the Passerelle to Centre Ile-Saint-Denis. 5. From Ile-Saint-Denis to Saint Ouen.

2- Conduct the time measured walk following the route planned during the planning stage. Keep a timer to indicate the time and distance the commute takes.

3- Analyse the Information obtained. What does the distance and time it takes to get somewhere mean for someone who needs to run an errand, commute or socialise? What transport will they take because of the distance required?

4- Determine if the Olympic Objects will impact measured distances.
The Bike path, the Passerelle, and the nautical base will all be impactful for how people move. Repeat this study utilising the Induced Olympic Objects.
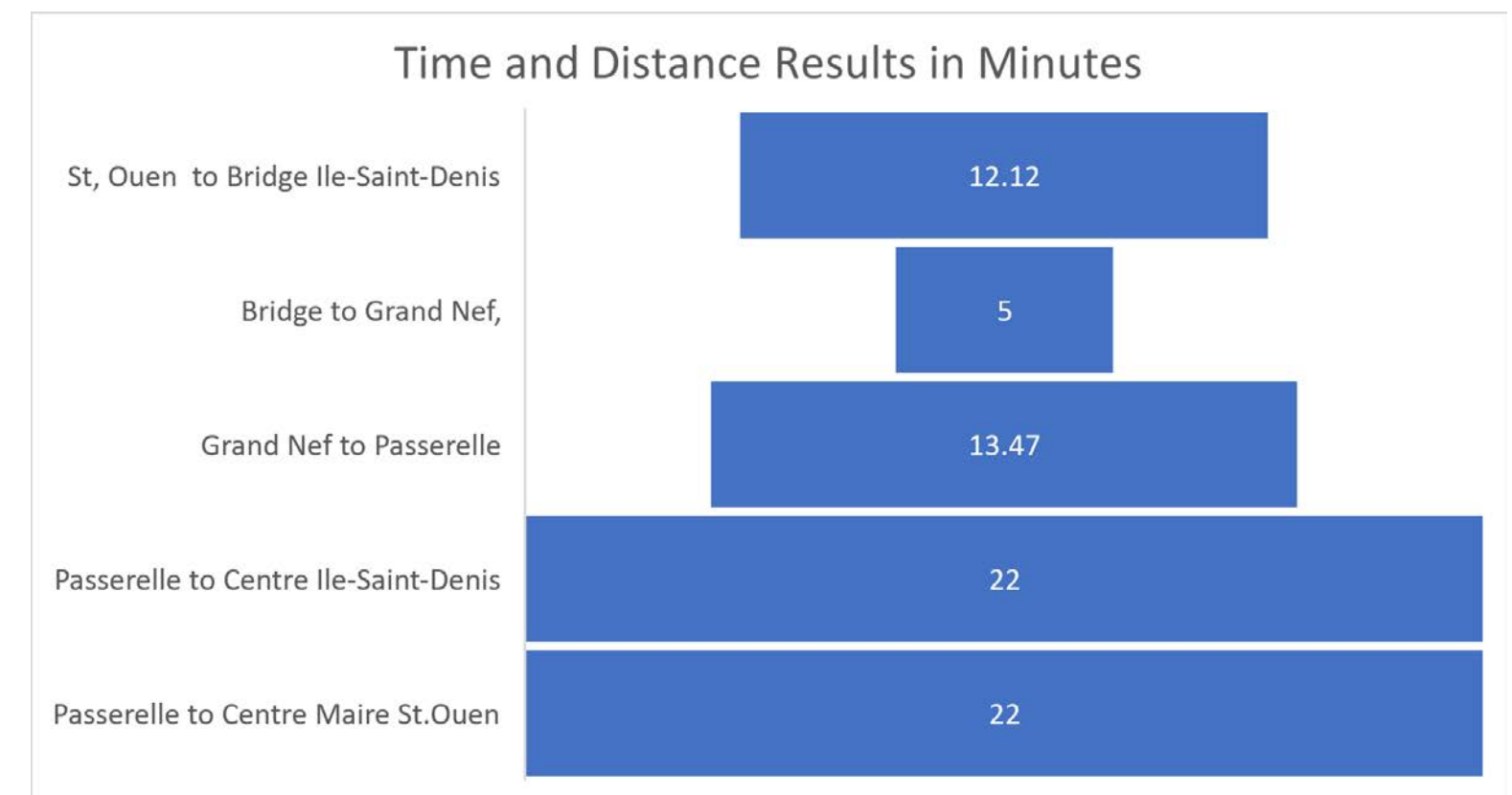

Construction of the Passerelle Seine planned to be completed before the games
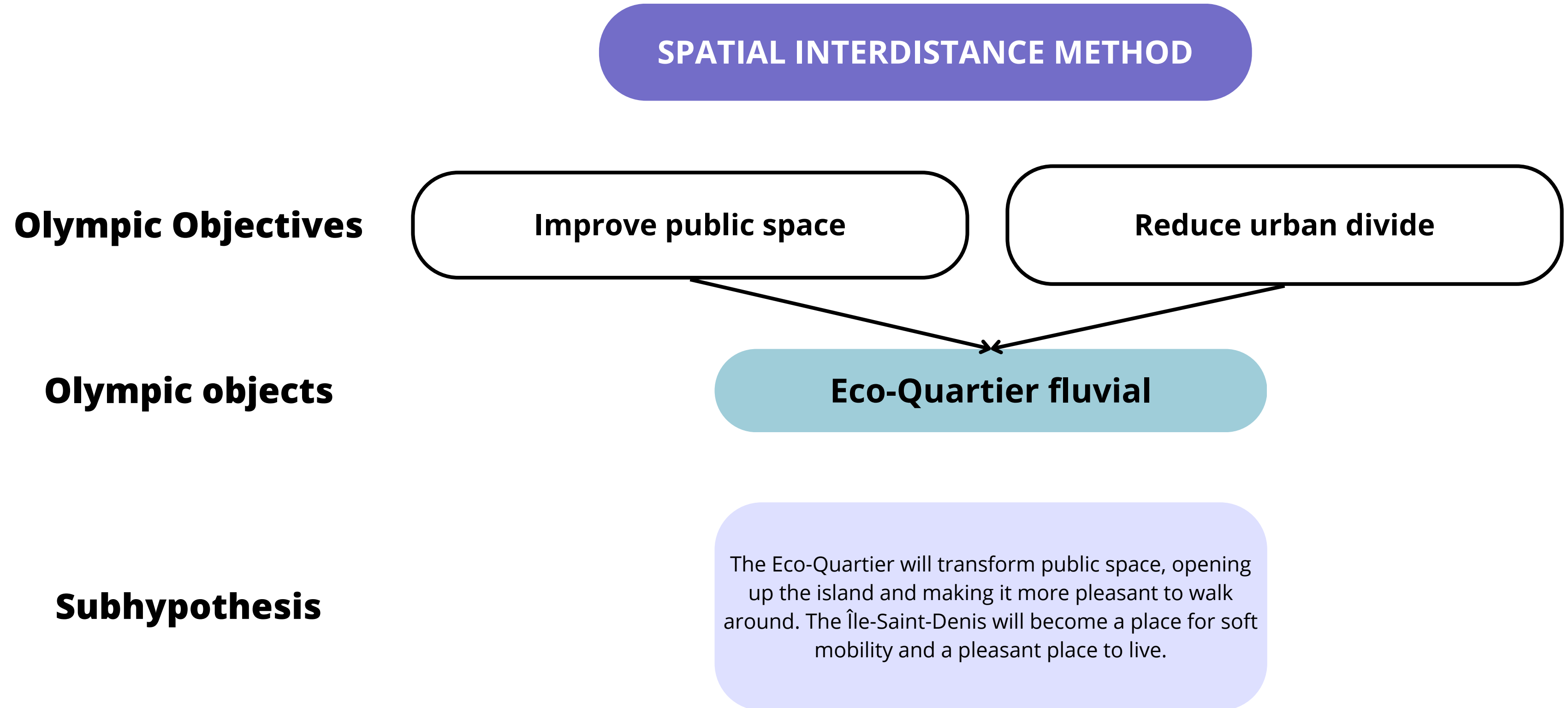
Source : personal photo, December 2023

RESULTS

As previously discussed, Ile-Saint-Denis is disconnected to not only its surrounding enclaves, but to other parts of the city itself. This was further shown in the time measured walking study. It was a 10 Minute walk from the number 14 Metro stop to the Bridge, and a 6 minute walk to the Grand Nef. From the Grand Nef to the Eco-Quartier Fluvial it was about 15 minutes, and about 20 minutes to the Ile-Saint-Denis Tram stop, with a further 5 minutes to reach the Saint Denis RER stop. In short, the Eco-Quartier Fluvial is isolated from the rest of Ile Saint Denis, and the planned Olympic Objects on the South end of the Island.

It will be interesting to see to what extent the Passerelle can contribute to reducing distances, the duration of journeys and the quality of walking on Ile-Saint-Denis, for the inhabitants of the newly built Eco-Quartier Fluvial as well as for the inhabitants of the settlements in the south of the island.

Time and Distance Results in Minutes

	Minutes
St, Ouen to Bridge Ile-Saint-Denis	12.12
Bridge to Grand Nef,	5
Grand Nef to Passerelle	13.47
Passerelle to Centre Ile-Saint-Denis	22
Passerelle to Centre Maire St.Ouen	22

Source : personal production, January 2024

This time and spatial study was implemented before the Passerelle Seine has been opened for the 2024 Olympic Games. When this bridge is opened it will be important to see if these distance and time measurements will change.

QUANTITATIVE METHOD.

Olympic objects will improve accessibility to facilities, services, and reduce landlockedness in l'Île-Saint-Denis

SPATIAL INTERDISTANCE METHOD

Olympic Objectives

Improve public space

Reduce urban divide

Olympic objects

Eco-Quartier fluvial

Subhypothesis

The Eco-Quartier will transform public space, opening up the island and making it more pleasant to walk around. The Île-Saint-Denis will become a place for soft mobility and a pleasant place to live.

SPATIAL INTERDISTANCE METHOD

Spatial interdistance assessment before building ZAC Ecoquartier
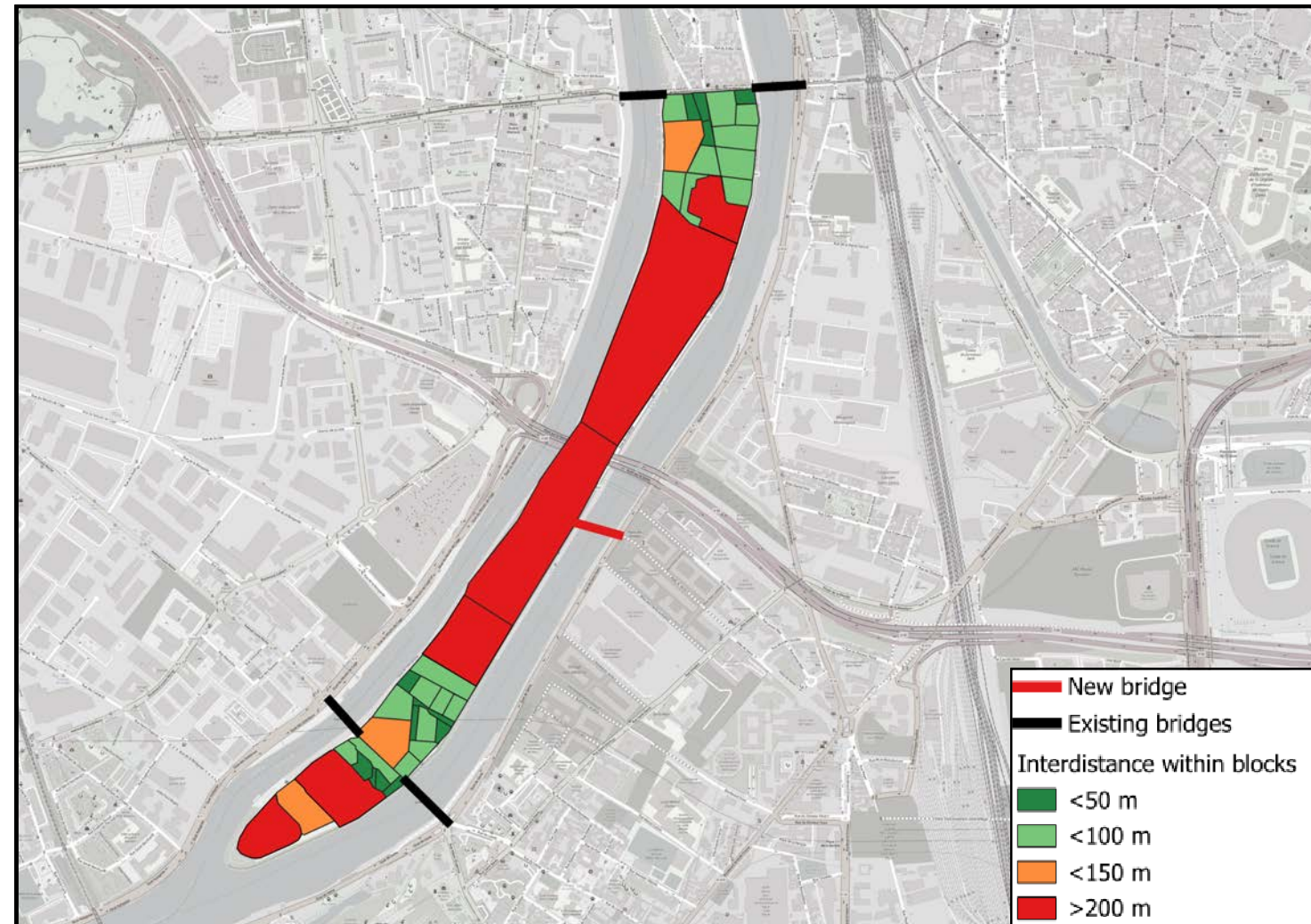
Source : personal production, November 2023

Île-Saint-Denis

#PUBLICSPACE #INTERDISTANCE

Description of the method

The spatial analysis of interdistances is the measurement of the distance between 2 parallel streets. According to the EU, this gives an indication of the quality of the urban grid and the pleasantness of walking. A good urban grid has inter-distances of between 50m and 100m maximum. This is another complementary indicator to assess walkability, but in terms of pleasantness this time. This method is interesting because it gives an indicator of agreeability, which is an important factor when it comes to active mobilities, without implying qualitative data, which is usually the case. It is also really quick to implement. This method is also interesting in terms of a comparison for before and after.

Main questions to answer

- Is Ile-Saint-Denis a pleasant place to live?
- Is it a pleasant place to walk?
- Do the distances between streets comply with EU recommendations?

Main indicators

Distance between parallel streets

Difficulties/limitations

To measure the pleasantness of an area or street, it is necessary to take into account the height and variety of the buildings and the architectural style. However, this quantitative indicator can be supplemented by a qualitative method consisting of surveying passersby.

QUANTITATIVE METHOD.

HOW TO IMPLEMENT SPATIAL INTERDISTANCE METHOD:

STEPS:

1- Define the zone you want to assess. Here we chose to go from the city centre to the very south of the island, to be able to have a comparison between the different types of urban fabric we can find on the island: more vernacular in the city centre, more diffuse in the Cité Marcel Cachin...

2- Once the zone is defined, you can use a GIS software (here QGIS) to open a road data file, being the base of the study. Here, we used road data from OpenStreetMap and Google Map. It was interesting because one had the streets grid from before the Eco-Quartier project, and the other from after the project. This allowed us to already do a comparison before and after the Olympics, which we find useful for an assessment.

3- Use a calculation tool from a GIS software to calculate the distance between parallel streets. Assign a colour code separating the areas where inter-distance is inferior and superior to the recommendations.

4- You can now assess which part of the territory is weaker in terms of walkability, and also make a comparison before and after the Olympic Games, allowing one to assess what the ZAC Eco-Quartier will change in terms of urban fabric quality. We think it is also important to note that, even if this methodology is done using numerical data, it is also important to compare it with reality. The most appropriate example is the current wall in the Eco-Quartier between the already built part, and the part under construction, that will stay after the Olympics. As we think the current situation is also a part of the assessment, this strong divide should not be forgotten as a strong rejection image for the inhabitants.

Construction wall in the Ecoquartier Fluvial, planned to stay until 2025

Source : personal photo, December 2023

Spatial interdistance assessment after building ZAC Ecoquartier
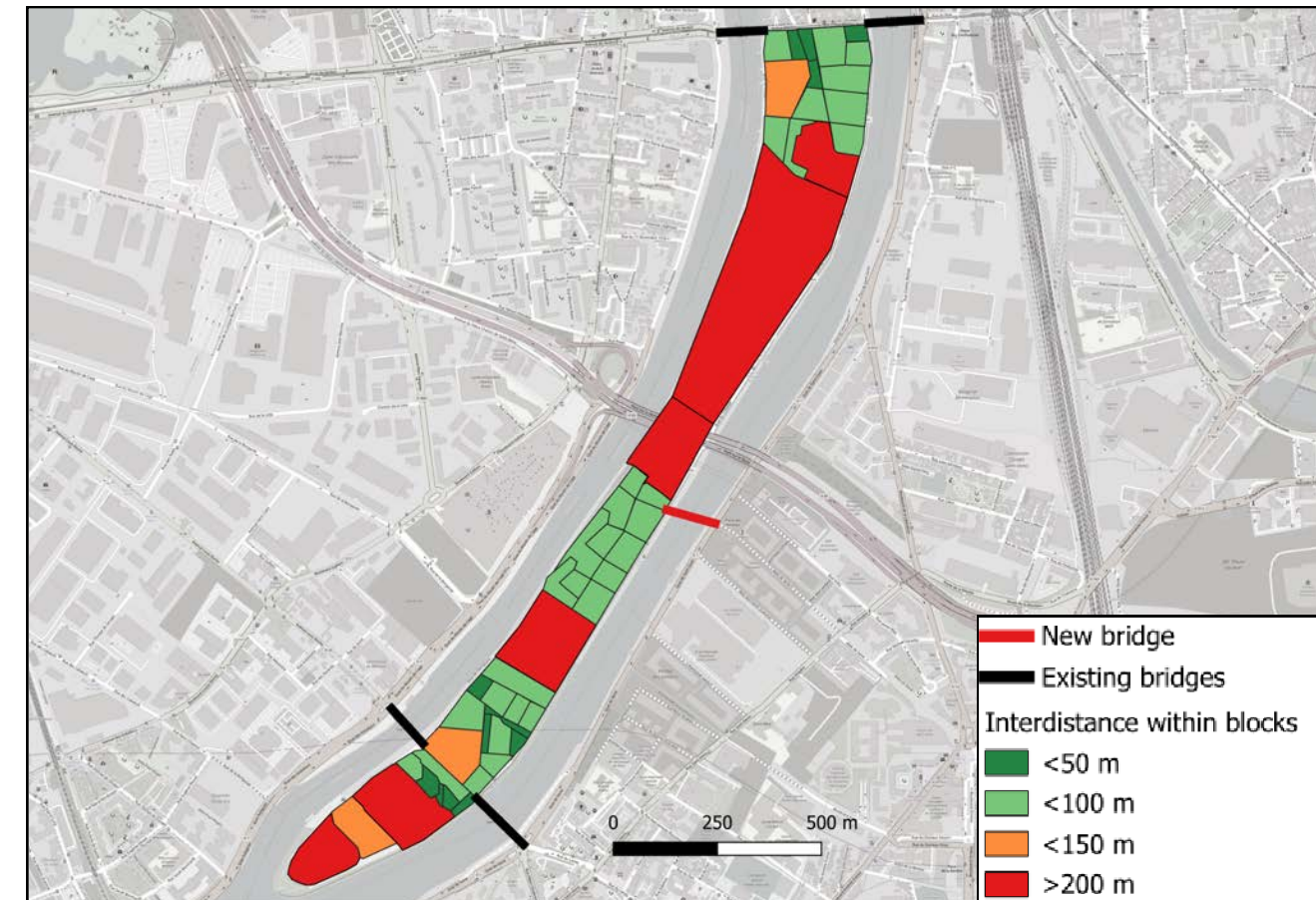
Source : personal production, November 2023

RESULTS

The Île-Saint-Denis shows a lot of disparities in the density of the urban fabric. While the new area of the Eco-Quartier Fluvial and the residential zones between the sports centre and the Marques Avenues shopping centre have relatively good spacing, being less than 100m apart, the sports complex in the south of the island, the area around the shopping centre, and the upcoming construction zone after the Olympics under highway 86 do not comply with these recommendations, as the spacing exceeds 200m.

The sports complex in the south of the island is poorly connected to the rest of the island and to Gennevilliers or Saint-Ouen, as it is isolated at the end of the island without a dock for circumnavigation. The shopping centre between the two residential zones divides the island due to large, long, and tall buildings, creating a significant separation between the residents of these neighbourhoods. Finally, the true urban divide on the island is the construction zone under the highway bridge extending to the centre of the island. Currently, large barricades are erected, creating the effect of a wall for several kilometres.

This current observation is made while a large part of the island is still under construction. Therefore, it can be hoped that by the end of the construction, these spacing recommendations will be adhered to, and that alternative transportation modes, such as pedestrian and cycling options, will be more appreciated for traveling from one end of the island to the other.

QUANTITATIVE METHOD.

Hypothesis

Olympic objects will improve accessibility to facilities, services, and reduce landlockedness in l'Île-Saint-Denis

MODE SHARE STUDY METHOD

Olympic Objectives

Improve public space

Reduce urban divide

Olympic objects

Ecoquartier fluvial
Quai du Châtelier
Passerelle Seine

Subhypothesis

Ile-Saint-Denis urban design induces car demand and discourages alternative mobilities. The new design of the Quai du Chatelier, the new Passerelle, and the mobility hub will change this and improve the part of active mobilities in the global mode share of l'Ile-St-Denis.

MODE SHARE STUDY METHOD

Grand Nef currently being rehabilitated for the Olympics 2024

Source : personal photo, December 2023

Île-Saint-Denis

#MODESHARE #INFRASTRUCTURE #ECOQUARTIER

Description of the method

This study involves going to points of share of traffic in the southern and central Ile-Saint-Denis in order to determine how accessible parts of the Island are. It is strongly linked with the active mobilities objective of the Olympic Games. These were determined as the Ile-Saint-Denis Centre, the Mobilities Centre in the Eco-Quartier Fluvial, the bus stop by the Saint Ouen Bridge, the Saint Ouen Bridge, and the Glenvillers Bridge, to determine how many people were travelling through these areas and what means they took to go there.

It allows a baseline to be determined for how people commute currently compared to how they will travel after the Olympic Objects are installed. However, it can also be used as itself being compared with modal share of other cities where active mobilities are part of public policies already established. We propose that, in the evaluation, these cities could be used as an objective to reach, to assess if the Olympic Games did or did not improve the part of active mobilities in the overall modal share of this territory.

Main questions to answer

- How are people moving around?
- How often do people take alterative mobilities to car transport?
- Is the infrastructure accommodating to alternative mobilities?
- How does the infrastructure available impact mobility?

Main indicators

Mode share at a point of Interest at 10 minute intervals	Changes in Mode Share with the induced Olympic Objects complete

Difficulties/limitations

This study did not measure the amount of people taking buses and trams which were in use at time of the study. It would be important to measure how many people took the bus as this will impact further strategic planning decisions of the area.

QUANTITATIVE METHOD.

HOW TO IMPLEMENT A MODE SHARE STUDY:

The key point of exploring mode share in a hyper-localised area involves familiarising the area which is to be studied- otherwise we will not be able to understand the social and spacial geography of the territory in question.

STEPS :
1- Determine and Plan first by observing the main thoroughfares that convey people. These were the Bridge between Saint-Ouen and Ile-Saint-Denis, the bridge with Ile-Saint-Denis and Gennvillers, the Marcel Paul bus stop. The Eco-Quartier Mobilities centre, Grand Nef, and the Centre of Ile-Denis.

2- Conduct a time measured survey by counting the amount of people that go through a given area and count their means of transportation during that interval. Repeat this process with all the points of interests in question.

3- Analyse the information obtained both through qualitative and quantitative means. For example, we know x amount of people drove on this bridge, and we can deduce that due to the lack of sidewalks and bus or tram lanes, the bridge is car centric in design.

4- Determine if the Olympic Objects will impact mode share. This step will have to involve going around the area after the Games and seeing if the Olympic Objects have shifted mode share (critical for the bike lane, passerelle, nautical base and Ile de Vannes.


Construction of the Passerelle Seine planned to be completed before the games which will hopefully induce more residents to walk and cycle. This photo was taken near the centre of Mobilities which was studied.

Source : personal photo, December 2023

RESULTS

The Mode Share of riders was heavily car dependent. While there were points which had a more or less average share between pedestrians and drivers in Ile-Saint-Denis centre, the rest of the area largely had car traffic. The most pronounced car traffic was at the Glenvillers Bridge and the Saint Ouen Bridge, where there is little infrastructure for cyclists, pedestrians, or public transportation. This area is a major thoroughfare and acts more as a highway than a street, despite being next to a school and sports centre.
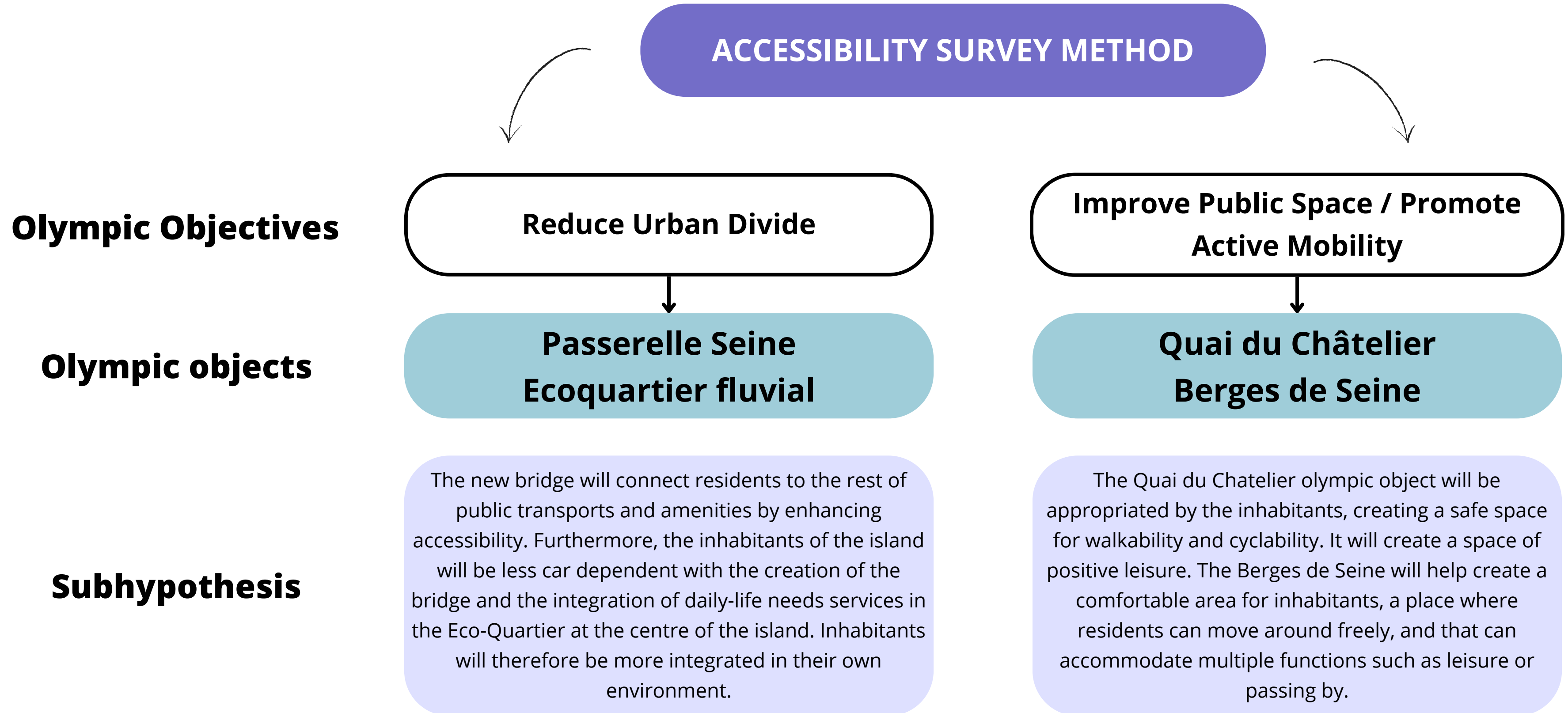
What does this measurement of mode share mean for this commune and its Olympic objects? If the Olympic Objects are supposed to reduce urban divides, it would   be important to measure the percentage and flows of people walking, cycling, or using public transport over the use of car travel. It would be important to identify if the use of the Passerrelle Seine increases the amount of people traveling by foot or by bike.

It is also important to note, that this study was conducted to measure the movement of people during a weekday at midday. Further studies should be conducted at intervals during morning, midday and evening during the week and weekends.

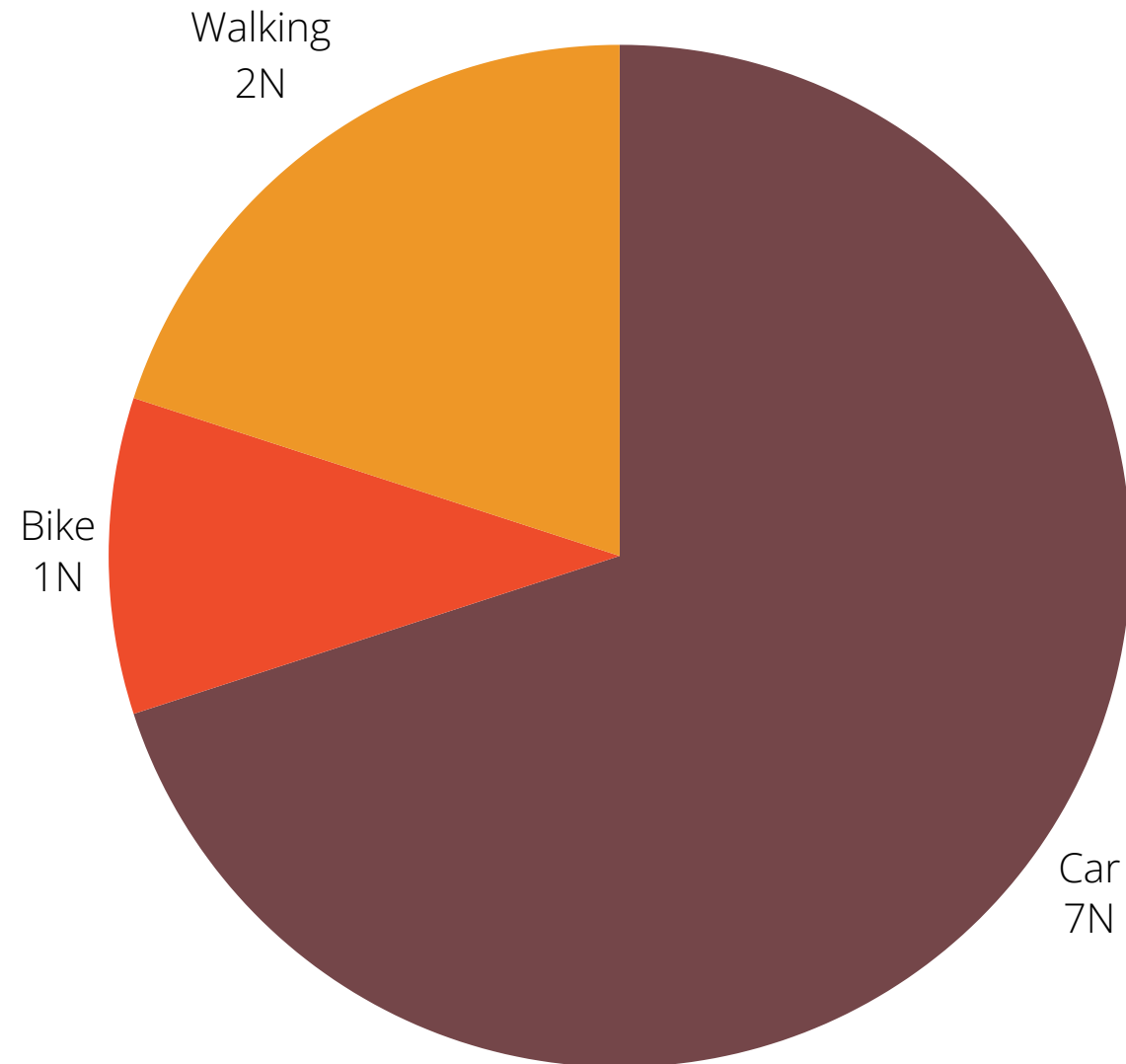Source : personal production, January 2024
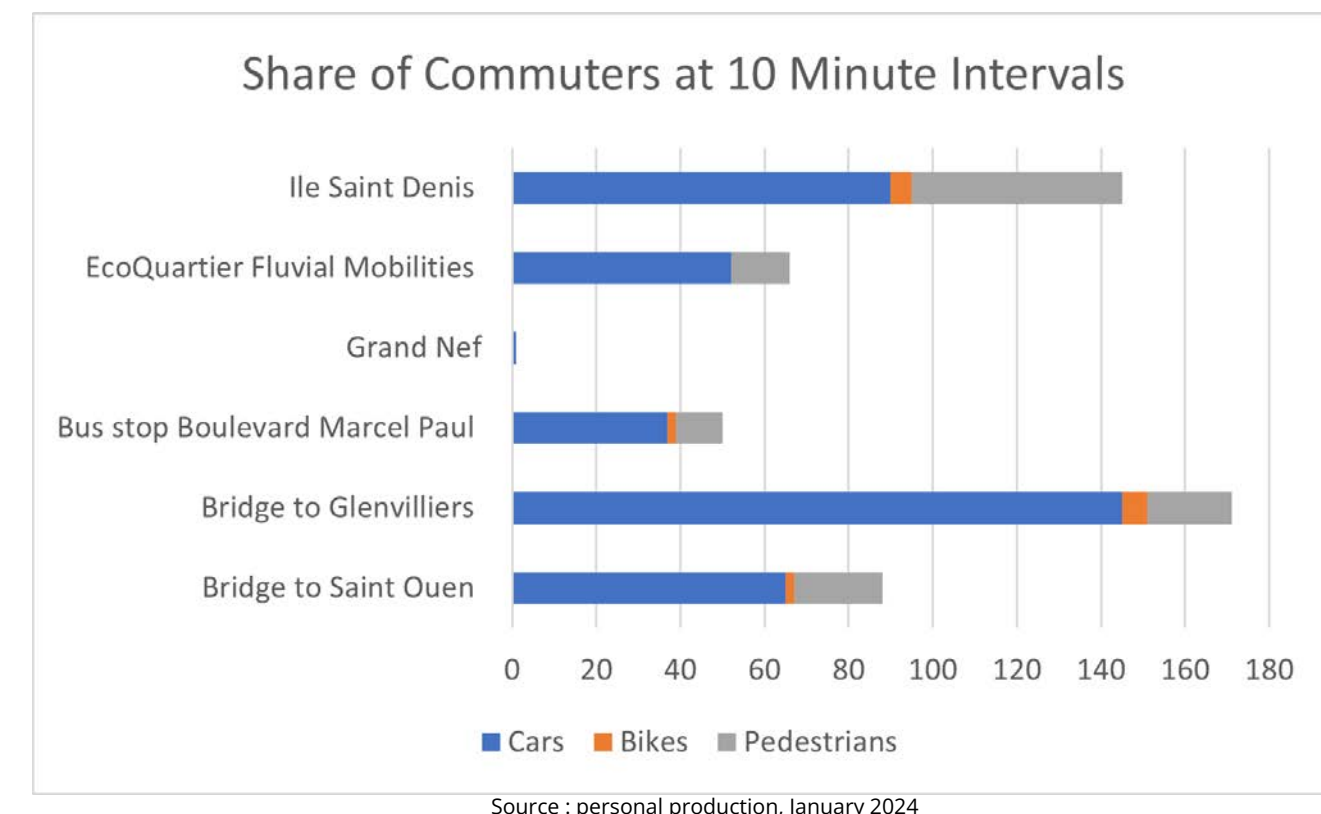
The Mode Share of Commuters at 10 Minute Intervals conducted at midday during the week. Cars (drivers) are in blue. Bikes (cyclists) are in orange. Pedestrians are in grey. Except for Ile-Saint-Denis centre, with its pedestrianised streets and tram network, the rest of the sites measured had heavy car mode share.

QUANTITATIVE METHOD.

Hypothesis

Olympic objects will improve accessibility to facilities, services, and reduce landlockedness in l'Île-Saint-Denis

ACCESSIBILITY SURVEY METHOD

Olympic Objectives

Reduce Urban Divide

Improve Public Space / Promote Active Mobility

Olympic objects

**Passerelle Seine
Ecoquartier fluvial**

**Quai du Châtelier
Berges de Seine**

Subhypothesis

The new bridge will connect residents to the rest of public transports and amenities by enhancing accessibility. Furthermore, the inhabitants of the island will be less car dependent with the creation of the bridge and the integration of daily-life needs services in the Eco-Quartier at the centre of the island. Inhabitants will therefore be more integrated in their own environment.

The Quai du Chatelier olympic object will be appropriated by the inhabitants, creating a safe space for walkability and cyclability. It will create a space of positive leisure. The Berges de Seine will help create a comfortable area for inhabitants, a place where residents can move around freely, and that can accommodate multiple functions such as leisure or passing by.

ACCESSIBILITY SURVEY
AND INTERVIEW METHOD

Graphic representing on how often do residents use the following modes of transport (N:number of respondents)

Walking
2N

Bike
1N

Car
7N

Source : personal production, January 2024

Île-Saint-Denis

#PASSERELLESEINE #QUAIDUCHATELIER
#ECOQUARTIER #BERGESDESEINE

Description of the method

We strongly believe that the qualitative part of our assessment's methodology should be focused on inhabitants, as they are in our opinion the best assessors of the place they live in. We would also like to draw attention to the fact that, regarding the repartition between social housing and private market housing in the Eco-Quartier, the population dynamics (now 60% of the housing stock is social housing) may change a lot. This is the reason why we insist on not only targeting the inhabitants of the Eco-Quartier when collecting opinions and feelings of the population. The purpose of this survey is to gather information on mobility behaviours of the dwellers of Île-Saint-Denis, the main itineraries and the transportation they are using, as well as their feelings regarding the quality of the sidewalks. The question asked mainly focuses on accessibility. Measuring the accessibility of a territory will bring empirical knowledge that will be valuable to complement the more quantitative elements of the analysis (especially mobility data) and will be efficient in getting to the heart of the issue. Quantitative data, while abundant, does not give the full picture of accessibility and requires both refinement and qualification by qualitative findings.

Main questions / hypothesis

The accessibility survey method seeks to understand how the Olympic objects will help the inhabitants be less isolated from their surroundings through the implementation of the bridge, but also by developing attractiveness. Furthermore, inhabitants will have better access within the island with the development of new services infrastructures, while the Olympics objects will reduce the lack of integration.

Main indicators

Most used routes	Modes of transport used and their frequency
Feelings about the quality of public transport/sidewalks	Feelings about the agreableness of walking

Difficulties/limitations

There is a difficulty in finding inhabitants who are likely to answer all these questions and answer freely. There are some limitations on the diversity of the sample with the amount of people interviewed not representing all the inhabitants of the island.

MIXED METHOD.

HOW TO IMPLEMENT THE ACCESSIBILITY SURVEY METHOD:

PRE-STEPS:
1 - Preparation of material/guide with questions and indicators that respond to the initial hypothesis and the objectives to be researched.
2 - Exploratory field visit to get to know the territory better and notes.
3 - Choosing the right places to interview local residents (school and Eco-Quartier Fluvial)
4 - Survey creation via the platform Google Form

ON SITE:
- **STEP 1**: The first step was to go out into the filed to test the surveys. When you go out on site, you can see for yourself how effective a survey is (where it is more suitable to ask questions to people and is the survey too long or not). For example when we first tried out our surveys, we walked around the whole neighbourhood and it was complicated to interview people who were constantly on the move. So when we thought more deeply about it, we realised that we needed to find our own space, where people were in a position of waiting. A waiting area, like a school, is a good place to interview people for a few minutes without taking too much of their time.
- **STEP 2**: The researchers go on site to the areas indicated, at convenient times (such as school closing times when parents pick up their children).
- **STEP 3**: Once on site, the researchers prepare the surveys on their tablets to help fill them out directly with the interviewer, then ask the residents if it is possible to answer a few questions.
- **STEP 4**: Do not hesitate to leave some questions open so that interviewees can expand on them if they wish to do so. As the surveys will deliver quantitative and qualitative data, it is important to have developed and written answers about the feelings of the residents.
- **STEP 5**: The questionnaire should not be too long so that people are willing to answer directly on site.
- **STEP 6**: Furthermore, to have a more diverse array of answers and to have a better vision of a range of viewpoints, it is necessary to alternate areas for surveys. Staying in front of a school for example will target a specific population (parents, teachers, child nurses, ...). Thus, if the idea is to target all the populations in the territory, it is necessary to find other places to interview people.

AFTER SITE:
- **STEP 7**: Once the questionnaires have been completed, they are recorded directly onto the platform. The Google form automatically creates tables and graphs based on all the responses received. As the responses can be either qualitative or quantitative, the answers need to be classified between those two categories. In that way, it is easier to have an overview of the dynamics occurring in the area.

FINAL STEP:
- **STEP 8**: The final step is to analyse the different data available regarding the surveys and to point out the main outcomes that are visible from the graphics and tables. The results can be presented in the form of graphs (for quantitative data) or in more handwritten form and/or tables (for qualitative data).

RESULTS:

Regarding the accessibility survey/interview method, the results that emerge from an analysis of the various responses to the surveys show that, generally speaking, local residents have very high expectations of the Olympic Games and their associated facilities on the Île-Saint-Denis. Furthermore, there are mixed feelings reagrding the impacts and dynamics of the Olympics Games. Some residents think that the Olympic Games will have major positive impacts on the neighbourhood, such as attractiveness and better accessibility for inhabitants. On the other hand, inhabitants think that the Olympic Games will have a negative impact on the island. It will create more traffic, some of the inhabitants will be left out (such as the schools were children are not allowed to use the sport centre as of April).

Graphic and table representing the results of our survey's questions

How often do you use the following modes of transport ?
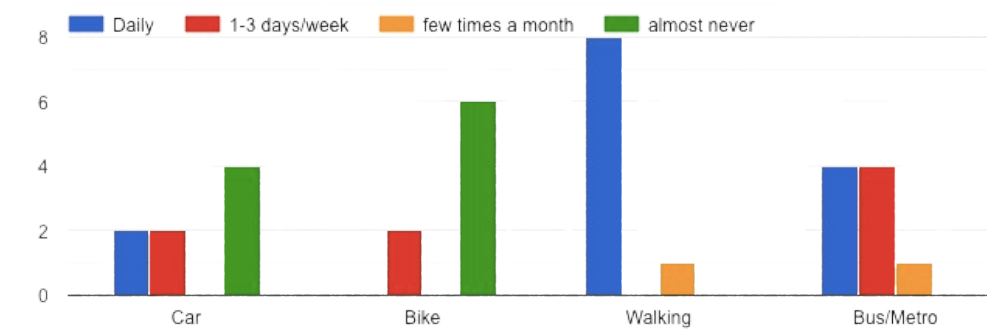
Source : personal production, January 2024

Feelings on the impact of the bridge	Feelings concerning the projects related to the Olympics
It will not have an impact: fragmentation in terms of accessibility takes place at a wider and more significant level.	Concerned: going to create traffic jams, as it is already complicated, people do not want to be there when the Olympics happen.
Will help a part of the population: make certain journeys easier, particularly for people travelling to Saint-Ouen, but forpeople located in the South of the island the impact is less significant.	Neutral: some of the projects are well appreciatedwithin the inhabitants and some of them not. Some people do not know howit's all going to work
Will have a major impact: this bridge will open up the island and make it more accessible to neighboring districts, making it less isolated.	Reassured: it will attract not only people but also services which isquite demandes in the neighborhood. The new infrastructures will be an added bonus.

Source : personal production, January 2024

As most of the individuals interviewed do not live in the new neighbourhood called the Eco-Quartier Fluvial, it is difficult for us to have a point of view on the impact of this Olympic objects.
Moreover, most of the households own a car, and frequently use it. But, the project of the island after the Olympics is to make it car-free with a major part of the inhabitants that need to use their car to go to work for example, this could create an inequality between the residents.

It is difficult for some residents to distinguish between the urban projects being implemented by the Olympic Games and other projects. This makes it complicated to analyse the impact of the Olympic Games objects, given that the interviewees do not necessarily mention them.

MIXED METHOD.

Hypothesis

Olympic objects will improve accessibility to facilities, services, and reduce landlockedness in l'Île-Saint-Denis

DOCUMENTARY SOURCE ANALYSIS

Olympic Objectives

Reduce Urban Divide

Improve Public Space / Promote Active Mobility

Olympic objects

Passerelle Seine
Ecoquartier fluvial

Quai du Châtelier
Berges de Seine
Ile des Vannes
Mur Anti Bruit

Subhypothesis

The new bridge will connect residents to the rest of public transport and amenities by enhancing accessibility. Furthermore, the inhabitants of the island will be less car dependent with the creation of the bridge and the integration of daily-life needs services in the Eco-Quartier at the centre of the island. Inhabitants will therefore be more integrated with their own environment.

The Quai du Chatelier Olympic object will be appropriated by the inhabitants, creating a safe space for walkability and cyclability. It will create a space of positive leisure. The anti-noise wall will make it more pleasant to walk too. The Berges de Seine will help create a comfortable area for inhabitants, a place where residents can move around freely, that can also accommodate multiple functions such as leisure or just passing. The Ile des Vannes sport complex will improve accessibility to well-maintained sport facilities.

DOCUMENTARY SOURCE ANALYSIS METHOD : ÎLE-ST-DENIS FORUM

La vigie citoyenne de l'Île Saint-Denis

Île-Saint-Denis

#ECOQUARTIER #QUAIDUCHATELIER #PASSERELLESEINE #ILEDESVANNES #MUR ANTI-BRUIT #BERGESDESEINE

Description of the method

In the course of our research, we discovered the existence of a forum called "La vigie citoyenne de l'Ile-St-Denis" (La Vigie citoyenne de l'Île Saint-Denis (forumactif.com), apparently administered by îlodionysians, since 2020 and aiming to be both a "channel for disseminating information for residents" and a space for exchange and discussion "less violent than on Facebook". Among the many discussion topics open on the forum, some are directly dedicated to the urban projects of the 2024 Olympic Games on the island. In view of the exchanges between residents, we thought it would be useful to carry out a documentary analysis of the exchanges and discussions, as a means of assessing residents' opinions on topics related to the Olympics. Topics directly related to the Olympics were selected and analysed.

Main questions to answer

The documentary analysis focuses on the opinions and feelings expressed by residents about the various Olympic objects, in relation to our main evaluation hypothesis: the fact that the urban projects of the Olympic Games will increase accessibility of Ile-St-Denis, particularly for active modes and public transport, and reduce residents' feelings of isolation. This analysis therefore answers the following questions: what do residents think of the project in terms of accessibility and encouraging the use of active modes? Do they use active modes more often? Do they feel comfortable and safe using them? Are they penalised by the reduced use of private cars?

Main indicators

Localised opinions and feelings	Places seen as good to walk, to cycle, good or bad to use the car

Difficulties/limitations

We found around 20 very active users on the forum (over 200 messages since the forum was created), which raises questions of representativeness - even if their opinions are interesting to note. What's more, judging by the messages exchanged, they seem very familiar with urban planning issues (knowledge of PLUs, public notices, etc.). However, the forum has many more views than active members, which probably also means that many people consult it without expressing an opinion.

QUALITATIVE METHOD.

HOW TO IMPLEMENT DOCUMENTARY ANALYSIS METHOD:

STEPS :

1- Identify the topics on the forum related to Olympic Games. It needs a regular monitoring to identify new topics. When we are writing about this method, here are the relevant topics :

- A86 mur anti-bruit
- Nuisance du chantier 2021-2024
- Aménagement : cité des arts : héritage des JO
- Trophée cadre de vie écoquartier
- Piste cyclable sur la RD1 Bis
- Passerelle des JO et berges alentours
- Ile des Vannes aménagements
- Aménagement : écoquartier
- Logement : écoquartier 2 et 3 Prix max de vente 3500 euros le m2

2- Link each topic with the Olympic Object related to it.

3- Read the topic, note main opinions, take quotations, object by object. Write a summary of inhabitants' opinion.

Here is an example for "Ile des Vannes" object:

Residents seem concerned about potential conflict of use/interest with the town of St-Ouen, since the Grande Nef and sports complex are located in Ile-St-Denis but have been the subject of an Emphyteutic Lease to St-Ouen for many years. It's the "Tony Parker Academy" project that is at the heart of the debate, with the fear of a reduction in access to public facilities for residents, such as swimming pool, soccer pitch, athletics track. Opinions on the forum (and opinions shared on the forum from Facebook) also express a lack of clarity about the planned promenade/public park around the complex: will it be accessible, and when? Residents are also questioning what is related to the Olympic Games and what is not.

In the light of this feedback, it might be interesting to consult the forum after delivery of the works and reopening of the complex (currently closed to the public and schools until the end of 2023), to see how these fears have been transformed.

"Que veut dire prochainement ? C'est à dire pas pour les JO ?"

"Demandons une concertation publique sur l'avenir de l'ile des Vannes ! [...] Doit-on nous imposer une boite à fric comme celle de Tony Parker Academy ou pouvons-nous choisir un autre usage de cette Ile, notre Ile ?"

Est-ce que la pointe de l'île restera une enceinte close ou la promenade sera recréée ?

QUALITATIVE METHOD.

Hypothesis

Olympic objects will improve accessibility to facilities, services, and reduce landlockedness in l'Île-Saint-Denis

GO-ALONG INTERVIEW

Olympic Objectives

Reduce Urban Divide

Improve Public Space / Promote Active Mobility

Olympic objects

**Passerelle Seine
Ecoquartier fluvial**

**Quai du Châtelier
Berges de Seine**

Subhypothesis

The new bridge will connect residents to the rest of public transports and amenities by enhancing accessibility. Furthermore, the inhabitants of the island will be less car dependent with the creation of the bridge and the integration of daily-life needs and services in the Eco-Quartier at the centre of the island. Inhabitants will therefore be more integrated in their environment.

The Quai du Chatelier olympic object will be appropriated by the inhabitants, creating a safe space for walkability and cycling. It will create a space of positive leisure. The Berges de Seine will help create a comfortable area for inhabitants, a place where residents can move around freely and accommodate multiple functions, such as leisure or passing by.

GO-ALONG INTERVIEW METHOD

Description of the method

In our view, this method should be implemented as a continuation of other methods already in use. Its overall aim is to find residents of the south of Ile-St-Denis willing to share their opinions and feelings about the Eco-Quartier Fluvial and the footbridge, for the duration of a walk. This walk is both an opportunity to gather a sensitive "live" assessment from a resident, but also to question them more comprehensively about their mobility habits and the impact that Olympic objects have on them. This second aspect is similar to the objective of our accessibility interviews, but the idea here is to gather more qualitative data.

Main questions to answer

- What do people think of Olympic objects in terms of access to facilities and mobilities ? How does it impact their daily life ? How is it targeted or not for their needs ?
- Comparison: people living in Eco-Quartier/people not living in Eco-Quartier but elsewhere in the South of the island

Main indicators

> Localised opinions and feelings

> Places seen as good to walk, to cycle, good or bad to use the car

> Differences between Eco-Quartier and elsewhere

Île-Saint-Denis

#LIVINGSPACES #DAILYLIFE

#BRIDGE #GRANDE NEF

Difficulties/limitations

The approach is subjective and can vary a lot according to the person. It may also be difficult to find people interested in engaging in this type of walk.

QUALITATIVE METHOD.

HOW TO IMPLEMENT THE GO-ALONG INTERVIEW METHOD:

PRE-STEPS:

1 - Identify the main demographic characteristics of the area you are working on. For this, we used INSEE data and we realized that in l'Ile-St-Denis the 2 main parts of the population are retired people and families (both couples with children and single parent). This will help to elaborate the questions grid, and also the methodology for finding people to interview. As the population of the island is planned to increase a lot after the Olympics, the characteristics we identified may not be the same later in time.

2 - Find people to interview. This was the hardest part for us. We tried first to reach inhabitants via local associations, but we did not get any answers (we think it is because, just before the Olympics, they were requested a lot by students, researchers, etc.) After this, we tried the same as what we did for our "Accessibility interview" method: we focused on the primary school Jean Lurçat, asking people after interviews if they would be available to go further in the discussion, planning a longer interview. This did not work well, except for a teacher we had a talk with, and this made us think that maybe conducting this method in partnership and with the help of the school would be a good way to involve parents. We did not have the time to try it, but we think this idea could be promising. In parallel, we tried to reach people via the Ile-St-Denis Vigie Citoyenne forum, where we posted a message, and we got one positive answer. In conclusion, we can say it is really difficult to reach people for this type of interview, but we still think it would be worth trying.

 3 - Prepare your interview with an itinerary and a grid related to the people you will walk with. For us, as we were thinking of having more success with the school methodology, we prepared a grid about parents' needs and issues, and oriented the method with a contrast between people living in the Eco-Quartier and people living elsewhere in the south, as the school is covering the whole south until the north of the Olympic village.

ON SITE:
- **STEP 1**: Set a familiar meeting point (for example, the school)
- **STEP 2**: Ask people if they agree to be recorded, outlining that you will keep everything anonymous. Creating a recording will be easier not to be too focused on writing down everything while walking and talking. Then, follow the localised questions grid.
- **STEP 3**: At the end of the walk, ask the person if they think that you missed anything.

AFTER SITE:
- **STEP 4**: Transcribe the interview.
- **STEP 5**: Analyse the data collected, and put the main comments/opinions on a map related to the places where this was said. This will allow you to compare and make a summary map when you have more than 1 participant.

RESULTS: AN EXAMPLE FOCUSED ON PARENTS

LOCALISED GRID

Quai du Chatelier/Berges de Seine :
- Are you often walking/biking/driving here? For each mode, how do you feel when doing so? Is it nice, easy? Is it safe for you? For your kids?
- Do you often use the Berges de Seine for leisure? Is it easy to go there? Do you think there is enough access to this path? Easy to use with a stroller? Safe for your kids?

Ecoquartier fluvial :
- Do you live in the Eco-Quartier? If no, where do you live?

If yes :
- Was it a choice? Why?
- Do you own a car? Is it parked in the mobility hub? What do you think about it?
- Are you going groceries shopping in the neighbourhood?
- Are you using the playground?
- Are your kids allowed to walk around the neighbourhood alone?

If no :
- Where do you live?
- Do you own a car? How often are you using it?
- Where do you go groceries shopping? How?
- Are you bringing your kids to the playground here?
- What is your opinion on the Eco-Quartier Fluvial? Would you like to live here?

Planned itinerary for a walk with parents from school Jean Lurçat to the Passerelle
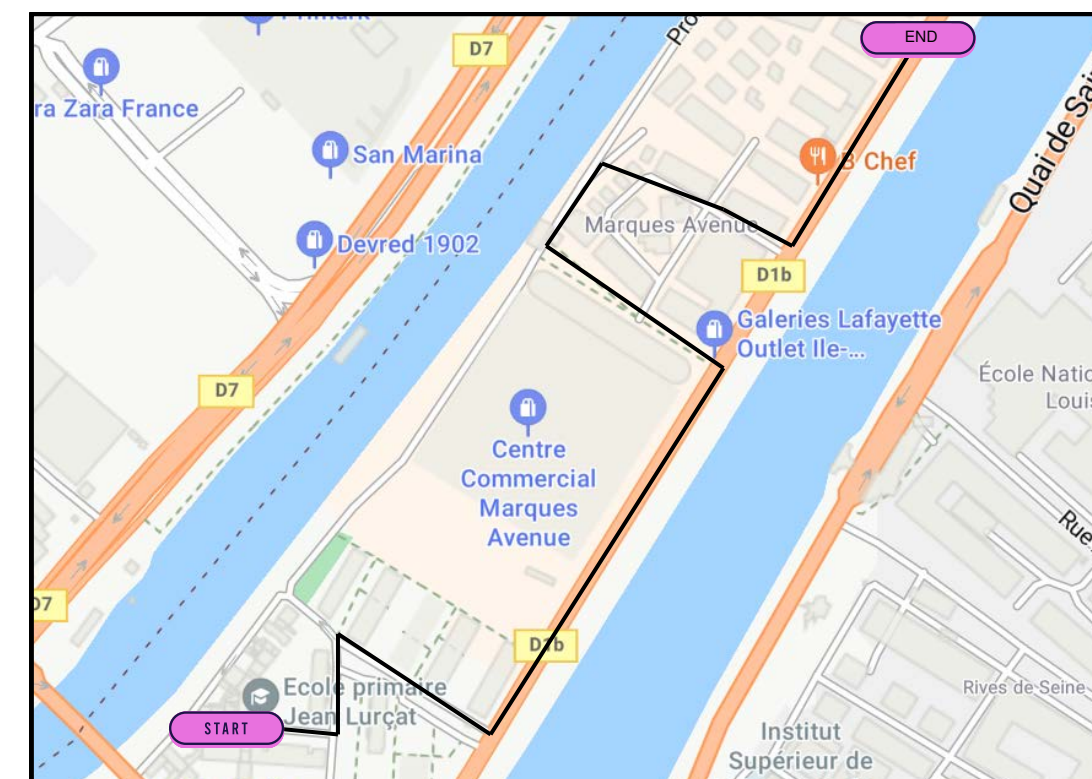
Passerelle :
- Do you use this bridge ? How often ? Walking or biking ?
- Do you think it is convenient ? Safe ?

Source : personal production, January 2024

QUALITATIVE METHOD.

CONCLUSION

At the beginning of the study of Île-Saint-Denis, it quickly became apparent that the exposed location of the island raised questions of mobility and connectivity. As large parts of the island are being renovated and provided with connections to the surrounding urban area, these aspects should be analysed in particular for existing residential areas. By applying the methods already mentioned, our declared aim is to analyse the extent to which everyday movement patterns present themselves at the present time and change over time.

Due to the fact that large parts of the planned construction projects have not yet been completed and are not yet usable, a drastic comparison with current measurements and analyses will be possible once these have been completed.

The combination of qualitative and quantitative research methods will be indispensable on Île-Saint-Denis. This linking of time measurements and interviews with residents will help to reveal the problems and imbalances as well as the successes of the new buildings. Due to existing imbalances in the accessibility of areas, the investigation of emerging paths and mobility options for residents will be of crucial importance.

In summary, it can be said that Île-Saint-Denis plays a special role in the realisation of the Olympic Games and the associated urban changes. It will be important to ensure that areas of the island that have already been left behind, such as in the south of the island, can also participate in the upgrading process. The imbalance in the structural fabric of the island should not be worsened by improving some areas, but should benefit all residents of Île-Saint-Denis.

VIEUX-SAINT-OUEN

CONTEXT:
VIEUX SAINT-OUEN AND THE OLYMPIC VILLAGE, A STRATEGIC SITE FOR URBAN TRANSFORMATION

Our studied territory is located on the right side of the Seine riverbank. Administratively, the northern part of the territory belongs to the city of Saint-Denis, and its larger southern part to the city of Saint-Ouen-sur-Seine. In terms of its urban composition and morphology, our study area is multifaceted. The southern and northern parts correspond to, respectively, the Dock ecodistricts and the Olympic and Paralympic Village, two newly built districts, while the central part is the historical Vieux-Saint-Ouen. This historical district is made up of individual bourgeois houses that could be classified as cultural heritage, as well as social housing apartment blocks developed in the second half of the 20th century.

Socio-economically, Vieux-Saint-Ouen can be considered as a disadvantaged neighbourhood. The level of socio-economic disparity is high, with an unemployment rate of 28%, and half of the tenants below the poverty threshold (Anru & Plaine Commune, 2023). This district is part of an urban renewal project, which primarily involves the renovation of social housing blocks. The aim is to improve the quality of life and to diversify the population of the neighbourhood. Given the geographical proximity between Vieux Saint-ouen and the Olympic Village, the main goal of this methodology is to study the socio-spatial evolution of these two neighborhoods. This social perspective is all the more relevant when considering the ongoing gentrification processes currently going on at the scale of the city of Saint-Ouen. Indeed, monthly rent for a two-bedroom apartment is between €1,200 and €1,400, which corresponds to the standards of the Parisian housing market (Anru & Plaine Commune, 2023). These trends could be further reinforced by the Olympic Village.

Therefore, as our main assessment of the Olympic legacy, we focused on examining the social phenomena of socio-urban divides and gentrification, which can be analysed from different perspectives. Although the housing market was considered, commercial activities have been chosen as the main analytical lens. Indeed, commercial activities that are present in a neighbourhood can indicate the extent to which this area attracts a wide diversity of people. An area with a high concentration of expensive stores will more likely not be frequented by the poorest inhabitants. We developed a methodology to conduct an analysis of the composition of commercial activities in a specific neighbourhood, that we have applied on three specific sites.

In the next pages, our overall research process will be further explained. Firstly, the detailed programming of the Olympic Village, both in terms of housing and other types of activities, will be further detailed to have a better understanding of what kind of neighbourhood is envisioned. The concept of gentrification, namely in the case of past Olympic projects in other European cities, will then be further explained. Drawing from these two sections, the sensitive mapping methodology applied to commercial activities will be laid out with the application steps, results and limitations.

THE OLYMPIC VILLAGE:
WHAT TYPE OF NEW NEIGHBORHOOD ?

VIEUX SAINT-OUEN AND THE OLYMPIC VILLAGE:
AGAINST THE RISK OF A SILOED ASSESSMENT

Located at the Northern border of the Vieux Saint-Ouen neighbourhood and along the Seine riverbanks, the Olympic Village has been divided in five sectors, with sector C being located on the Saint-Denis Island. Covering an area of 52 acres, this new district will consist of 2 500 housing units, while 117 000 square meters will be devoted to offices and tertiary activities, kindergartens , shops and other retail activities, school and sport facilities, urban parks (Solideo, 2023). The contracting organizations in charge of supervising the construction works differ for each sector.

On the frontline of the sectors A and B, making up the *Universeine* sector, there is one landmark project: the renovation of the Maxwell industrial hall. Out of Maxwell hall's two buildings, one will be used by the Interiror Ministery, while the remaining space will be for offices and commercial activities. This sector will dispose of 78 600 square meters for housing, 63.000 square meters for offices and 4 300 square meters for commercial activities and other types of local activities (one kindergarten and one medical centre). As for housing, one 3 100 square meters residence will offer 150 student rooms, one 2 100 square meter social housing buildings will provide 29 housing units, and finally 10 apartment buildings, that is 23 600 square meters, will offer 330 housing units for private homeownership.

Sector D, also called *Les Quinquonces*, will consist of 13 buildings, with only one office building. The 12 apartment buildings will be made of 643 housing units allocated in the following way: 240 units for private homeownership, 100 affordable housing units (Prêt Locatif Intermédiaire) , 95 units for social rent (*Prêt Locatif Social)*, 148 rooms in a student residence, and finally 60 homes in a social residence for people with disabilities (Solideo 2023). In terms of specific services opened to the public, 350 square meters will be used for shops, restaurants, and other local services, which will mostly be located on the ground floor of the buildings. More specifically, a social sport club (1 700 square meters for sport, culture and food services), a dance and music studio (400 square meters) and "Ecolab" (300 square meters for sustainability pedagogical space), as well as a "picture hub" (*hub des images,* a 400 square meter co-working space for for the media and creative industries) will be opened in this sector. Finally, a forest of 3 000 square meters is planned in the middle of this sector.

Les Belvédères, that is sector E, comprises 58 274 square meters of floor area for housing (527 housing units), 13 491 square meters of floor area for offices and 4 611 square meters of floor area for shops and business premises.
More specifically, the following activities will be present: "one office building and sports fields on the rooftop, a kindergarten and business premises for crafts, digital technology and design, with ADIE being specifically for young people and the transfer of skill, and retail outlets targeting services and catering" (Solideo 2023). These daily services will use the groundfloor spaces of the buildings. As for housing, the following distribution has been planned: "25% of social housing, 28% of housing for private home ownership, with the remainder being for intermediate and contracted affordable housing (Prêt Locatif Intermédiaire) (Soideo, 2023).

The division of the Olympic and Paralympic village into sectors and the corresponding contracting authorities for each of them.


Source : Batirama, 2022

The Olympic Village cannot be considered in isolation from the other ongoing urban development and renewal projects that are currently being implemented in this part of the   the city. Indeed, this multiplication of different projects can produce a fragmented city, where the specific needs of the disadvantaged neighbourhoods, like Vieux-Saint-Ouen, would not be catered for or distorted to align with larger-scale projects, such as the Olympic Village.

Urban Projects in Vieux Saint-Ouen
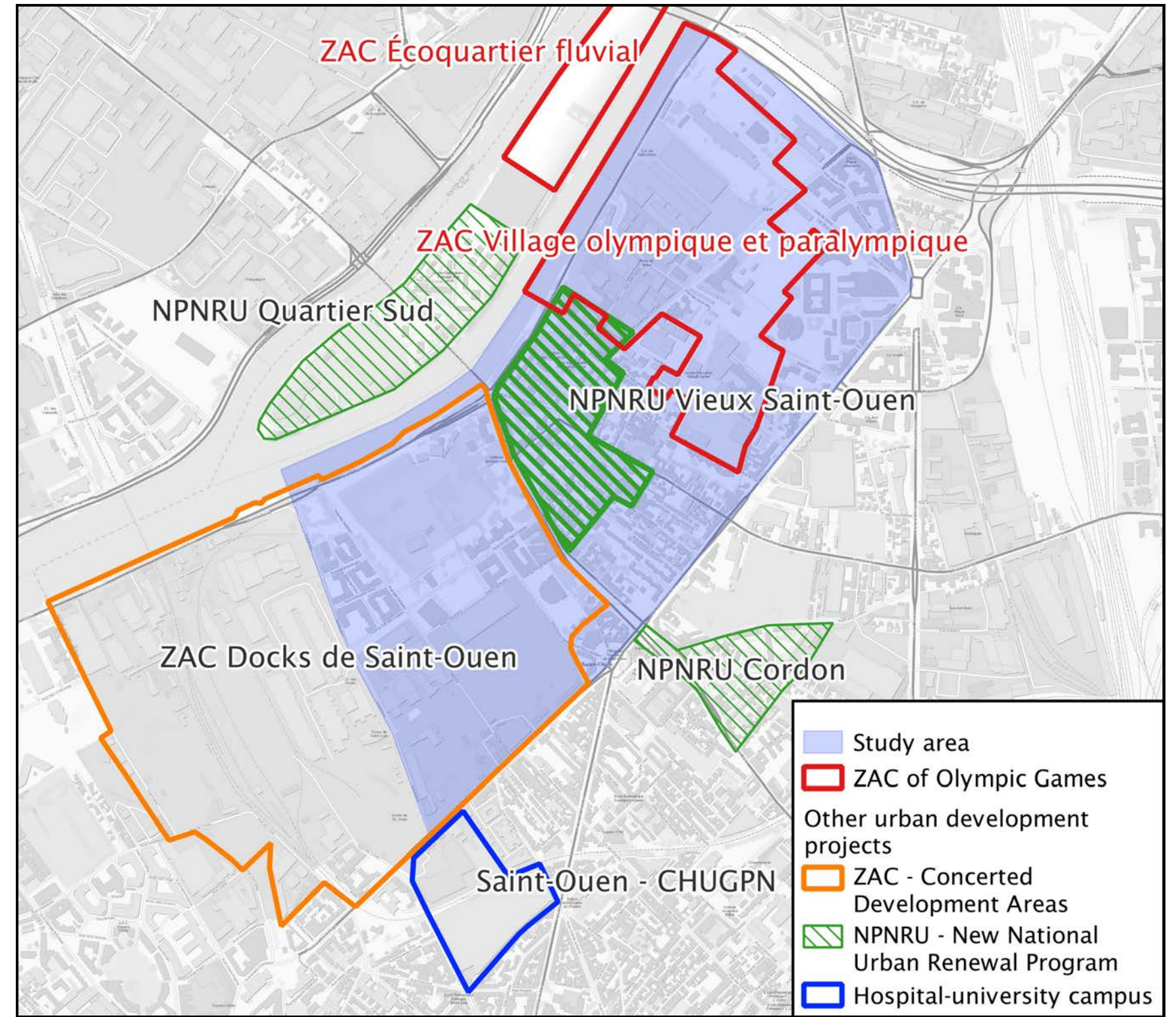
Source : personal production, November 2023

THEORETICAL BACKGROUND ON GENTRIFICATION

Gentrification: a multifold process

Gentrification is a socio-spatial process targeting an originally working-class neighbourhood, which is being appropriated by the middle or upper middle class (Clerval 2022). First and foremost, this process is a demographic one implying the replacement and displacement of the already existing local population due to the arrival of an economically wealthier or more educated population. This gentrification process can be measured by looking at the private and social housing market. For instance, an increase of the rental prices or the transformation of the existing social housing supply in a neighbourhood can indicate that the area is becoming less welcoming for the working-class.

However, the gentrification process is neither continuous or unified, and actually unfolds differently according to the local context. Indeed, public space design and commercial activities can also indicate 'an upgrading' of the neighbourhood at the expense of the originally present working-class population.

As gentrification has become a kind of buzzword in academia and in the public debate, it is important to underline the symbolic violence represented by this process for the original local inhabitants forced to leave their neighbourhood, their daily living environment.

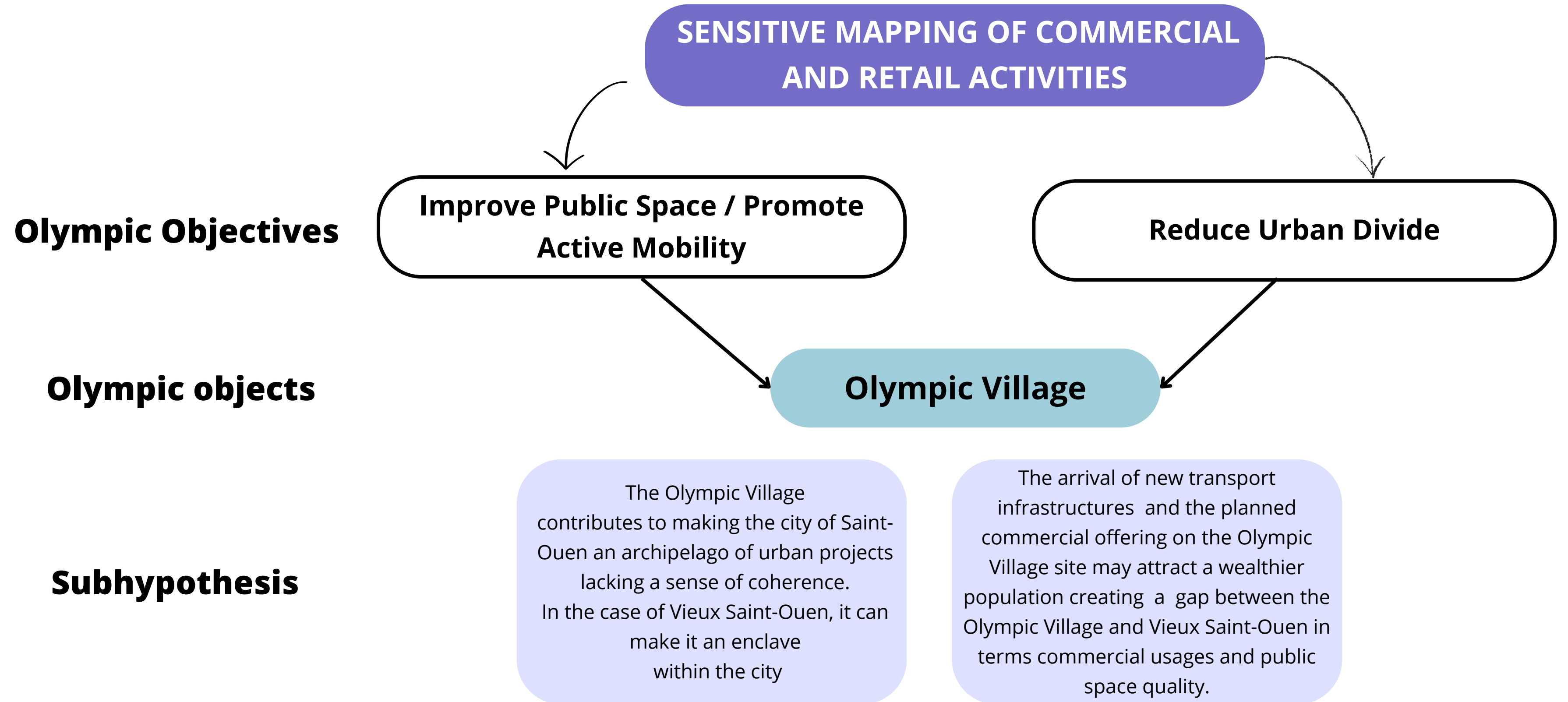*Gentrification & Olympic Games: a scientifically proven link?*

Generally speaking, gentrification caused by mega-events, specifically the Olympic Games, is not a new phenomenon. The gentrification caused by the Olympic Games has been studied quite widely in the academic discourses of human, social and economic geography and sociology. One of the most widely reported cases in the academic literature is the London Olympic Games campus East Village in Stratford (Kennelly & Watt, 2012; Watt, 2013; Aramata, 2020; Corcillo & Watt, 2022). The literature also mentions cases of gentrification in Rio de Janeiro (Cummings, 2015; Gaffney, 2015), Athens (Alexandri, 2018), Vancouver (Kennelly & Watt, 2011).

In many of the described cases, researchers have shown the other side of urban regeneration and renewal projects. The researchers emphasise that the correlation between rising prices and to it related gentrification in the areas of Olympic urban projects is very clearly visible. The case of East London, where researchers conducted a qualitative analysis with young people, shows that residents first feel the gentrification through increased prices in local shops and fast food restaurants (Kennelly & Watt, 2012). The so-called "marginally housed" youth took part in the study, who described their experiences and the changing environment to the researchers firsthand. The methodology of this study, the focus on more sensitive population groups and on local shop prices are very relevant to the case of Vieux-Saint-Ouen.
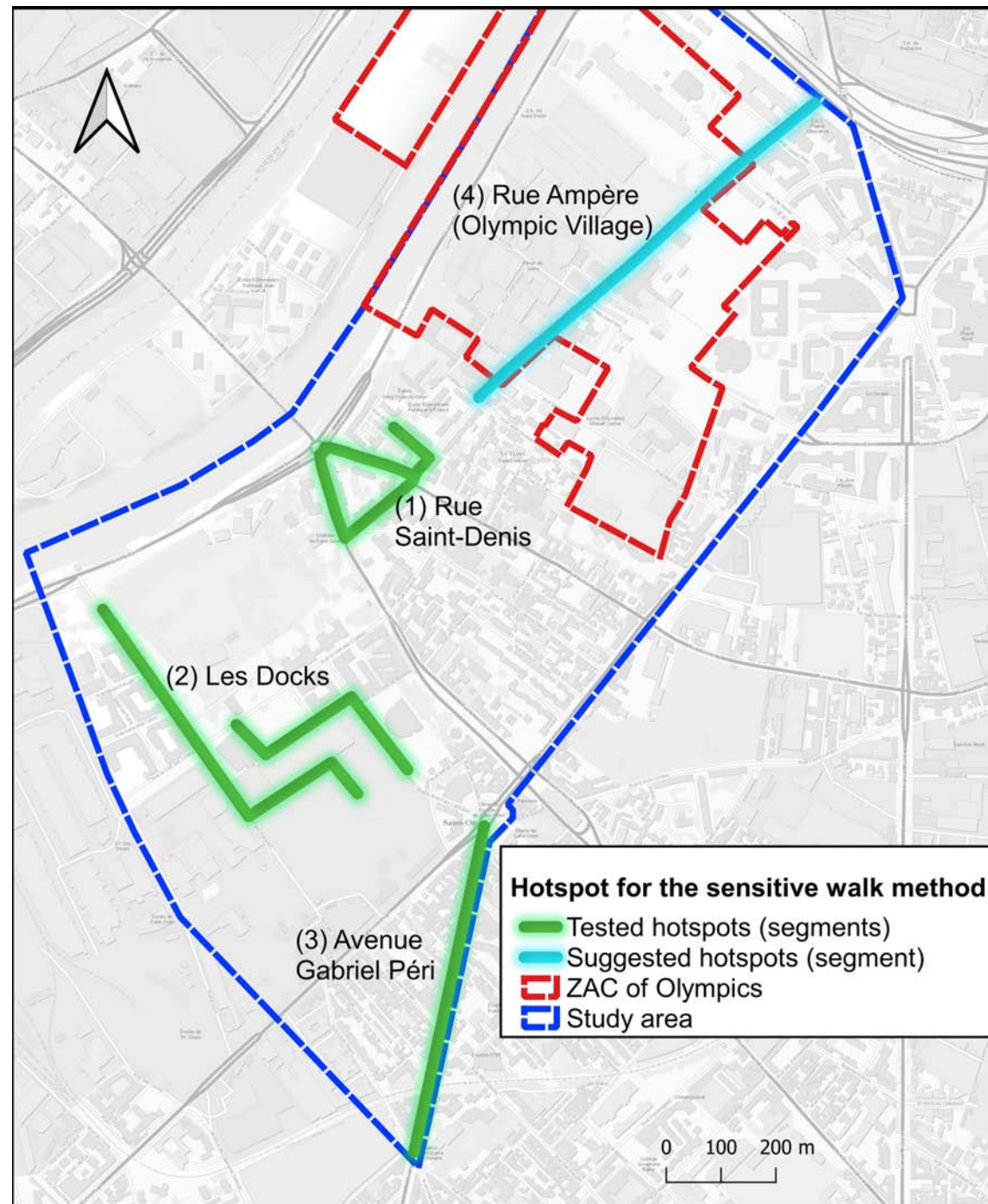
Research on gentrification in the East Village continued a decade after the Olympics. A more recent study (Corcillo & Watt, 2022) shows that a completely new social structure has developed in the former Olympic town and a large urban social divide is taking place. In political circles, this neighbourhood has been touted as a neighbourhood of social mixing and affordable housing, but interviews with both local residents and officials show a very different reality. The neighbourhood became an example of both racial and economic segregation, with middle-class, mostly white professionals and managers living in the block. A new type of social phenomena such as "mixophobia" mentioned by Bauman (2013) and territorial stigmatisation, and the stigmatisation of neighbours living in social housing are formed and appear here.

Designing a walking methodology for the case of the Olympic games

Drawing from our review of the existing literature on gentrification and the Olympic games, we designed a methodology that could assess the extent to which the Olympic Games will bring about gentrification processes in the specific area of Vieux Saint-Ouen. As leisure and commercial activities are a prominent dimension of the Olympic Village project, we selected commercial and retail activities as the main analytical lens to grasp the risk of gentrification. Analyzing the type of retail outlets gives an indication on the socio-economic category of the population that use the neighborhood on an everyday basis. Being located right next to a socio-economic disadvantaged neighborhood, the Olympic Vilage may become an enclave that will only be frequented by the people living or working there but not by the less wealthy inhabitants of Vieux-Saint-Ouen.

SENSITIVE MAPPING OF COMMERCIAL AND RETAIL ACTIVITIES

Olympic Objectives

Improve Public Space / Promote Active Mobility

Reduce Urban Divide

Olympic objects

Olympic Village

Subhypothesis

The Olympic Village contributes to making the city of Saint-Ouen an archipelago of urban projects lacking a sense of coherence.
In the case of Vieux Saint-Ouen, it can make it an enclave within the city

The arrival of new transport infrastructures and the planned commercial offering on the Olympic Village site may attract a wealthier population creating a gap between the Olympic Village and Vieux Saint-Ouen in terms commercial usages and public space quality.

SENSITIVE WALK METHOD

(4) Rue Ampère
(Olympic Village)

(1) Rue
Saint-Denis

(2) Les Docks

(3) Avenue
Gabriel Péri

Hotspot for the sensitive walk method
- Tested hotspots (segments)
- Suggested hotspots (segment)
- ZAC of Olympics
- Study area

0   100   200 m

Source : personal production, December 2023

Vieux Saint-Ouen

#OLYMPICVILLAGE

Description of the method

Qualitative Exploration of Gentrification through Sensitive Walking

The qualitative method of the sensitive walk, based on a grid of indicators, is a rich and nuanced approach that aims to analyse changes in the commercial activity of a place, particularly in the context of gentrification.

It involves a detailed exploration of the commercial activity of the area in question, and will need to be supplemented by interviews and visual elements (enabling researchers to analyse changes in commercial activity over time).

Main questions / hypotheses

It is assumed that the introduction of Olympic objects in a given area will lead to a significant transformation of the territory. This transformation will be characterised by an increase in the value of housing, shops and demographic change, thus contributing to the gentrification of the area. This hypothesis is based on the idea that Olympic objects, as catalysts for investment and urban development, will have a profound impact on the social and economic structure of the host region.

Focus on 3 specific streets

- Rue Saint-Denis (focus on place d'Armes)
- Rue des Bateliers
- Avenue Gabriel Péri

Main indicators

- Typology of commercial activities
- Public space usages
- Human flows

QUALITATIVE METHOD.

HOW TO IMPLEMENT THE SENSITIVE WALK GUIDE: STEPS

DERIVING INDICATORS FROM OUR HYPOTHESIS	DEFINITION OF SPECIFIC SPOTS AT STAKE	DETAILED NOTE-TAKING + PICTURES	ANALYSE AND CREATION OF THE SENSITIVE MAP	COMPARISON OF THE DIFFERENT RESULTS
1	2	3	4	5
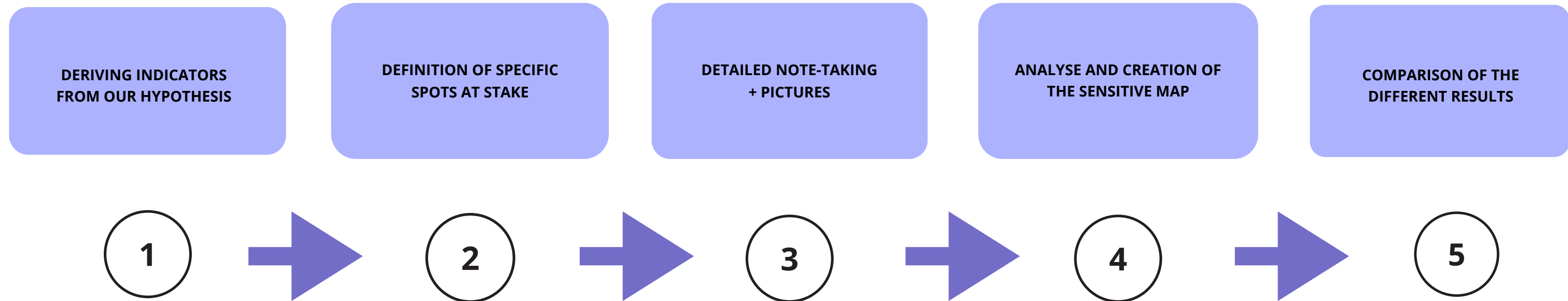
HOW TO APPLY

- **STEP 1:** Once we have developed our hypothesis, we have identified a number of indicators that justify or challenge our initial diagnosis of the area. Here we decided to focus on commercial activities and public space practice.

- **STEP 2:** Based on our observations and research work, we have identified several strategic locations where these indicators can be examined in greater detail. They all present different commercial dynamics.

- **STEP 3:** On the field, detailed observation of the commercial activity within the sector, as well as how space is practiced and experienced. Rigorous note-taking, possibly supplemented by taking photos to support and illustrate the statements later on.

- **STEP 4**: Analysis of all these notes, linking them to our initial hypotheses as well as to Olympic objects and objectives. After this analysis, creating the legend for the sensitive map to highlight our results. The sensitive map then enables identification of the challenges and potential developments for each of these spots.

- **STEP 5:** Comparison of these various analyses and maps. Very different commercial dynamics, but all of them will be impacted by the arrival of the Olympic Village and the various urban projects stemming from it. This method will therefore be relevant to replicate in a few years to assess the consequences of these Olympic elements on the territory.

QUALITATIVE METHOD.

JUSTIFICATION OF THE CHOSEN COMMERCIAL HOTSPOTS

As fieldworks could not be done in the Olympic Village, we selected three other sites to have a full picture of the commercial dynamics and evolution in the city of Saint-Ouen. The selected sites show different contexts of commercial developments in Saint-Ouen, in order to understand the potential impacts brought by the planned commercial spaces in the Olympic Village for the rest of the city.

- **Rue Saint-Denis**, and namely place des Armes, is implemented in the old town of Saint-Ouen, an urban renewal area. This area is a key commercial centre for the neighbourhood, which is to be upgraded as part of the renewal project. Being located in a socio-economically disadvantaged district, this site gives insight on the type of retail activities that can cater for the working-class population.

- **Rue des Bateliers** located in Les Docks, the newly built eco-district, at the Southern border of Vieux Saint-Ouen. Les Docks is a large-scale urban development project that is quite similar to the Olympic Village. Indeed, both projects share the same vision of urban (re)development based on functional and social diversity and similar urban design principles, such as large public spaces and diversity of typical real-estate building typology. Consequently, similar commercial activities will probably be available in the Olympic Village.

- **Avenue Gabriel Péri** is located in the Southern part of the City, in the historic urban fabric with already visible signs of gentrification, such as retail stores catering for more wealthy consumers.

The macro-analysis of these three commercial segments will give us an overview of the main commercial trends as a whole in Saint-Ouen, while zooming in on each of these sites will allow for an analysis of the correlation between specific shops, their clientele and the overall socio-spatial processes going on in the surrounding neighbourhood.

Hotspots for the sensitive walk method

(1) Rue Saint-Denis (with a focus on Place d'Armes)

(2) Les Docks (From rue des Bateliers to Conseil Régional)

(3) Avenue Gabriel Péri

© Eugénie Chevet

QUALITATIVE METHOD.

THE RESULTS - AVENUE GABRIEL PÉRI
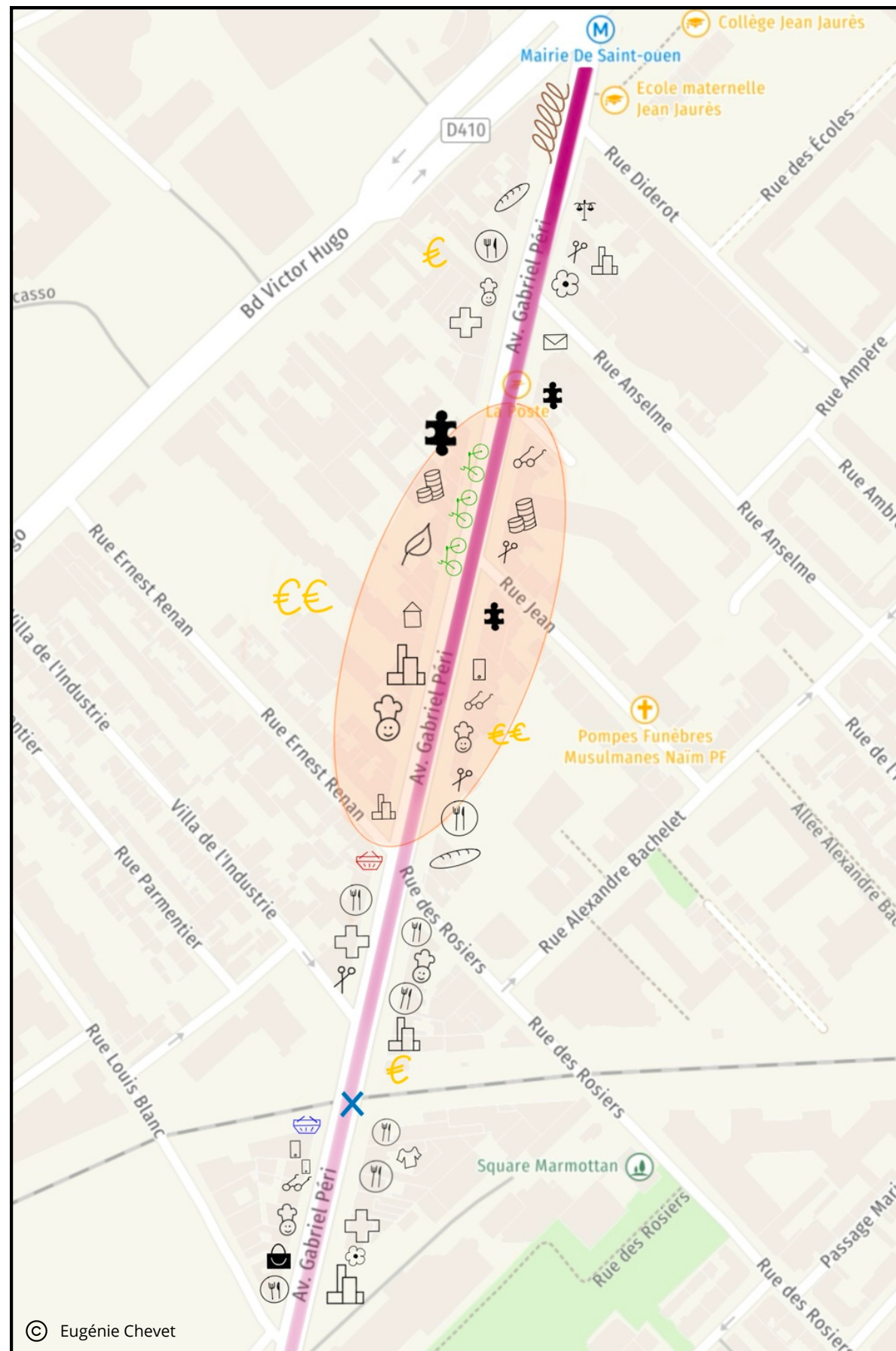
Eugénie Chevet

1) Commercial activity and services reflecting the dynamism of the area

- Specific food shops (cheese, butchery, chocolate,...)
- Flower shops
- Restaurants
- Bakeries
- Supermarkets (: independant : big brand)
- Real estate agencies
- Bio shops
- Leisure stores (books, music, bicycle)
- Housewares stores
- Telecommunication retailers
- Optical retailers
- Cafés
- Coworking spaces
- Driving schools
- Clothing stores
- Laundromats
- Banks and assurances agencies
- Post offices
- Pharmacies and medical laboratories
- Cosmetics shops and hairdressers
- Barbers
- Notary's offices

2) Observations and perceptions from the territory

- €€€ Prices in retail places
- Intensity of human flows
- Noise pollution
- Soft mobilities facilities
- ✗ Feeling unwell
- ♡ Feeling good
- O Mixed feeling
- Area with new shops and relatively higher prices

The Gabriel Péri Avenue has piqued our interest from the very beginning. Situated between the Mairie de St Ouen and Garibaldi station, it is a bustling commercial thoroughfare. The commercial offerings are highly diverse and primarily composed of an old urban fabric.

However, one can observe the emergence of new, more specialized stores (such as a cheese shop) catering to a relatively affluent population and a Parisian lifestyle (for instance, an electric bike store). There are also several real estate agencies, many of which are recent additions. The coexistence of the "old" and the "new" in the commercial offerings of this avenue suggests an evolution and an upgrading of the sector.

Consequently, the opening of the Olympic Village can be considered an accelerator of this ongoing gentrification dynamic. It would be relevant to repeat this on-site analysis in a few years to determine whether the old commercial fabric has been completely replaced or if a new range of shops, as indicated by recent openings, has taken over.

QUALITATIVE METHOD.

THE RESULTS - RUE DES BATELIERS

© Nicole Lucidi Ribeiro & Marina Benaitier

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- ◯ Mixed feeling
- ⬭ Area with new shops and relatively higher prices

The highlighted area was chosen because of its shared vision of urban development with the Olympic Village. It has functional and social mix which can upgrade the image of Saint-Ouen and attract people from the (upper) middle-class. It has similar retail activities to the ones that will most likely be implemented on the Olympic Village, giving an idea of the type of people that shop in this area (and if people from Vieux-Saint go there to shop as well). The area already has big brand supermarkets, as well as specialized shops for a more luxurious shopping experience. This, however, in a larger scale, can contribute to gentrification and displacement of the local population because of highering of overall prices.

At the level of the large Docks park, Rue des Bateliers extends, vibrating with a lively atmosphere. The diversity of businesses gives this place a unique atmosphere, with specific establishments such as a coworking café, a Portuguese delicatessen, a chocolatier-caterer also offering a coworking space, a bulk grocery store called "René l'épicier", a Japanese restaurant, the brasserie "Au Bureau". There are also some classic grocery stores such as Carrefour City.

This area, although very busy, remains strangely quiet, with many streets reserved exclusively for pedestrians or certain types of vehicles, notably deliveries.

There is no shortage of leisure activities, between games of pétanque near the fitness area of the Grand Parc des Docks and the central installations of the park, which evoke a mini funfair. Street art, floor and wall paintings contribute to the aesthetics of the neighborhood, where noise pollution is minimal, except in certain specific places.
Visually, the neighborhood stands out for its beauty, with wide streets, well-maintained sidewalks, attractive storefronts, and an abundance of greenery. Cycle paths are present everywhere and the Grand Parc des Docks plays a central role as the heart of the neighborhood, creating a lively but not oppressive gathering place. The neighborhood has a high density of vegetation, both at street level and on rooftops. The buildings, in general, are aesthetically pleasing.

QUALITATIVE METHOD.

THE RESULTS - RUE SAINT-DENIS

© Fanny Toutoute-Fauconnier

1) Commercial activity and services reflecting the dynamism of the area

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- ♡ Feeling good
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- Area with new shops and relatively higher prices

The street of Saint-Denis is a key strategic area, as it goes North to South, thus connecting the Olympic Village to the Docks. Once the Olympic Village will be opened to the public, this street should become major thoroughfare.

The data collected from the fieldwork showed that the commercial and retail activities are not so much diversified. There are a majority of grocery stores or fast-food restaurants.

In terms of prices, most shops offer quite cheap products, thus catering for consumers with a limited budget. Only one grocery store was identified as offering higher value goods.

Considering public space usage and human flow, not so many people were observed outside the shops during the fieldwork. Despite the number of shops, the area was not at all busy on the the day the data was collected. Indeed, the square at the centre of the street was mostly occupied by young people, otherwise people were just passing by to get to the shops.

The assumptions can thus be made that this commercial area is mainly used by the inhabitants living in the surrounding block housing but lacking in terms of public space quality to make it a centre for the neighborhood of Vieux Saint-Ouen.

QUALITATIVE METHOD.

THE RESULTS - PICTURES OF THE FIELDWORKS : DIFFERENT URBAN AND COMMERCIAL DYNAMICS

Source: personal picture , December 2023

Source: personal picture , December 2023

Source: personal picture, December 2023

AVENUE GABRIEL PÉRI

This photograph reinforces and complements the sensory map of Avenue Gabriel Péri. It exemplifies what we have demonstrated: a brand-new store has just opened next to an older one. It is a florist, a symbol of gentrification (Anne Clerval, 2022), but its prices contrast with those of older businesses. The neighboring hairdresser offers services at a cost below the Parisian average (27€ to 49€ at Franck provost for example), and its building quality is relatively poor. However, this new florist caters to a different clientele with its prices (e.g., €52 for a small olive tree) but also boasts a storefront and a sign much more polished than the surrounding stores.

This type of phenomenon repeats all along the avenue and leads to the same conclusions as the sensory map. Replicating this observation in a few years would be interesting.

RUE DES BATELIERS

This photograph is a good representation of the new Docks de Saint-Ouen district. Today, the district is a flourishing eco-district, transformed from an emblematic industrial hub. This has meticulously remodelled the former territory into home to modern housing, offices incorporating a diverse range of shops.

The distinctive retail offer of the Docks district adds a further layer to its new identity. Many specific shops such as delicatessens, Portuguese groceries, bulk groceries, 'concept opticians', etc. are present. With average prices higher than usual (3.50€ for a kilo of apples or 2.90€ for a kilo of carrots), this type of shop demonstrates a certain expenditure capacity of their targeted clientele.

But this dynamic can also raise questions about potential gentrification. Upmarket housing and a retail offer focused on specific products may be inaccessible to the neighbourhood's original population.

RUE SAINT DENIS

This picture exemplifies well the characteristics of Rue Saint-Denis: affordable shops catering for the daily needs of the inhabitants. Although the shop on the picture labels itself as selling exotic products, the range of the available products is much wider and similar to the ones found in supermarkets but at a cheaper one. In the area, there is another similar grocery store (Tropic Marché).

However, the overall public space design could be described as derelict and is in need of refurbishment. The ongoing renewal project of the Vieux Saint-Ouen neighborhood identifies this street and the plaza for commercial upgrading, which could nonetheless lead to the replacement of the grocery stores and fast foods by much more expansive stores, like in the cases of Rue des Batelier and Avenue Saint-Denis.

QUALITATIVE METHOD.

LIMITS AND ABANDONED METHODS

The *Sensitive Walk* method is inherently a qualitative method, which automatically suggests that it is a subjective method, which is one of the main limitations of this method. Like many qualitative methods, this method is based on the researcher-environment relationship, which means that the objectivity of the study depends on the social context of the person conducting the study. As in many sociological studies and theories, it is important who the researcher is, what is his socio-cultural status, what is his approach to the investigated problem, the area, what are his political-ideological views, what organizations does he represent, what are the personal interests of the investigated object. In a specific case, when an urbanized area is being studied, an important difference is whether a researcher that participates in the sensitive walk has a background from the field of social sciences, is an architect-urban planner, an engineer, a local resident, or a real estate developer. This may partially change the attitude towards the problems of the area. So, it should be emphasized that our research also has a subjective researcher - an urban planning student who is interested in doing the study work and offering a critical approach.

As mentioned, the specific focus of our chosen approach was on commerce and shops, so it represents only one aspect of gentrification. Gentrification itself has many indicators and types, so the limitation of our study is that we reveal only one aspect - shops and prices. Although this analysis is also more based on evaluation, we also have included some objective indicators - prices in stores. When mapping the expensiveness of prices on the map, we also marked it with special symbols according to our subjective assessment, this is also a problem of this method. We believe that, in addition to our method, it would be useful to create comparative table of prices for basic products, which would be an important document to show how prices change during and after the Olympic Games. For a more objective scale of gentrification, broader economic and affordability analyses, as well as housing and rental prices, could be conducted. In the study we chose to examine 3 segments of the area - fragments of streets, which from our point of view seemed the most important and reflected the general picture of the area and of course, it would always be possible to choose other street segments. Certainly, the most objective picture would be formed only after examining all the stores in our area, but this is not very rational due to the lack of human resources and very limited time. Another notable limitation of our study is the low inclusion of local residents and other stakeholder groups. We believe that during the sensitive walk, it would be better if people living in the area, local businessmen or others who operate in the area should participate in the method, also, local politicians could be included, or even external people could also be included due to an impartial assessment of the area.

We also considered go-along and interview methods, but settled only on one. The go-along method, while valuable in providing contextual insights into neighborhood dynamics, exhibits limitations in terms of scalability and objectivity. The subjectivity inherent in personal observations may compromise the method's objectivity, and its capacity to holistically capture the entire region affected by the Olympic Games may be constrained. Interviews, as a qualitative research method, offer nuanced insights but are susceptible to respondent bias and may lack representativeness due to small sample sizes. The potential influence of social desirability bias poses a challenge to the reliability of data obtained through this method. However, we believe that the interview is a very important method and would complement this analysis significantly.

PROPOSED COMPLEMENTARY METHODS
TO STUDY GENTRIFICATION

A SOCIOLOGICAL APPROACH TO GENTRIFICATION IN VIEUX SAINT-OUEN: HOUSING AND SCHOOLS

Gentrification is a complex, evolving phenomenon that constitutes an urban reality that is profoundly transforming the urban landscapes and social fabrics of today's neighbourhoods.
Here, we examine this phenomenon in the Vieux Saint-Ouen district, in the specific context of the post-Olympic Games 2024. The aim is to understand the mechanisms of gentrification in a neighbourhood and to attempt to measure them, so as to be able to observe the potential evolution of this phenomenon within the neighbourhood, following the changes made to it for the 2024 Olympics.

Since gentrification is a complex, multifactorial phenomenon with economic, social and cultural dimensions, it is essential to emphasise that its study, on the scale of a specific neighbourhood, must adopt a multi-disciplinary approach, combining qualitative and quantitative methodologies, in order to fully grasp the richness and complexity of the different dynamics at work. The aim is to validate, or not, the hypothesis we raised that the improvements made to the Vieux Saint-Ouen district in the context of the 2024 Olympics would lead to gentrification of the neighbourhood.
Indeed, according to numerous studies, the embellishment and renovation of urban space can enable local authorities to build an environment that is in tune with the desires and needs of the better-off and economically, socially and culturally dominant classes.

These desires and needs can be expressed through material, social and symbolic transformations in previously devalued urban spaces. However, the aim is not to jump to conclusions about our study area, but rather to ascertain whether or not this phenomenon will be observable in the coming years in the Vieux Saint-Ouen area.

To do this, we will be looking at many aspects of the area, both cultural and economic, such as social housing, schools and commercial activities, for example.

QUALITATIVE METHOD.

Below, a map showing the percentage of social housing at IRIS level on the area of the Vieux Saint-Ouen.

As far as the economic aspect is concerned, if we take the view of Neil Smith, a British geographer and professor of anthropology, the production of urban space is the result of the interplay between the land and property markets and investment mechanisms. To put it more clearly, gentrification is not just a social change, but also a physical change in the stock of land and an economic change in the market at neighbourhood level. He therefore proposes a combination of indicators that can be used to assess, in part, the degree of gentrification of a district. Income trends and land prices are indicators that need to be taken into account, as is the percentage of social housing in the district, which can regulate land prices to some extent. Indeed, what is interesting to observe with these indicators is the gap between the given land value and its potential for revaluation, the 'rent gap'.

But the phenomenon of gentrification can also be assessed using indicators such as changes in the housing market or the social position index of schools in the area, for example.

First of all, changes in social housing are of crucial importance in analysing gentrification within an urban context, and will be an element to be taken into account. The decline in this housing is emerging as a significant indicator frequently associated with this process of urban transformation. This substantial reduction can be attributed to a variety of factors, including the demolition of pre-existing structures for more upmarket housing developments. These new developments may help to attract a more affluent population, which could lead to demographic change and a transformation of the neighbourhood's socio-economic composition.

This is why it will be important to look at changes in the social housing stock in Vieux Saint-Ouen before and after the 2024 Olympic Games, since the transformation of the property landscape in the area, with the infrastructure linked to the 2024 Olympic and Paralympic Games, may contribute to a future socio-economic homogenisation within the district, which can be partly observed through this indicator.

Percentage of social housing in the area
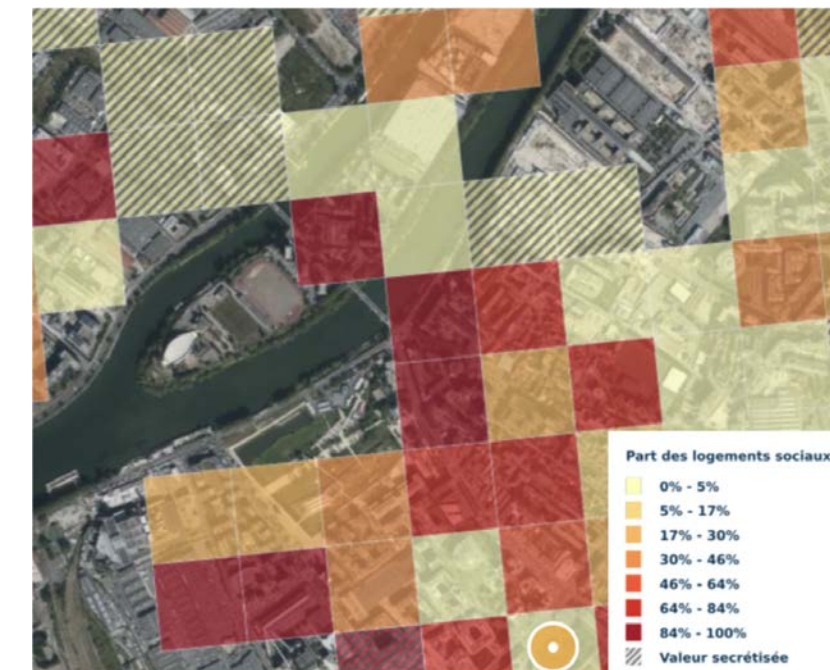
Source : Géoportail

According to INSEEs data of 2021, the residential landscape of the Vieux Saint-Ouen district was composed of many social housing.

However, data on the Olympic village site in Saint-Ouen is difficult to obtain. Nonetheless, indications provided by the municipality, as set out in the inter-municipal Local Urban Development Plan (PLUi), suggest future property prices. According to municipal forecasts, the price per square metre of housing in these Olympic zones could well reach the highest ceiling in the municipality. This anticipation suggests a substantial increase in property value, with high ceilings reaching €3,800 per square metre.

Price proposal for ownership from the city of Saint-Ouen

Source : Plaine Commune

QUALITATIVE METHOD.
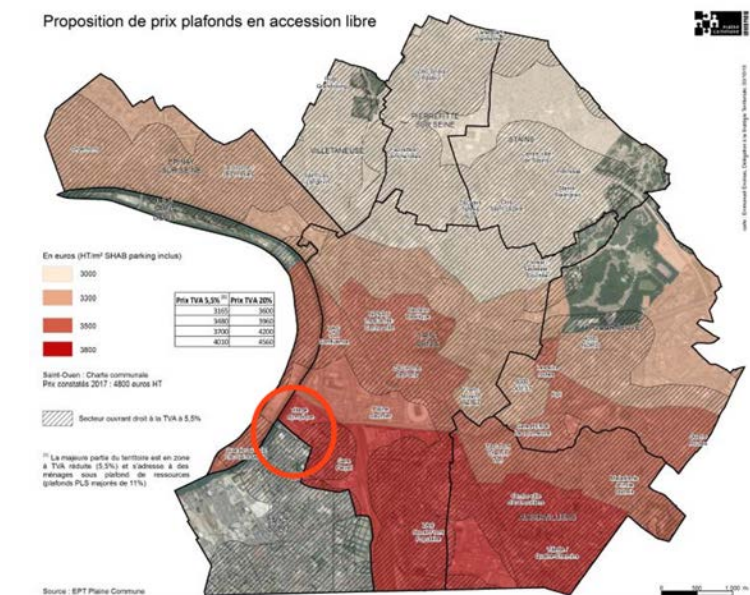
In addition, assessing the phenomenon of gentrification in a given area can benefit from an analysis of the **social position index of local schools**. This index is an indicator that aims to assess the socio-economic composition of the pupils attending a particular school. It aims to provide information on the socio-economic status of the families whose children are enrolled in that school. This index can take into account various socio-economic factors such as level of education, occupation, etc. It should be noted that parental income is not directly considered in the factors taken into account by the SPI, but rather whether or not the parents' occupation is advantaged. This is why, as a socio-economic indicator, schools in a neighbourhood often reflect the socio-economic characteristics of the local population. For example, the growing presence of students from more affluent families may signal a change in the socio-economic composition of the neighbourhood.

The Vieux Saint-Ouen area is home to four primary schools: Paul Langevin, PEF, Anatole France and Le Petit Prince.

According to data provided by the Ministry of National Education and Youth, in 2016 (the latest data available) the social position index (SPI) within these schools was 83.1, 82.2, 75.9 and 82.8 respectively.

The area is also home of the college Dora Maar and the high school Marcel Cachin. These schools had respectively, in 2019, 78.3 and in 2021, 77.0 (knowing that this high school proposes general, technological formations and professional ones.
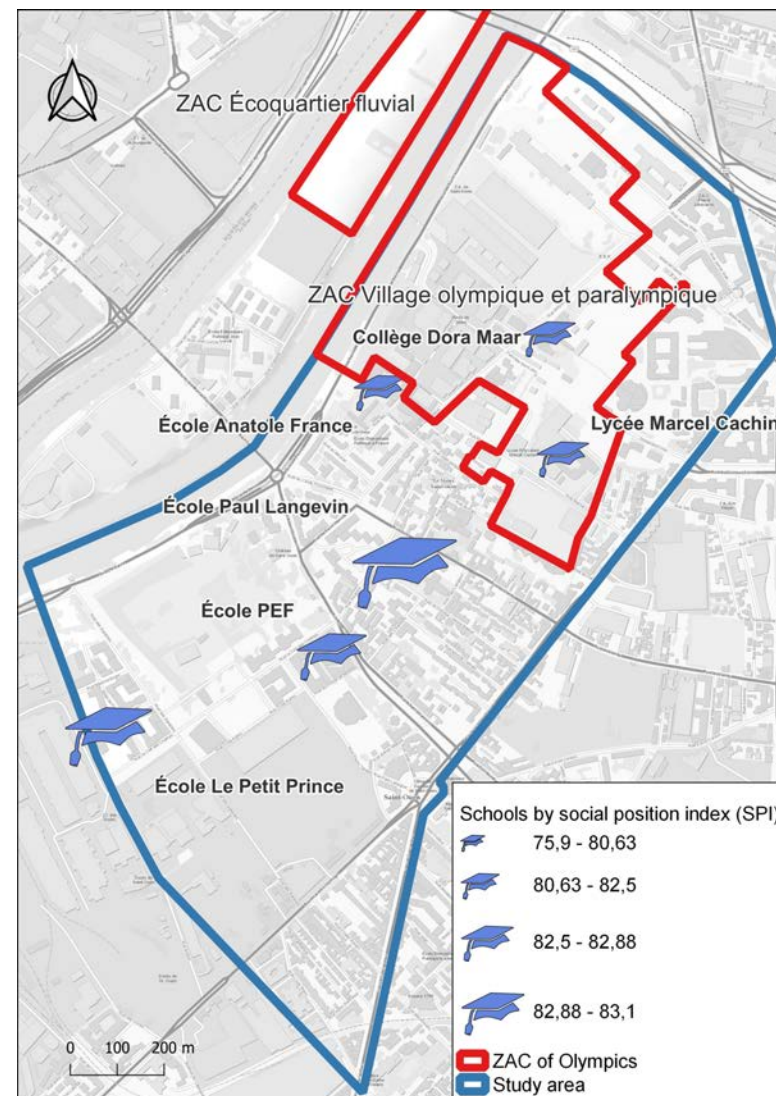
Source : personal production, December 2023

However, it would be wrong to reduce the assessment of the phenomenon of gentrification to these structural economic conditions alone. Certain cultural and symbolic aspects also need to be measured. These cultural and symbolic aspects go beyond simple economic considerations, highlighting the individual motivations and socio-cultural dynamics underlying this complex urban process. They aim to go beyond the conception of gentrification as a simple result of structural economic conditions, by emphasising the specific aspirations of a new group of players.

In these cultural aspects that can be indicators of the gentrification phenomenon, there is a need for newcomers to distinguish themselves, whether in terms of lifestyle, atmosphere, conviviality, authenticity, quality of public spaces or functional character. Centrality itself becomes an attractive notion, bringing together elements that correspond to their cultural and social aspirations.

When studying the phenomenon of gentrification in the Vieux Saint-Ouen area, it is important to consider the cultural, symbolic and economic aspects, as they are complementary if we consider that gentrification results from the complex interaction between economic factors, such as the availability of attractive housing at competitive prices, and cultural factors, such as residential or consumer preferences. These cultural aspects can include, for example, the type of commercial activities, a key aspect on which we have decided to focus and which we will develop next.

What was essential to make clear here is that, focusing solely on commercial activity, as we have chosen to do, does not allow for a precise study of the phenomenon of gentrification in an area. The detailed work we have done on commercial activity must therefore be complemented by studies on housing typology, employment, schools and other relevant factors, in order to provide a more accurate and reliable picture of the changing socio-economic profile of the Vieux Saint-Ouen district.

QUALITATIVE METHOD.

CONCLUSION

Our methodology aimed at studying the potential gentrifying impacts of the Olympic Village, namely for the neighbourhood district of Vieux Saint-Ouen. The focus was laid on commercial and retail activities, as the Olympic Village has been envisioned as a district offering a wide range of leisure facilities (including such as restaurants, local organic shops). This analytical lens helps to assess whether the Olympic Village will be accessible to the whole inhabitants of Saint-Ouen, who are in majority from a working class, namely in the case of Vieux Saint-Ouen.

As the site of Vieux Saint-Ouen was not done yet, a sensitive commercial mapping of alternative sites was done in order to compare the commercial typology of other commercial hotspots in Saint-Ouen. The idea was to classify and compare the commercial structures of these three sites in order to know what kind of commercial and retail services were already available for the population of Saint-Ouen. This method combined sensitive walking during which pictures were taken as well prices for specific products were noted. The production of maps and the analysis of some pictures provided an overview of the commercial dynamics on the three selected sites. Our proposed methodology provides a first basis which will be completed by doing fieldwork on the Olympic village, once the site is finally open to the public.

However, gentrification is a multi-fold process that cannot be limited to one specific feature. Indeed, a deeper sociological analysis is also required in order to assess whether the evolution (or so called upgrading) of retail activities in the neighborhood can be linked to a change of the population living within the neighborhood, which would also be reflected in sociodemographic changes in the schools located in the neighborhoods or the evolution of the housing market.

Our site showed the necessity to include neighboring districts in the assessment of the urban impacts of the Olympic Village that should not be seen as a standing alone district but rather as one neigbourhood in a wider urban context. Indeed, the Olympic Village may work as a single neighborhood but fail to benefit the rest of the city.

PLEYEL

CONTEXT

Our area is located in Saint-Denis, in the Pleyel district. This area is delimited by the Boulevard Anatole France in the Ouest, the Dr.Finot street in the South, the Echangeur Pleyel in the North and the Boulevard Ornano in the Est. On this area we have 3 Induced Olympics objects which are the Pleyel tower, the Echangeur Pleyel and the Pleyel crossing.
The Pleyel district is characterized by the presence of young people, a high un-employement rate (25%), It is an area well served and connected to Paris, with the Carrefour Pleyel subway station, the RER D about 25min away by foot, buses and highways. However, there is a lot of traffic jam and even more with the roadworks.
Moreover, the area does not seem very attractive except for working. There are few shops and rare cafe and restaurants. The urban furniture are damaged.

The Olympic Games will impact the city of Saint Denis in addition to the region's sports venues. Modifications to furniture and hotel structures aim to bring new possibilities of use and permanence in the urban environment to the Pleyel district.

We developed a methodology that mixes qualitative and quantitative tools in order to analyze spaces today, immediately after the Olympics, and after a few years of the Olympics Games. Related to the objectives of reducing urban divisions, improve the public spaces and valuing green urban heritage, we set out to understand the Olympic objectives in the Pleyel region and we constructed the following hypothesis:

"The three induced Olympic objects will improve the attractiveness of the areas, it may reduce urban divides in terms of accessibility but reinforce it in terms of socio-economic inequalities."

Thus, using methodologies that combine observation data, counting elements and researchers' interpretations, we built the methodology model: PHOTO GUIDE, DATA, and PHOTO & DATA GUIDE.

For each of the methodologies, we have divided the objectives of the Olympic Games organizers into specific territories (the Pleyel Tower, the new Pleyel interchange and the future Pleyel urban crossing) linked to specific sub-hypothesis.

The next slide will present our area. Then, we will present the different methodologies, territories and sub-hypothesis in diagrams. Finally, we will present our methodologies, how to implement them and the first results.

METHODOLOGY JOURNEY

The key center of our methodological creation was the understanding of images as a powerful resource for interpreting reality. To create our photo analysis method, we started from the perspective of ethnography studies that use images to identify and dissect urban phenomena through images that portray everyday life. From this perspective, images are a powerful way of capturing and communicating the culture of a social group. Photographs can provide a visual insight into the daily life, beliefs and values, and social relationships of a group. They can also be used to explore specific themes and issues, such as poverty, inequality, or cultural change.

For our construction of the analysis of the photographs, we used a reference model created by professor Ana Marcela Ardila, PhD in geography and professor of sociology at the federal university of Minas Gerais. We readapted the initial model as we made exploratory visits to the field, placing emphasis on the characteristics of the field that could help us answer the questions and objectives of the Olympic games. Therefore, our first step was to understand and plan visits to the field with routes that allowed us to understand all the areas that would be affected by the Olympic objectives, and define the specific points that would bring a better identification of the area and its particularities.

After that, we restructured a new table with questions pertinent to the field and the Olympic objectives, and we started to analyze the environment, understanding the photo as a portrait of current daily life and possible changes that happened over time in the district.
In the data analysis stage, we identified that it would be necessary for two researchers to carry out their analysis separately in order to identify points with different perspectives on the same location. At this stage, each researcher examines the photographs and identifies the themes and patterns that emerge. In the case of the combined data & photo method, photographs were used to complement data collected through other techniques such as the use of qualitative data from the region regarding noise pollution and car traffic.

In image analysis, we examine the visual elements of the photographs, such as the composition of the area, the number of individuals present, gender, the quality of urban infrastructures, lighting and street use.
After this, we carried out a stage of data interpretation, this is the moment in which the researcher interprets the data and presents his conclusions, at this point. The two researchers combine their analyzes and understand whether the environment was perceived in a similar way. If not, a third researcher must carry out their analyses.

As a final insight into the use of photographs, we understand it as a versatile technique that can be used to capture and communicate the culture of a social group. Photographs provide a visual insight into everyday life, the material reality of space, and the social relationships of a group, being a great resource for analyzing and promoting changes in urban space.
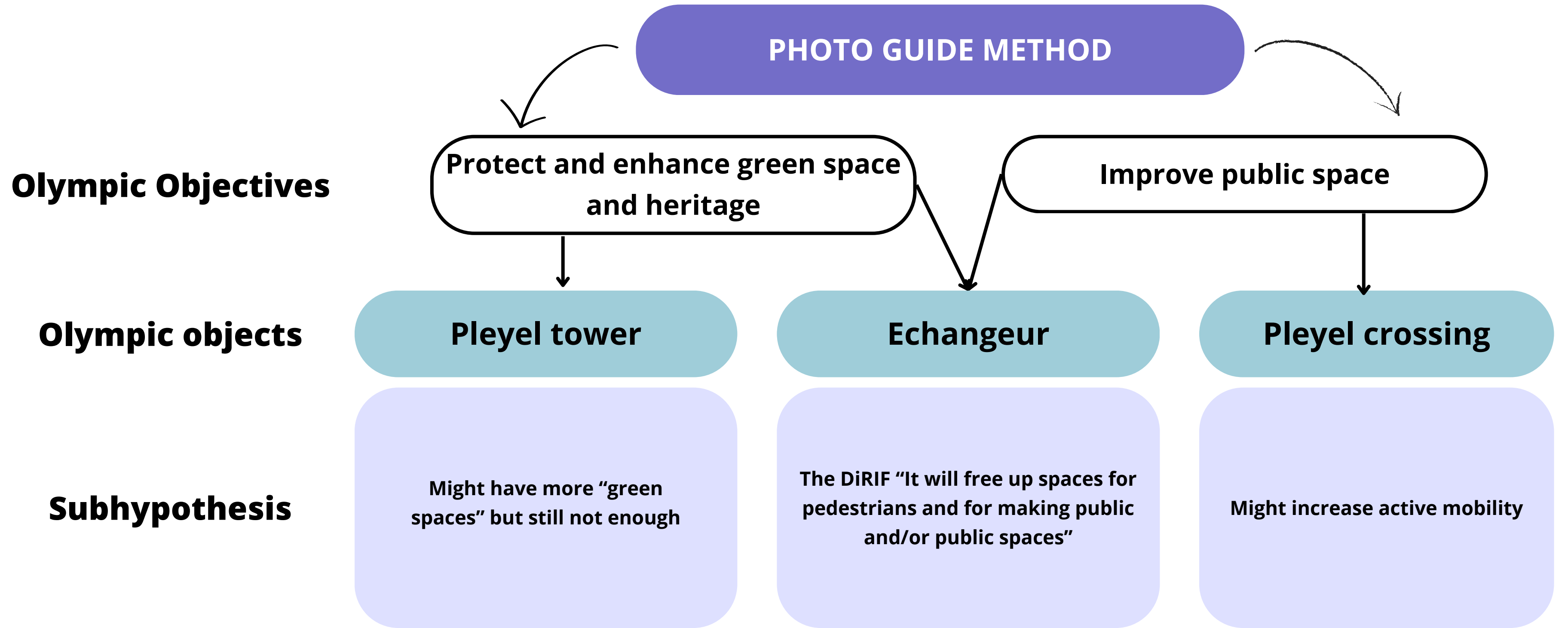

Source : Photo taken by the research group on 05/12/2023 at 04pm39

AREA OF STUDY

DISTRICT OF PLEYEL

OUR CHOSEN AREA OF STUDY

D9
D1 B
D7
N186
E19
La Seine
D20
N1

Pleyel District
Area of Study

Area of Study
Induced Olympic Objects
Other Equipments
Development Areas

Echangeur Pleyel
A86
Groupe Scolaire Pleyel-Anatole France
Tour Pleyel
Franchissement Urbain Pleyel
13
D 13 14 15 16 17
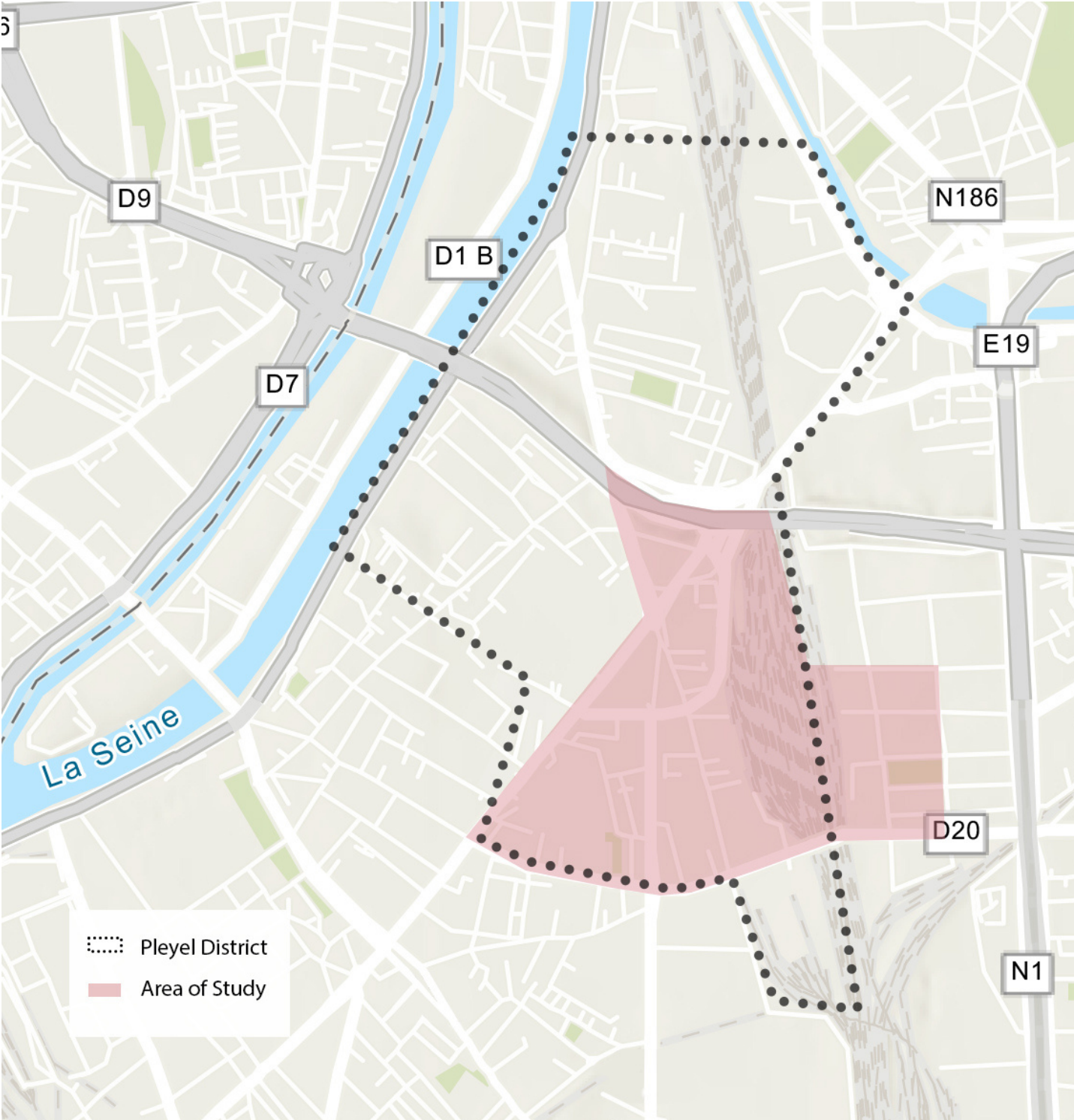
source : maps done by the research group

Hypothesis

Global hypothesis: The three induced olympic objects will improve the attractiveness of the areas, it may reduce urban divides in terms of accessibility but reinforce it in terms of socio-economics inequalities.

PHOTO GUIDE METHOD

Olympic Objectives

Protect and enhance green space and heritage

Improve public space

Olympic objects

Pleyel tower

Echangeur

Pleyel crossing

Subhypothesis

Might have more "green spaces" but still not enough

The DiRIF "It will free up spaces for pedestrians and for making public and/or public spaces"

Might increase active mobility

PHOTO GUIDE METHOD

Tower Pleyel itinary, Bd de la Libération

Source : photo taken by the research group on the 12/12/23 around 8:30am

CARREFOUR PLEYEL

#GREENAREAS #FACILITIES #KEY OLYMPIC OBJECTIVES #REDUCEURBANDIVIDES

Description of the method

The photo-guide method proposes a guided observation with defined objectives to analyzing the environment. The idea is to use photographs taken in focus using a pragmatic guide of indicators. The photos are to be analyzed on different days and times by independent researchers, in order to create a final conclusive analysis of the analyzed environments.

Main questions to answer

The photographic observation method seeks to understand whether the Olympic construction projects will achieve the Olympic objectives of improving public spaces, promoting active mobility, and creating or enhancing green spaces to uplift the quality of urban areas.

Main indicators

Building tipology	Typology of activities	Flows of people	Profile of users	Urban furniture

Sidewalks and bike paths	Access to public transport	Parks, green spaces and furniture
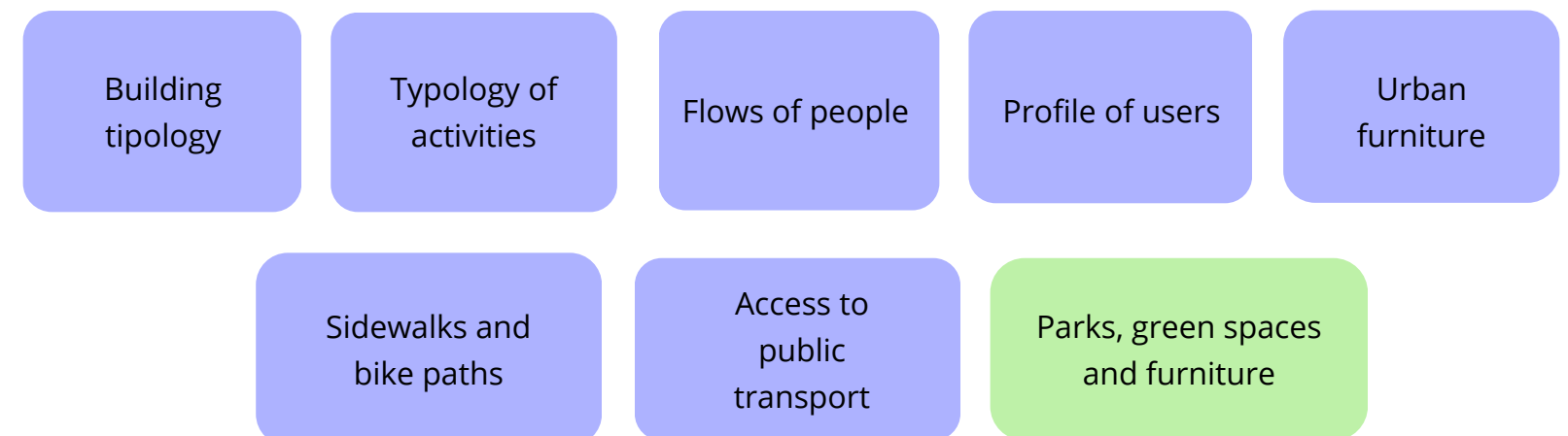
Difficulties/limitations

Photography portrays specific moments and is unable to respond to motivations and/or behaviour, in addition to limitations in terms of characterising individuals and paths. In any case, the methodology manages to clarify in a simple way the type of flow and movements that occur in the area and in this way manages to generate comparison material over the years of application of the methodology.

QUALITATIVE METHOD.

HOW TO IMPLEMENT A PHOTOGUIDE METHOD:

PRE-STEPS:

1 - Preparation of material/guide with questions and indicators that respond to the initial hypothesis and the objectives to be researched.
2 - Exploratory field visit and notes.
3 - Delimitation of the route that will be followed, and the important points of this route.
4 - Delimitation of places to be photographed.

ON SITE:

- **STEP 1**: Two distinct researchers independently embark on fieldwork on different days, ensuring the absence of mutual access to each other's analyses.
- **STEP 2**: Utilize the current route and guide to navigate to the specific location where the initial photograph was captured in the year 2023.
- **STEP 3**: Capture a photograph precisely at the designated location, employing a table guide to systematically record impressions and quantifiable data related to the field.

AFTER SITE:

- **STEP 4**: Conduct a comparative analysis of the tables generated by the two researchers, examining perceptual variations. In instances of disparity, consider deploying a third researcher for on-site analysis of identified points.

FINAL STEP:

- **STEP 5**: Collaboratively compose a comprehensive report on the designated area, with a specific focus on the attainment of Olympic objectives. Emphasize a compelling "call to action" within the context of the final report.

EXPECTED RESULTS:

By using this process, the photographic method is possible, carry out medium and long-term analyses and compare the development process of environments and analyze which types of modification generate the best results and impact on the specific demands of different urban environment projects.

LINK TO THE DRIVE:

https://drive.google.com/drive/folders/1-LzSAlvbXdezYrrZ3dFRNA6cE0RTVd9N?usp=sharing

QUALITATIVE METHOD.

GRID EXPLANATION

A table was created according to the Olympic objectives and the materiality of the spaces in the Pleyel area to analyse the different pictures. The table is divided according to the three objectives: reduce urban divide, improve urban areas, create green spaces. The table must be applied by different researchers at different times, trying their best to answer all the questions established.

OBSERVATION GUIDE	
Observation date:	
OBSERVATION IDENTIFICATION	
Observation point	street/coordinates
Justification for choosing this point	
Wheather condition:	
Reduce Urban divide	
Indicators	Description
Typology of buildings and activities	
Number of markets in the area	
Flows of people	
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors	
Improve use of public spaces and active mobility	
Indicators	Description
Number of empty commercial places	

Typology of buildings and activities		
Flows of people (countable number of each profile)		
Number of men, women, children, disabled people, elderly, teenagers, families.		
Presence, state of conservation, accessibility of **urban furniture**		
Presence, state of conservation, accessibility of **sidewalks and bike paths**		
Accessibility to **public transport**		
Sitting (areas for sitting, taking advantage of the view, benches for resting)		
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)		
Standing (attractive areas for standing, support for people)		
Interactions, behaviours (Formal and informal rules, conflicts, forms of cooperation)		
Relationship between people's behaviours and the quantity and quality of public spaces		
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)		
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)		

Link to the table :
https://docs.google.com/document/d/1rTxTlnoaBe3viYhh1YcG_zJN57A7RSupJMQsKEBm R4k/edit?usp=sharing

Interpretation :

QUALITATIVE METHOD.

METHOD 1: PHOTOGUIDE

- The itinerary of the Tour Pleyel area.

1	Square next to the Subway		**8**	Crossing
2	An exit of the subway		**9**	Crossing in front of EDF
3	Bd Anatole France		**10**	Stairs to the subway
4	Place Pleyel		**11**	Bar and bus station
5	Allée de Seine		**12**	Green spaces
6	Café Au Grand Comptoir		**13**	Commercial buildings
7	Empty square			

Source : personal production, December 2023

QUALITATIVE METHOD.
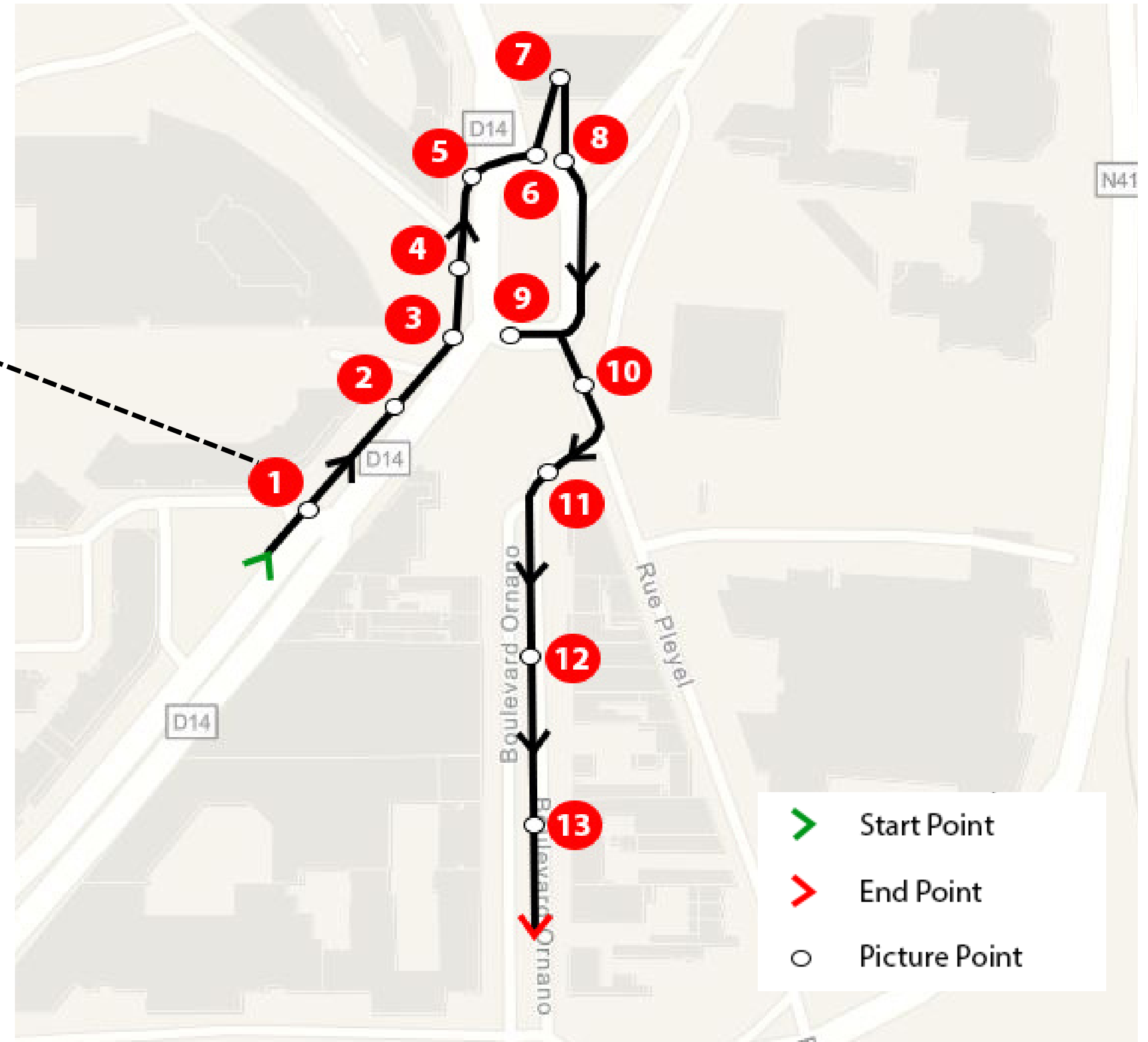
METHOD 1: PHOTOGUIDE

- Focus on the itinerary of the Echangeur area.
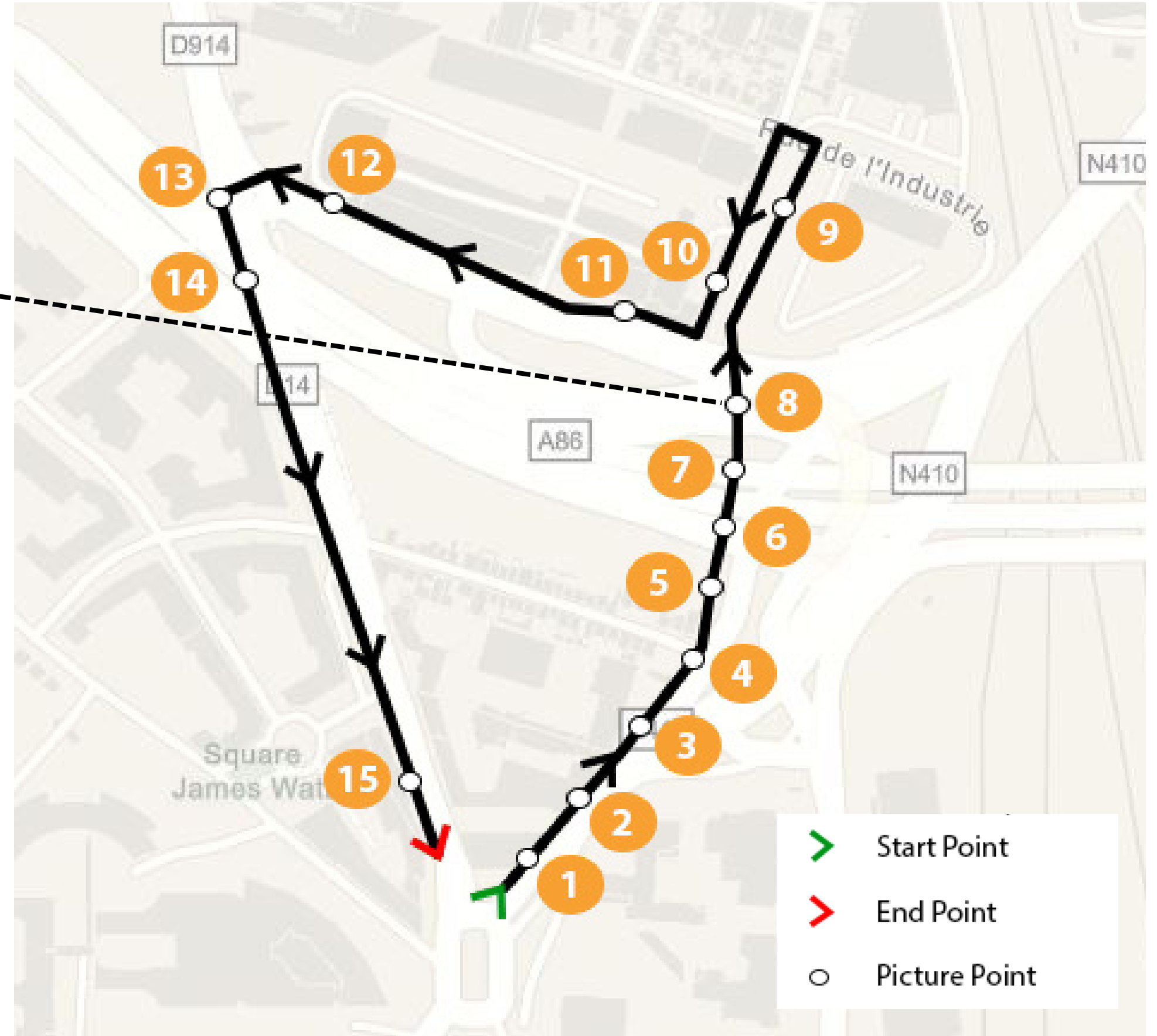
1	Sidewalk	9	Exit of the footbridge
2	School	10	Beaumonts street
3	Exit of the School	11	Révolte road
4	Green area and housings	12	Corner
5	Pedestrians path	13	Crossing
6	Handicap Ramp	14	Closed area
7	Bridges intersection	15	School
8	Footbridge		

Source : personal production, December 2023

QUALITATIVE METHOD.

SAMPLE OF PHOTOS, TOWER PLEYEL : Understanding and analysing site changes linked to induced Olympic objects across different times and days

Observation from 12/12/2023, 08h35   Observation from 14/11/2023, 11h53   Observation from 05/12/2023, 16h56

QUALITATIVE METHOD.
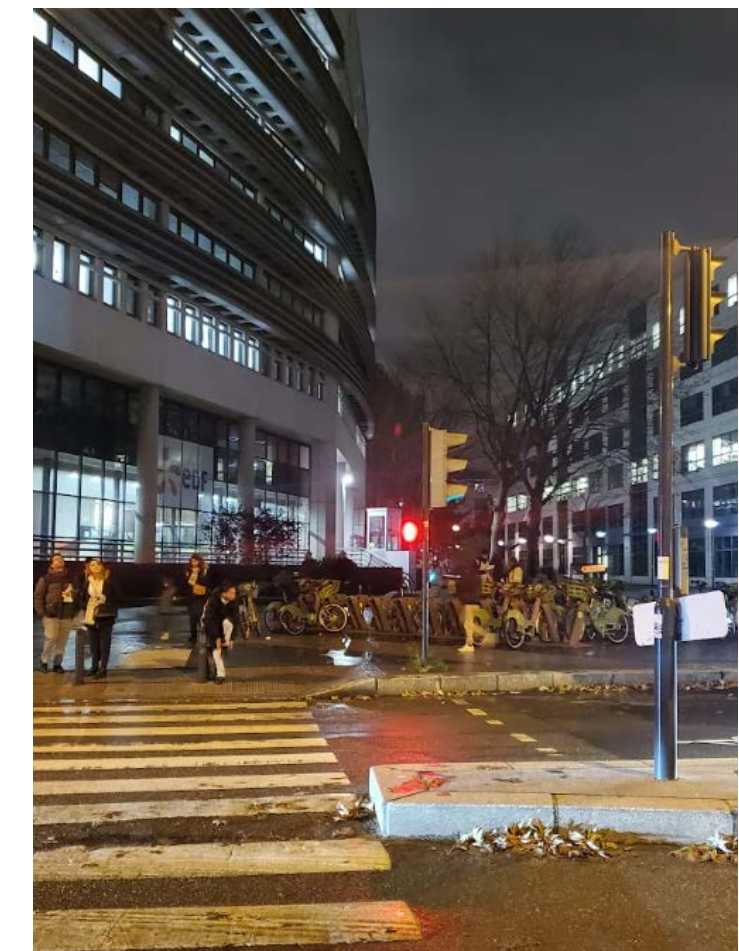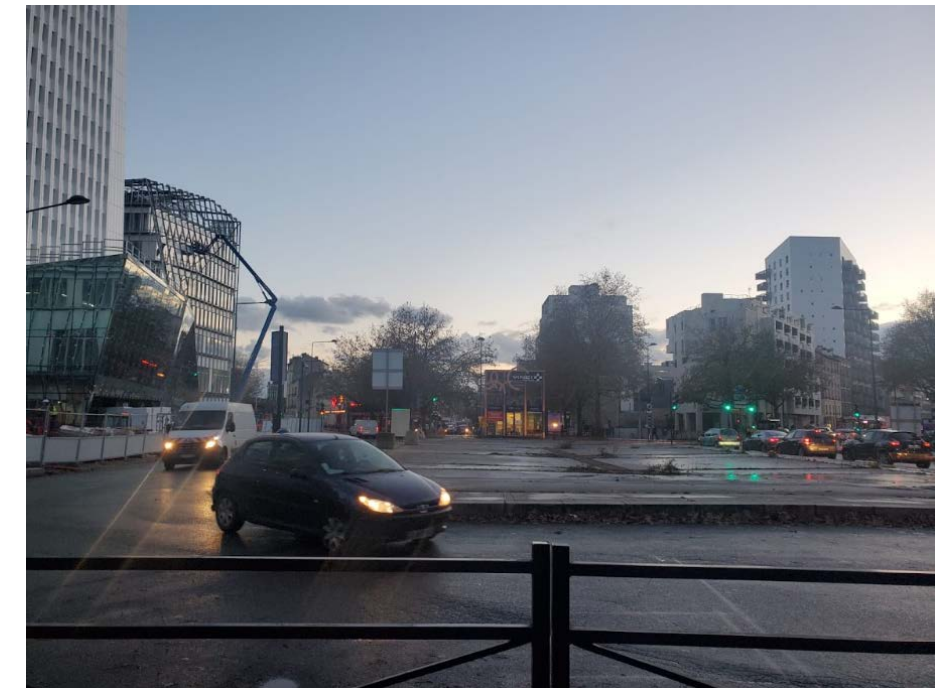
PHOTOGUIDE METHOD

- Focus on Pleyel Tower

Observation from 12/12/2023, 09h08

Observation from 14/11/2023, 12h02

Observation from 05/12/2023, 18h11

OLYMPIC GAMES OBJECTIVE

PROTECT AND INHENCE GREEN AREAS

INDICATORS

PARKS, GREEN SPACES AND FURNITURE

OBSERVATIONS

No real green space but some trees are planted on the side of the path

QUALITATIVE METHOD.

RESULT INTERPRETATION

We chose to study this spot because it is the only space on the itineary of the Tower Pleyel that have some "green spaces" and so that we could link to the "Protect and enhance green area" objective of the OG. But we can notice that this green area is composed only of trees on a square/pedestrian path.

This place seems to have two main functions. First, it seems to be used as a square where people can rest. Indeed there are benches and trees that could have make this place pleasant to stay. However, it is used also as a pedestrian path, surrounding by two roads with a lot of cars. It makes this place noisy and polluted, this is probably why the place is usually empty. Also, this path is not very used because it it is only useful if you want to move from a place to another. If the goal it is to stop to eat in one of the surroundings restaurants, people tend to use the pavements on the sides. Indeed, this space is surrounding by residential and commercial buildings, mainly fast food such a kebab and pizzeria. So, we can notice that people use this square to park their motorbikes.

According to the PLU of Saint Denis,3 the rules for afforestation of private and public areas have different parameters, and we consider that the green project promised by the organization of the Olympics will not be enough to afforest and create an inviting area for users.

FUTURE PLEYEL AREA

Source : picture extracted from Ville de Saint-Denis website,"Pleyel, un quartier de vie pour toutes et tous", 2021

QUALITATIVE METHOD.

Hypothesis

Global hypothesis: The three induced olympic objects will improve the attractiveness of the areas, it may reduce urban divides in terms of accessibility but reinforce it in terms of socio-economics inequalities

DATA METHOD

Olympic Objectives

Improve public space

Olympic objects

Echangeur

Subhypothesis

Might increase the noise and air pollution in the surroundings.

Might reduce the traffic jam in the area.
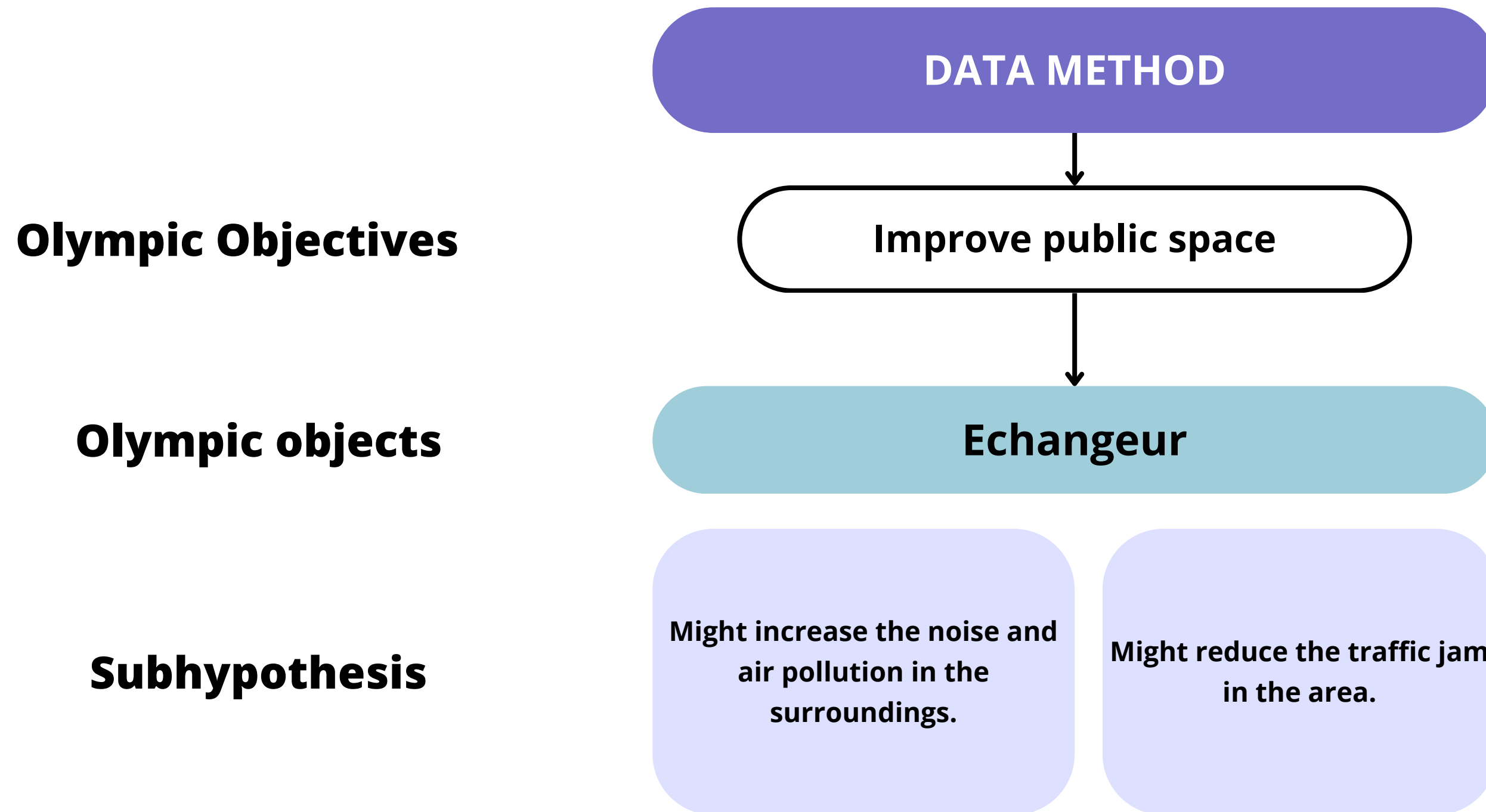
DATA METHOD : NOISE AND POLLUTION ASSESSMENT

Aerial view of the Anatole France school group and the concentration of nitrogen dioxide

Source : Concentrations en dioxyde d'azote au niveau du GS Anatole France du 20/04/22 au 03/05/23
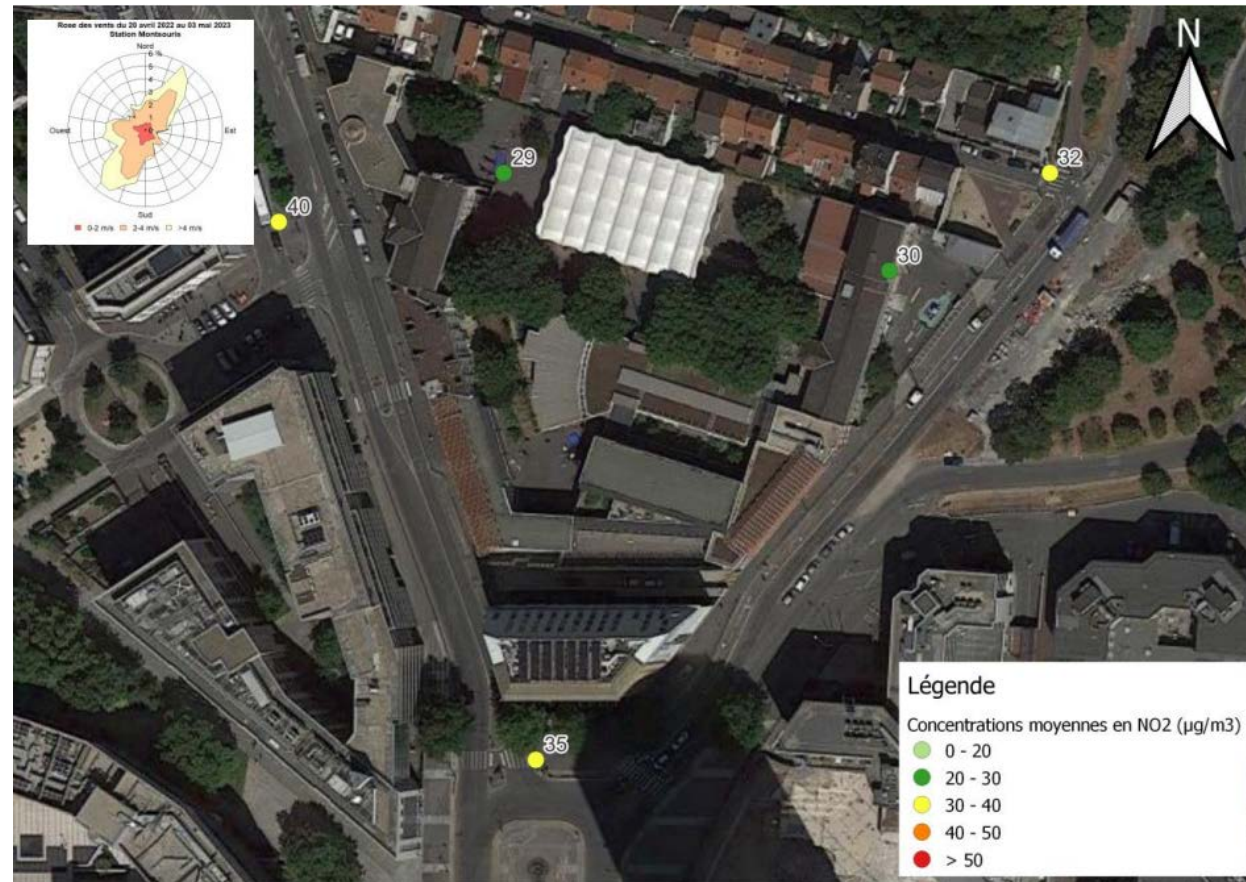
Poster hanging on the facade of a house on Bd Anatole France, near the interchange
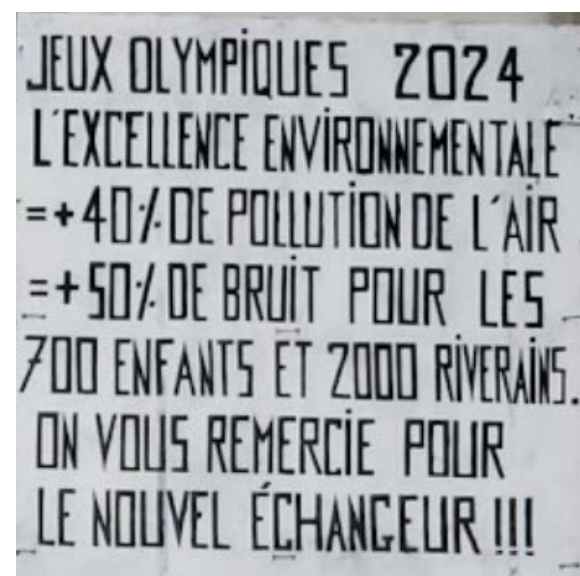
Source : photo taken by the research group on the 14/11/23 around 11:30am

Description of the method

The method is to analyze using professional instruments or datas provided by other structures. The level of noise and nuisance of the Echangeur road before and after its reformulation, at exact times of the day and times of traffic.

Main questions to answer

The echangeur may increase the noise and air polution in the areas. We made this assumption due to the presence of a panel of residents denouncing this.

Main indicators

Kilometers of traffic jams	Air pollution by carbon dioxide concentration	Noise levels

Difficulties/limitations

The data to analyze air pollution and noise levels cannot fully explain all the dimensions of use of a space, and all the impacts of the new road in the region. Additional information via questionnaires, observation, and induction may be necessary to understand the entire phenomenon.
To correctly measure noise and traffic, professional instruments are needed that can analyze the current levels perceived on the road in high quality.

Carrefour Pleyel

#NOISE #AIRPOLLUTION #TRAFFICJAM

QUANTITATIVE METHOD.

HOW TO IMPLEMENT THE DATA METHOD:

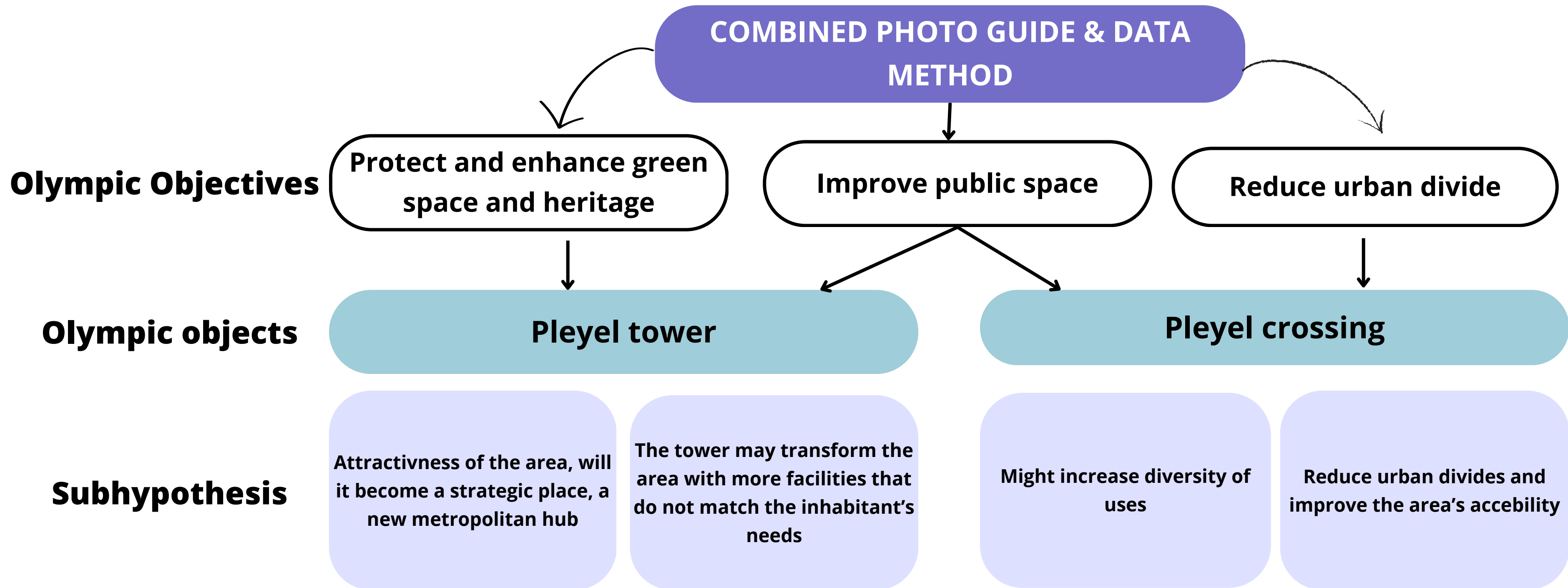- Use the datas made by BruitParis, AirParif

Final step:

Monitor and analyze values according to years - generate table with data in order to validate or invalidate the hypotheses.

EXPECTED RESULTS:

From a qualitative and chronological measurement of noise or air pollution, it will be possible to understand the consequences or benefits of the new interchange route in the district from a point of view of the experience of citizens who transit or reside in the district. This will allow the researchers to understand throughout of time whether the impact was negative or positive and new ways can be thought of to help the district in these aspects.

Source : BruitParif

HOW TO IMPLEMENT :

Use the data made by ViaMichelin and compare the ones from now to the ones after the Echangeur is finished and open to public.

Final step:

Monitor and analyze values according to years - generate table with data in order to validate or invalidate the hypotheses.

EXPECTED RESULTS:

From a qualitative and chronological measurement of amount of traffic, it will be possible to understand the consequences or benefits of the new interchange route in the district from a point of view of the experience of citizens who transit or reside in the district. This will also allowed the researchers to understand throughout of time whether the impact was negative or positive and new ways can be thought of to help the district in these aspects.

Datas on trafic jam, info traffic ViaMichelin on the 07/11/23 at 05:01pm

Source : ViaMichelin, 2023

QUANTITATIVE METHOD.

Global hypothesis: The three induced olympic objects will improve the attractiveness of the areas, it may reduce urban divides in terms of accessibility but reinforce it in terms of socio-economics inequalities

COMBINED PHOTO GUIDE & DATA METHOD

Olympic Objectives

- Protect and enhance green space and heritage
- Improve public space
- Reduce urban divide

Olympic objects

- Pleyel tower
- Pleyel crossing

Subhypothesis

- Attractivness of the area, will it become a strategic place, a new metropolitan hub
- The tower may transform the area with more facilities that do not match the inhabitant's needs
- Might increase diversity of uses
- Reduce urban divides and improve the area's accebility

PHOTOGUIDE AND DATA METHOD COMBINED

Photo of the Pleyel crossing, from the Rer D point of view

Source : photo taken by the research group on the 05/12/23 around 6:00 pm

■ Services publics
■ Autres locaux d'activité
■ Hôtels
■ Commerces
■ Bureaux
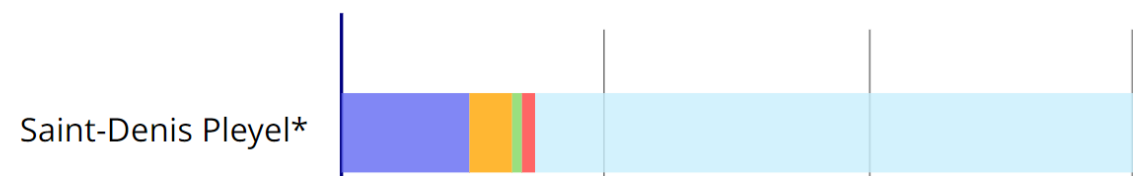
Saint-Denis Pleyel*

Saint-Denis-Pleyel dynamic construction between 2000-2013

#ATTRACTIVENESS #URBANDIVIDES

Description of the method

The data & photo-guide method proposes a mix of a more qualitative method and a quantitative method in order to add more nuances and different angles to analyze the same location/object. It is a combination of the photo guide method and the data method. The photographic guide generates a guided observation with defined objectives for analyzing the environment from photographs taken in focus using a pragmatic guide of indicators. The photographs on different days and times are to be analysed by independent researchers, in order to create a final conclusive analysis of the analyzed environments, together with the analysis of data from the same location. This will allow the researcher to do a more complete analysis of the territory and better answer the hypothesis.

Main questions to answer

This method seeks to evaluate if the Olympic objectives of reducing urban divides as well as improving public space and active mobility will be effectively achieved. Combining methods with different perspectives on the same location will help the researcher to bring together different perspectives on the same phenomenon and dissect it with a greater number of indicators.

Main indicators

Time speed of crossing	Evolution of number of investments and projects	Building tipology	Typology of activities	Flows of people

Profile of users	Urban furniture	Sidewalks and bike paths	Access to public transport
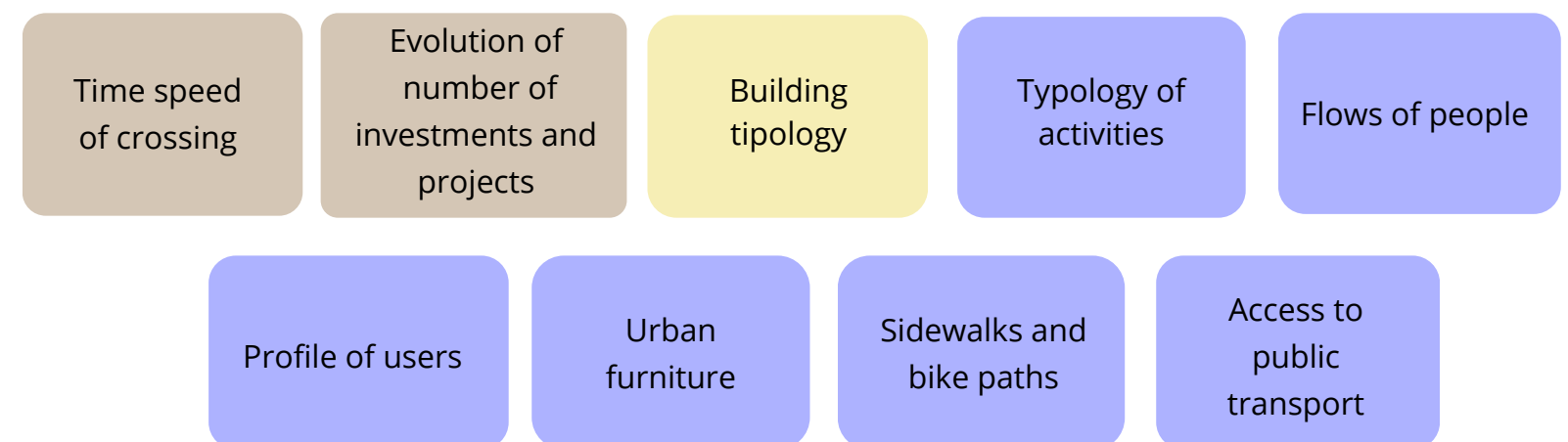
Difficulties/limitations

Combining the photo guide method with data enables us to analyse a place by multiplying the indicators. Even so, it will not be possible to analyse the place and its phenomena from every angle, because the indicators chosen are not exhaustive.
The definition of the data and places that will be the subject of a cross-analysis requires justification and pragmatism.

MIXED METHOD.

HOW TO IMPLEMENT A PHOTOGUIDE & DATA METHOD:

This method is a combination of the data method and the photo-guide method.

PRE-STEPS:

- Select the location that will receive the photo guide method and data separately.

- Generate the photo-guide method by following all the steps described in PHOTO GUIDE METHOD.

- Generate the data method by following all the steps described in DATA METHOD.

ON SITE:

- **STEP 1**: Once the location is selected. Two distinct researchers independently embark on fieldwork on different days, ensuring the absence of mutual access to each other's analyses.

- **Step 2:** Follow the steps described in the "In the field" part of the photo guide method.

- **Step 3:** Follow the steps described in the "How to apply the data method" section.

AFTER SITE:

- **STEP 4**: Tabulate all the results from the photo guide and combine them with the recompilation of data. Analyze and combine them in the same file where there is the photo analysis table and the data analyze table.

FINAL STEP:

- **STEP 5**: Attach all results obtained in the photo analysis and data analysis, alerting to points that could only be perceived using the joint method, and information that even with the double method could not be analyzed.

- Cross-reference information obtained from photos and data, making it clear what information the numbers/photos add to the observation of the location and the effects on the region.

EXPECTED RESULTS:

With the combination of the two methods and a qualitative and quantitative view of the same location and Olympic objective, it will be possible to arrive at more conclusive results on the changes and benefits and burdens that the transformations generate in space and to carry out better analyzes of the consequences and results over the long term.

MIXED METHOD.

MIXED METHOD: PHOTOGUIDE AND DATA METHOD

- Focus on the Pleyel crossing
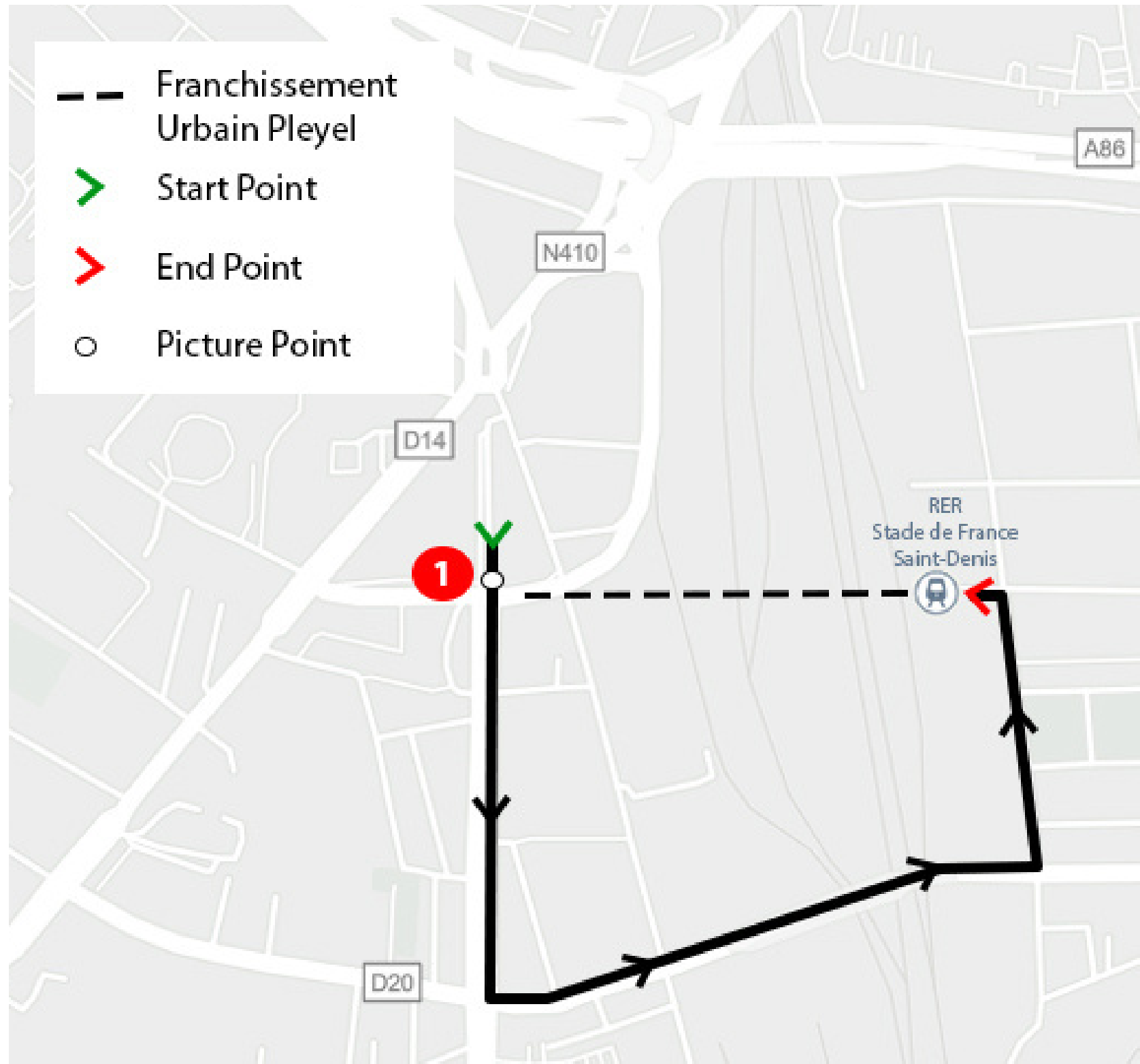
Source : personal production, December 2023

1   intersection rue du dr finot and bd ornano

SUBHYPOTHESIS:

- The Pleyel crossing might increase diversity of uses

- It will reduce urban divides and improve the area's accessibility

DATA COMPILATION

OLYMPIC GAMES OBJECTIVES	REDUCE URBAN DIVIDES	
INDICATORS	TIME SPEED OF CROSSING	BUILDING TIPOLOGY
OBSERVATIONS	The amount of time taken to cross without the brigde Currently it takes around 23min for young and valid adult to go from point 1 to the RER.	Construction from 2000 to 2013 : Public Service: 96,000 m² Other Activity Spaces: 32,000 m² Hotels: 9,000 m² Commerce: 9,000 m² Offices: 464,000 m².

MIXED METHOD.

PHOTOGUIDE AND DATA METHOD

- Focus on the Pleyel crossing

PHOTOGUIDE EVALUATION

Observation from 12/12/2023, 09h12

Observation from 14/11/2023, 11h53

Observation from 05/12/2023, 16h56

OLYMPIC GAMES OBJECTIVE

IMPROVE PUBLIC SPACE AND ACTIVE MOBILITY

MAINS INDICATORS
See the annexes for the entire grid

OBSERVATIONS

BUILDING TIPOLOGY	TYPOLOGY OF ACTIVITIES	FLOWS OF PEOPLE	USER PROFILE	URBAN FURNITURE	SIDEWALKS AND BIKE PATHS	ACCESS TO PUBLIC TRANSPORT
Predominantly business and administrative buildings	No specific activity could be determined, besides the construction works	No pedestrians shown on pictures	Could not be determined in the pictures	Predominantly road-related furniture, including pedestrian barriers, and traffic signals.	Sidewalks are in good condition with occasional obstacles due to bridge construction and motorcycle parking. No visible bike paths,	Access to the gare is still in construction, closest access to metro station is a 5-10 minute walk

MIXED METHOD.

RESULT INTERPRETATION

We chose to study this spot because it is one of the ends of the future crossing, which should eliminate the physical division created by the north rail network. As of now, the minimum time that it takes to cross from one side to the other is approximately 23 minutes, which is a considerable amount of time and poses a challenge for those looking to navigate the space efficiently. Thus, it currently hinders accessibility between these two areas. On the other hand, the predominant type of building present in the area, according to data collected, is office spaces (Saint Denis-Pleyel), which doesn't encourage a diversity of uses. This prevalence of office spaces limits the potential for a mix of functions and activities, restricting the area from becoming a vibrant, multifunctional space.

This analysis was supplemented by the photo guide, which shows that the buildings described are mainly used as business centres and administrative spaces.
In addition, no activity was observed in the photos of the public space, giving the impression of a rather empty environment. Only road traffic can be observed. The lack of visible pedestrian engagement in the images further underlines the current limitations in terms of the area's dynamism and potential for diverse uses.

On the other hand, in terms of the condition and access of public spaces, a notable issue arises from the walking space, where there are various obstacles, such as improvised motorbike parking in the afternoon and evening. Currently, the area's accessibility is not very good mainly because of the priority and predominance of cars in the space, discouraging active mobility and prolonged stays.

"Le franchissement pleyel sera réalisé pour 2024"

Source : CCI Business

MIXED METHOD.

MIXED METHOD: PHOTOGUIDE AND DATA METHOD

- Focus on the Pleyel Tower
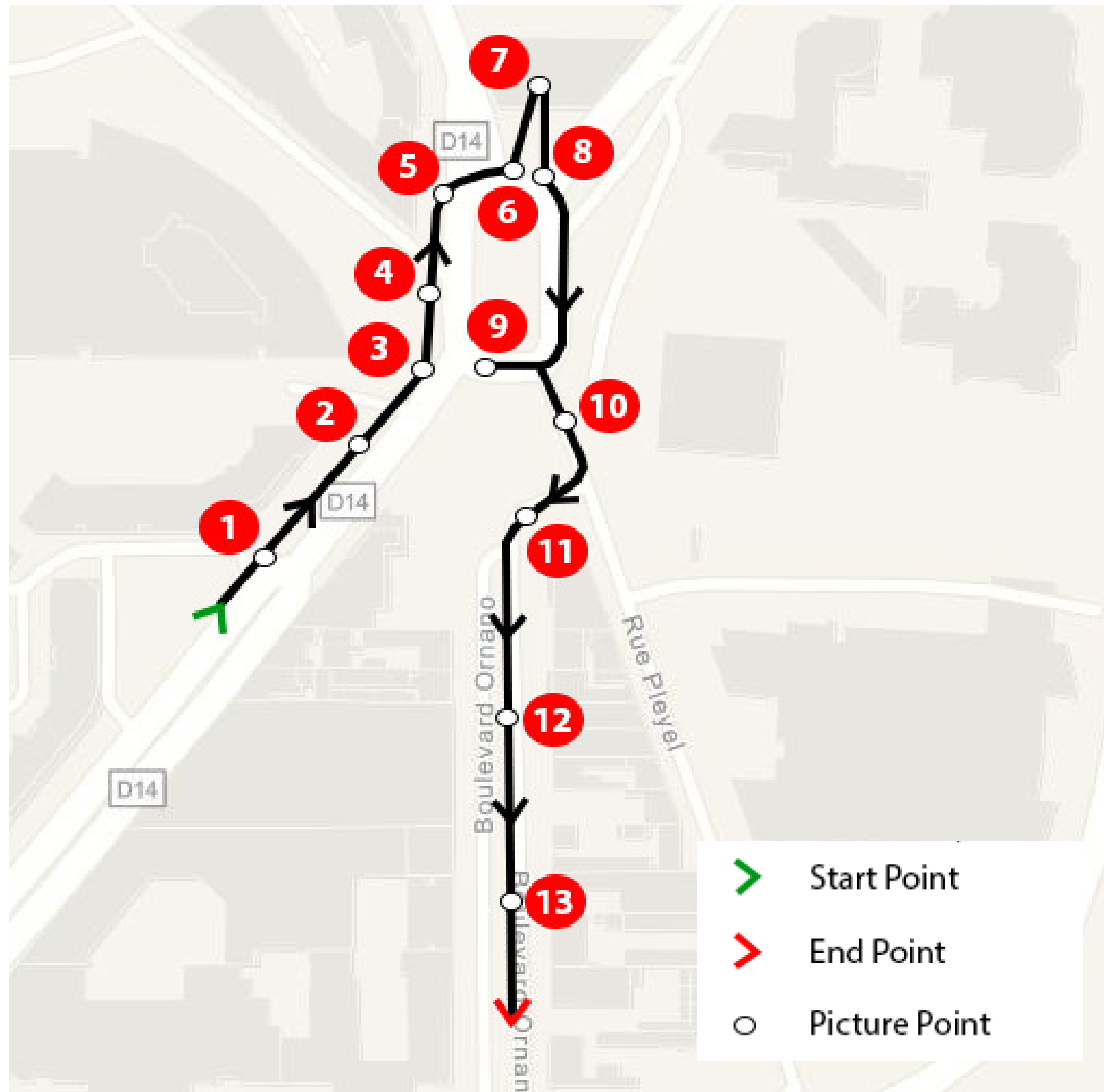
Source : personal production, December 2023

To see the picture point description refer to the Tower Pleyel photoguide

SUBHYPOTHESIS:

- The Pleyel Towel will enhance the attractiveness of the area, will it become a strategic place, a new metropolitan hub?

- It may transform the area with more facilities that do not match the inhabitant's needs.

DATA EVALUATION

OLYMPIC GAMES OBJECTIVE	IMPROVE OF PUBLIC SPACE AND ACTIVE MOBILITY	
INDICATORS	EVOLUTION OF NUMBER OF INVESTMENTS AND PROJECTS	BUILDING TIPOLOGY
OBSERVATIONS	No datas for investments. Current datas focus on the Olympic Games project with the Echangeur, the Pleyel Tower, the Pleyel Crossing, Saint-Denis-Pleyel station	Construction from 2000 to 2013 : Public Service: 96,000 m² Other Activity Spaces: 32,000 m² Hotels: 9,000 m² Commerce: 9,000 m² Offices: 464,000 m².

MIXED METHOD.

MIXED METHOD: PHOTOGUIDE AND DATA METHOD

- Focus on the Pleyel Tower

PHOTOGUIDE EVALUATION

Observation from 12/12/2023, 08h35

Observation from 14/11/2023, 11h53

Observation from 05/12/2023, 16h56

OLYMPIC GAMES OBJECTIVE

IMPROVE PUBLIC SPACE AND ACTIVE MOBILITY / PROTECT AND ENHANCE GREEN SPACE

MAINS INDICATORS
See the annexes for the entire grid

BUILDING TIPOLOGY	TYPOLOGY OF ACTIVITIES	FLOWS OF PEOPLE	PEOPLE PROFILE	URBAN FURNITURE	SIDEWALKS AND BIKE PATHS	ACCESS TO PUBLIC TRANSPORT	PARKS, GREEN SPACES AND FURNITURE
OBSERVATIONS Residential and commercial buildings (small restaurants, pharmacie)	Walking, standing and waiting (queuing)	Quite empty square; People cross it in mornings, with increased activity near the bakery in the afternoon. Some linger near the pharmacy or a bin in the evening	Mostly men are occupying the area (2 or 3 women maximum)	Public bin, bus stop, cycle arches. and sitting furniture around trees	Good (width, and condition)	Metro station exit in the square and a bus stop nearby	No green space

MIXED METHOD.

RESULT INTERPRETATION

We chose to combine the data and photo guide methods to ensure that the analysis of the impact of the Olympic Games on this area would be understood from different points of view. By applying both methods, i.e. by cross-referencing information, certain phenomena became clearer and therefore easier to interpret.

We chose to study this location because it's a fairly large square, with a metro station and a few commercial buildings. We thought it would be a dynamic place, but in the end, after analysing the photos, we can see that it's rather empty for a square. In the morning and afternoon, it's a place where people move from one place to another to work or to go home. Only the bakery seems to bring in people in the morning and at lunchtime and make the area more dynamic. In addition, the buildings here are predominantly residential, which suggests that the area serves more as a transition zone for people coming to work here.

In addition, the data found on investments and projects in the region are exclusively linked to the Olympic Games. These projects, while introducing greenery, seem to neglect the needs of the community. As we can see in this square near the Pleyel Tower, there is a general lack of green space, the presence of which might have been relevant for a square located not far from schools. With more green space and facilities, people and children could have stopped to rest or have a snack. This observation was backed up by the photo guide, which shows that this square is mainly occupied by employees who work in the surrounding area. At midday, it is mainly workers from the Pleyel Tower who queue outside the bakery. It is likely that this space will be even less busy once the Pleyel Tower is completed.

Finally, the attractiveness of the area is currently damaged by the neglect of urban furniture, it is rudimentary and run-down, so they don't encourage people to stay . Indeed, there is only one picture showing a group of people standing still, chatting and smoking. It is the photo taken in the afternoon, and this group of people are standing, and not using the urban facilities.

"Pleyel au cœur du Grand Paris"

Source : Plaine Commune

MIXED METHOD.

ABANDONNED METHOD

"Shadow observation"'s photo

SHADOW OBSERVATION

In our field trips we tested using the SHADOW observation methodology. This consists in SHADOW method of observation from anthropology - in which you place yourself in the scene of the life of the person to be observed, without being noticed so that your presence do not change the behavior of the individual you are following.

HOW IT WAS IMPLEMENTED:

16:30 carrefour pleyel - Ecole Anatole France: We are standing at the doors of two primary schools to watch the neighborhood children leave school. We noticed the presence of many fathers and mothers looking for their children. They are predominantly black, and there is a strong presence of women in burqas who, we assume, are Muslim.
16:50 There are already few children at school, and we decided to follow some mothers - in the Echangeur direction.
We were at the school entrance and decided to randomly follow a group of mothers to see how far they lived from the school. These mothers went to the right of the school, and crossed this overpass. They crossed the viaduct along an informal, steep path that was difficult to navigate with strollers, crossing a road that had pedestrian closure signs. After cross an industrial area where there is a sign - no trespassing private environment - to arrive on the other side of the town with an air of abandonment. They continue walking and pass a park, with some children's toys. Even on a sunny day, no family stops at the park, and they split up to enter their homes. The walk takes no more than 15 minutes.

WHY IT WAS ABANDONED

When we applied the shadow observation method, we realized that following someone on their daily journey may not give as many answers about the Olympic objectives and improvements in the area, but rather present the daily behaviors of a specific individual/group, which is rich to observe but which is not would generate so many responses to the specific objectives of this research. However, we emphasize how revealing it is to understand, without interrupting, the journey of a person, and to see his ways of using the city.

Source : shadow method after Anatole France school, taken on December, the 5th, 2023, at 16h48

MIXED METHOD.

CONCLUSION

Using the photo guide method and the data method enabled us to analyse the area under study from very different angles, while revealing their inherent limitations. For certain sub-hypotheses, we also chose to combine these two methods.

Thus, these three methods used were devised by the Pleyel Group after identifying the overall hypothesis and sub-hypotheses. These hypotheses were linked to the 3 objectives of the Olympic Games. We then used these hypotheses to identify the indicators we needed to verify them, and finally applied the methods to find the results. The photo method turned out to be easy to apply once the analysis grid had been constructed and the itineraries chosen. All we had to do was take 3 photos of the same spots at 3 different times of day.

The most complex part of the process was developing the analysis grid. We drew our inspiration from an already-made grid that had already been used by a member of our team the previous year. We then modified this grid according to our needs and the specificities of the field.

In terms of results, this method provides an overall view of the atmosphere in the area under study. The photo method enables us to quickly visualize the environment, i.e. the type and function of the buildings present, the conditions of the urban equipment, the different types of spaces (public, private, green) and their function, as well as the affluence of the people circulating in the space and their profiles.

However, this method has several limitations. Firstly, it's a method that can be subjective, as the person taking the photo can choose when to take it. To compensate for this, we tried not to cheat and to take the photo as soon as we arrived at the chosen spot (itinerary). Moreover, this method is less effective in representing the reality of the field than an observatory method, where researchers spend several minutes/hours observing what's happening at a precise spot and record all the data. The method we used is more spontaneous, stealthy and therefore only real at a given moment. It therefore only allows us to visualize the overall atmosphere of the area.

This methodology, with regard to the objectives of the Olympic Games, will enable us to see the transformation of public and private spaces (the construction of the tower, the small empty square opposite which will be redeveloped, cycle paths have been laid out). Concerning the heritage and preservation of green spaces, we can see that trees have been planted on Boulevard Ornano and Anatole France, and that the Pleyel Tower has been renovated. Finally, the objective of reducing the urban divide will be achieved once the Pleyel bridge has been built, as it will completely change the chosen route.

The data method was instrumental in elucidating potential changes within the area that transcended the scope of visual representation. Specifically, metrics related to air pollution and noise levels served as quantitative indicators, attempting to capture the tangible alterations spurred by infrastructural developments, such as the new interchange. However, it becomes imperative to underscore that while these data-driven approaches furnish invaluable insights, they remain circumscribed in their ability to encapsulate the general dimensions of space utilisation and the multifaceted impacts of infrastructural interventions.

The constraints inherent in the data method necessitated a nuanced approach, prompting the incorporation of supplementary methodologies, such as questionnaires for the inhabitants. Moreover, the exigencies of accurately gauging phenomena such as noise and traffic necessitated the employment of specialised instruments, ensuring a nuanced understanding grounded in empirical rigour.

Additionally, we combined the photo-guide and data methods in our approach. This mix allowed us to get a more complete picture, addressing some limitations of each method. However, blending these methods also brought some challenges, like the possibility of not capturing everything accurately. So, we needed to be careful when interpreting our results.

In summary, while the methodological repertoire employed within our investigative framework afforded multifaceted insights into the territorial changes catalysed by the Paris 2024 Olympic Games, it remains imperative to problematize and critically engage with the inherent limitations and complexities of each method. Based on the interplay between quantitative data, visual representations, and localised perceptions, it was imperative to not forget the limits of these methods.

STADE DE FRANCE

CONTEXT

Our area of study is defined by various district typologies and the presence of large infrastructure or "objects". Located in the south of Saint-Denis and in the North of la Plaine Saint-Denis, we refer to the area as "Quartier Stade de France" throughout the report.

The district has little residential and commercial activities (consider the map under 'Area of Study'). In the South, a former industrial hub has been transformed into the third Central Business District (CBD) of the region, which predominantly defines the urban and social landscape, alongside some remaining industrial activities. Thus, there is a large influx of workers from other parts of Ile-de-France who commute daily to the Quartier Stade de France for work.

Three major infrastructures define the northern parts of our area, namely the Stade de France (built in 1998), the Olympic Aquatics Centre (built for the 2024 Olympic Games), and the pedestrian & cyclist overpass (built for the 2024 Olympic Games) - which will connect the Stade de France with the Aquatics Centre. In the West, the ZAC Plaine Saulnier will host the installation of temporary infrastructures during the Olympic Games and will be converted into a mixed-use neighbourhood (offices, housing, retail businesses, green spaces). These infrastructures contribute to the urban divides in Saint-Denis, as they dominate the urban fabric but do not provide mixed-use activities, nor improve the surrounding public space and even make active mobility more difficult for people traveling by foot or bicycle.

Furthermore, the area is divided by three transit infrastructures: two highways (A81 and A1) and the RER B railway line. The significance transportation infrastructure that crosses La Plaine region imparts a distinct character, marked by isolated or poorly connected areas.

Source : Photo taken by the research group in November, 2023

INTRODUCTION

The imminent staging of the 2024 Olympic Games in the vicinity of the Stade de France heralds significant transformations in the area, notably marked by the construction of the Aquatic Centre, a pedestrian & cyclist bridge, and the ZAC Saulnier development project.

These infrastructural developments hold promise for reshaping the landscape and the functional dynamics within the area. However, the area faces significant challenges, namely numerous urban divides, exacerbated by the geographical partition created by a major highway creating a seemingly disjointed landscape.

Following our developed hypothesis, **"the implementation of the Aquatic Centre and ZAC Plaine Saulnier will provide both its users and the inhabitants of la Plaine Saint Denis with multi-functional uses on an everyday basis, however,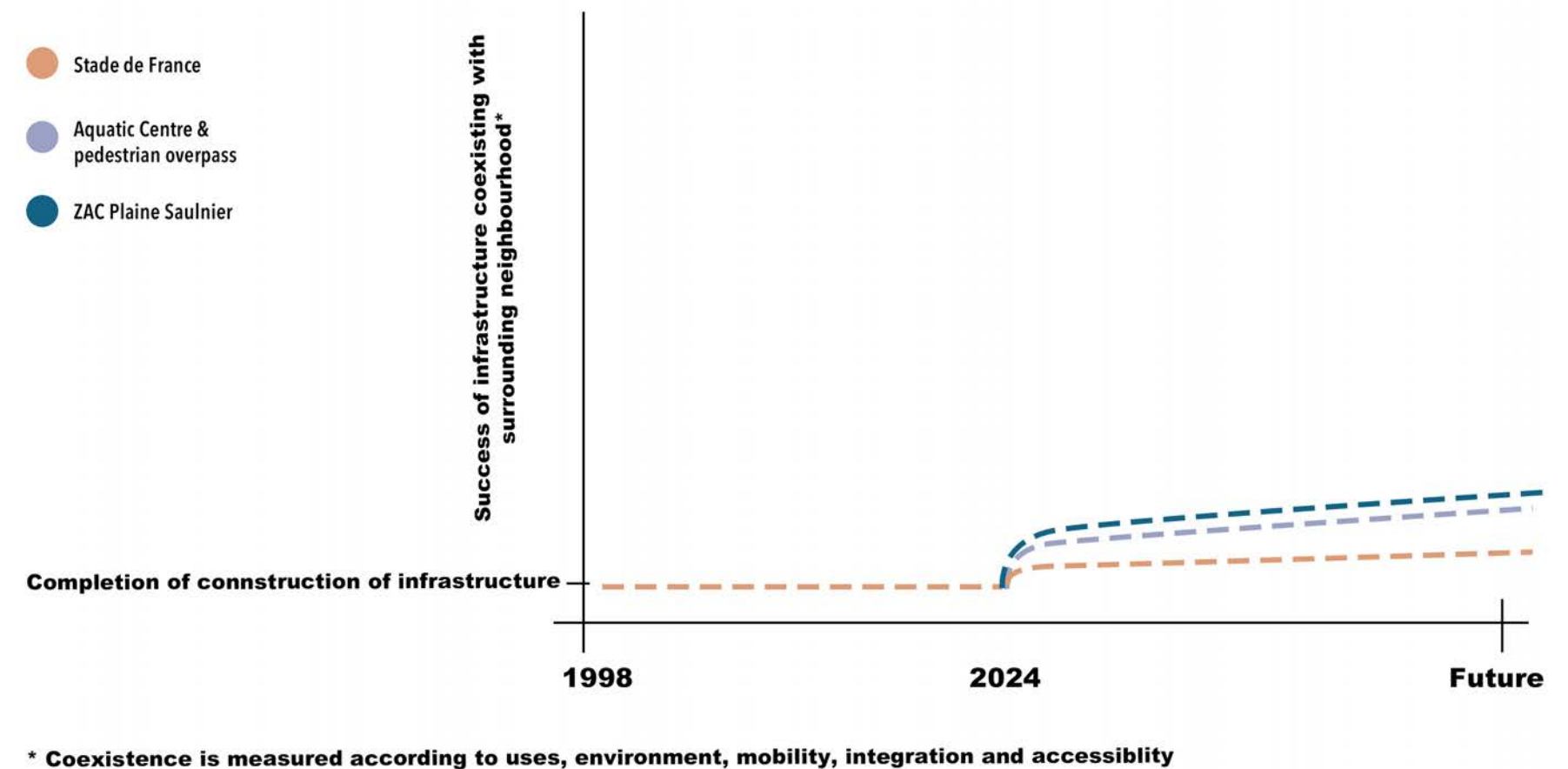 the Stade de France will not evolve in the same capacity",** we suggest a twofold assessment approach - comprising qualitative and quantitative surveys and a mapping exercise - to evaluate the impact of these anticipated changes.

The primary aim of our online surveys and on-site interviews are to discern the current utilisation patterns of both employees and residents, to assess the inherent qualities of the area, and to decipher the residents' expectations regarding the 2024 Olympic Games.

Subsequently, post-Olympics, a parallel study should be conducted to gauge the transformations and residents' perceptions of the altered landscape. In addition, the mapping exercise will be used to pinpoint specific locations used before and after the games, providing insight into eventual changes in mixed uses in the area.

This combined research framework is geared towards comprehensively assessing the potential legacy of the 2024 Olympic Games interventions in Saint-Denis, Ile-de-France, offering a multifaceted perspective on the expected socio-functional transformations in the region which we will delve into more thoroughly.

Map of our area of study

ZAC Plaine Saulnier
Stade de France
Olympic Aquatic Centre
Pedestrian Overpass

ZAC Plaine Saulnier
Development Sector
Sports Facilities
Pedestrian Overpass
Area of study
Impacting Infrastructure
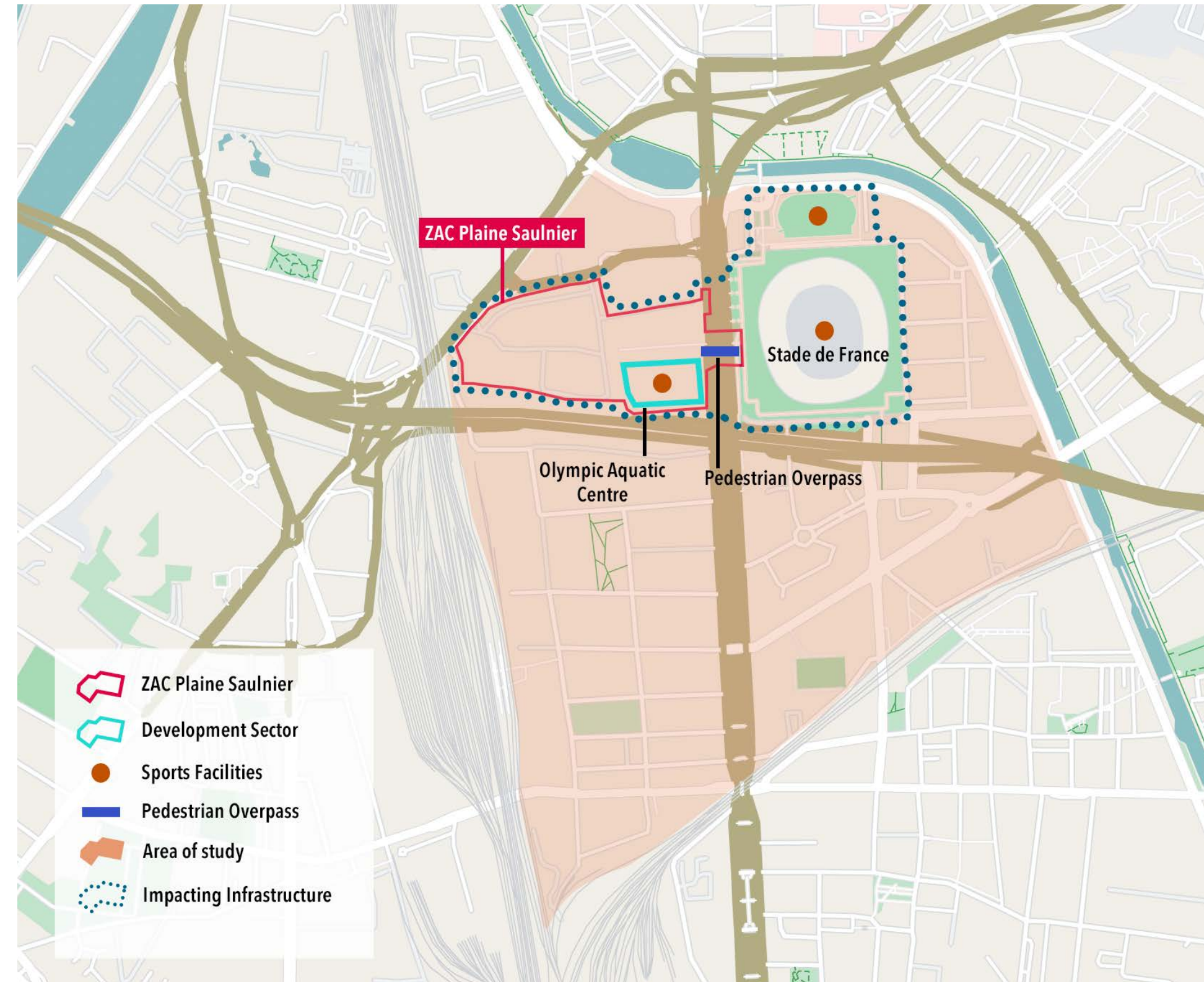
Source : personal production, December 2023

AREA OF STUDY

The urban and social fabric of the Quartier Stade de France is dominated by the Central Business District and largely defined by the looming presence of large sports infrastructures, being the Stade de France and the imminent Aquatics Centre. These infrastructures become active at particular times of year and in turn, the surrounding businesses ebb and flow at the same pace. For example, upon interviewing a worker at Le France - a restaurant situated directly across from the stadium, we were informed that the restaurant was particularly busy whenever there were sports matches or concerts, as those attending the events would also become clientele for the businesses nearby.

Subsequently, the urban fabric of the Quartier Stade de France offers hegemonic uses for inhabitants and users alike. Considering this fact, it becomes clear to deduce that the large infrastructures which define the area create frictions with what can be considered the "coexistence" of the social fabric. The lack of activities offered in the neighbourhood has a largely negative impact on both individuals and the community, as there is decreased community cohesion, an overall reduced quality of life, the potential for an increase in crime rates and people are fundamentally less likely to engage with one another.

While the lack of activities offered in this area may present it as being the least desirable to frequent for leisure activities, it perhaps also possesses the greatest potential for change following the 2024 Olympic Games. It can be recognised that there is a risk in the implementation of the Olympic objects and developmental projects - 'risk' being the operative word, considering the potential for either negative or positive changes. The 2024 Olympic Games may help create a more cohesive urban fabric by offering more uses to the area or the implementation of more large infrastructures may augment the existing frictions that already persist. Our methodology seeks to speculate at the outcomes following the 2024 Olympic Games.
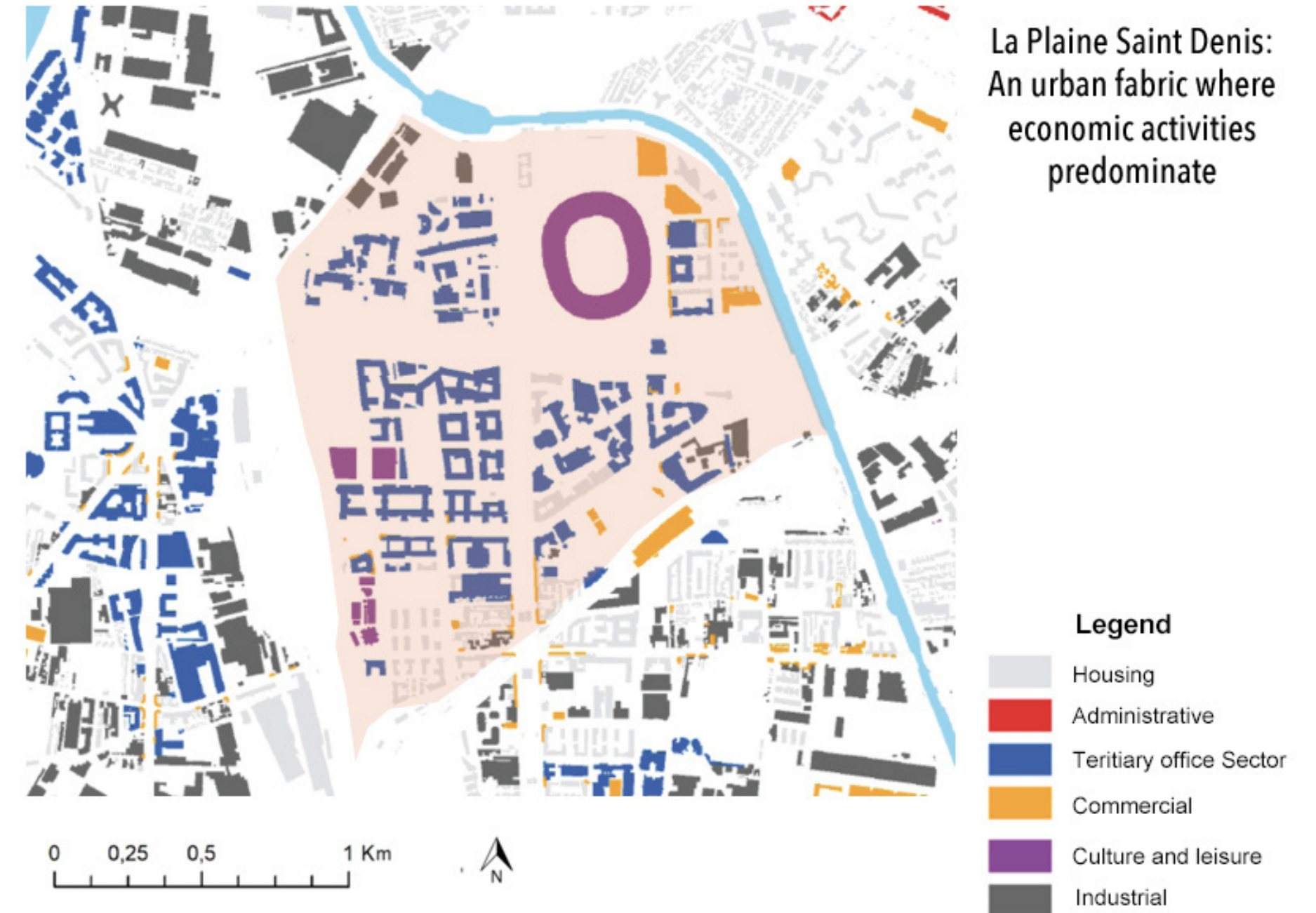
La Plaine Saint Denis:
An urban fabric where
economic activities
predominate

Legend

Housing	
Administrative	
Teritiary office Sector	
Commercial	
Culture and leisure	
Industrial	

0   0,25   0,5   1 Km

N

Source : Open Data APUR

Hypothesis

The implementation of the Aquatic Centre and ZAC Plaine Saulnier will provide both its users and the inhabitants of Plaine Saint Denis with multi-functional uses on an everyday basis, however, the Stade de France will not evolve in the same capacity.

To find out whether or not the area is used by the locals (inhabitants, workers, tourists and users), and if the multi-functional uses will increase after the 2024 Olympic Games, we articulated **multiple sub-hypotheses:**

- The ZAC Plaine Saulnier can contribute to **mixed-uses**, create **new flows** and make La Plaine Saint-Denis more **accessible** to its inhabitants.

- If well managed, the Aquatic Centre and the pedestrian & cyclist bridge will **enhance** the area by **providing new uses** and **breaking down urban divides**.

- The Stade de France's coexistence with its surroundings can be **improved to some degree** by virtue of the **bridge** enhancing accessibility and the **Aquatic Centre** bringing more life to the area

It can be surmised that one object's success is contingent on another's success. These developed conjectures lead to our main hypothesis, mentioned in the introduction. It **speculates** that *the implementation of the Aquatic Centre and the ZAC Plaine Saulnier will provide both its users and the inhabitants of La Plaine Saint-Denis with multi-functional uses on an everyday basis, however, the Stade de France will not evolve in the same capacity.*

To the question *"What is the future of the Olympic objects in the Quartier Stade de France?",* we can speculate that, during and after the 2024 Olympic Games, the Aquatic Centre and the ZAC Saulnier development project will most likely generate more uses for people in the surrounding neighborhoods. However, considering the challenges that the Stade de France already poses as an imposing infrastructure and that there are no specific plans to improve its surroundings for the 2024 Olympic Games, it will not have the same success as the Aquatic Centre, the bridge and the ZAC Saulnier. This is illustrated in the following graph.

Speculative graph showing the evolution of olympic objects in Plaine Saint Denis

Stade de France

Aquatic Centre & pedestrian overpass

ZAC Plaine Saulnier

Success of infrastructure coexisting with surrounding neighbourhood*

Completion of connstruction of infrastructure

1998   2024   Future

* Coexistence is measured according to uses, environment, mobility, integration and accessiblity

Source : Institut Paris Région, 2023

Hypothesis

The implementation of the Aquatic Centre and ZAC Plaine Saulnier will provide both its users and the inhabitants of Plaine Saint Denis with multi-functional uses on an everyday basis, however, the Stade de France will not evolve in the same capacity.

ONLINE & ON-SITE SURVEYS

Olympic Objectives

Reduce urban divides

Improve public spaces

Olympic objects

Pedestrian/cyclist bridge

Aquatic Centre

Stade de France

Subhypothesis

The new bridge will reduce travel times between the North of Saint Denis area and the Pleyel area of Saint-Denis, thereby encouraging movement and reducing urban division by providing better access to the services offered on both sides. The overpass will also bring about more active mobility, such as cycling and walking.

The implementation of the Aquatic Centre will provide residents, local schools and visitors of Saint-Denis with new uses of the area. It will help to reduce urban divides and improve public spaces, by virtue of bringing more people to the area and providing another use.

The Stade de France will not improve public spaces in the area, as no changes are being made to the stadium's infrastructure and its surroundings.

ON SITE & ONLINE SURVEYS METHOD

Source : Picture taken on site, December 2023

Quartier Stade de France

Main questions / hypothesis

The aim of the survey method is to comprehend how the implementation of the Aquatic Centre, pedestrian & cyclist bridge and ZAC Plaine Saulnier will affect the inhabitants of the area during and after the 2024 Olympic Games. By analyzing the responses, we will be able to better establish the uses and interactions of workers and residents within the neighborhood, and furthermore, if these new infrastructures create friction or better coexistence with the existing area.

Description of the method

The online and on-site survey methodology involves systematic data collection through a structured questionnaire or interview process with specific objectives to gather information from a targeted population.

The survey methodology is divided into 3 steps:
- Creation of the survey and development questions.
- In-field implementation of the survey to collect answers.
- Distributing the surveys through online platforms, such as in local Facebook groups.

Main indicators

Mobility access to the area (number of pedestrians & people with low mobility)

Amount (number) and quality (grade) of public spaces

Access to green spaces (surface area, distance from residence)

Mixed use availability (number of heterogeneous places & uses)

Difficulties / limitations

- **Sampling bias** : if the sample surveyed is not representative of the entire population, the results may not accurately reflect the broader group.
- **Resource and Time Constraints** : creating, disseminating, and evaluating surveys can demand significant resources and time, posing challenges for conducting large-scale or frequent survey initiatives.
- **Over-reliance on Self-Report** : excessive dependence on self-reporting is a challenge in surveys, as they rely on individuals providing accurate accounts of their thoughts, feelings, and behaviors, which may be influenced by factors such as memory or social desirability.
- **Technological barriers** : some people may lack the required access to technology, thereby restricting the extent to which online or electronic surveys can be effectively deployed.

MIXED METHOD.

HOW TO IMPLEMENT THE ONLINE AND ON-SITE SURVEY METHOD:

SURVEY DEVELOPMENT STEPS:

- Development of the survey's objectives, target audience, number of respondents, research questions.
- Identify suitable locations to conduct the mapping exercise.
- Material preparation: ensuring that maps and instructions are easy-understandable for people.
- Conduct an initial site visit to test questions and ensure the survey takes less than 5 minutes to complete.
- Create an online survey using the Google Form platform or another user-friendly online platform.

ON-SITE
- **STEP 1**: identify people in the designated areas, who are willing to participate in the survey.
- **STEP 2**: approach potential respondents respectfully and explain the purpose of the survey.
- **STEP 3**: conduct surveys according to the chosen method.

AFTER SITE
- **STEP 4**: posting the surveys on Facebook groups which are centred around Saint-Denis.
- **STEP 5**: once the questionnaires have been completed on the Facebook group, they are recorded directly onto the Google form alongside our street surveys.
- **STEP 6**: the final step is to analyse the different data available and put them into perspective with our the expected outcomes of the 2024 Olympic Games.

FINAL STEP : interpretation and outcome analysis
- **STEP 7**: examine the data gathered from the online and on-site surveys to detect any changes or trends in area utilisation following the conclusion of the 2024 Olympic Games. Contrast variations in area usage patterns across the designated time periods.

Map illustrating where our street surveys were conducted
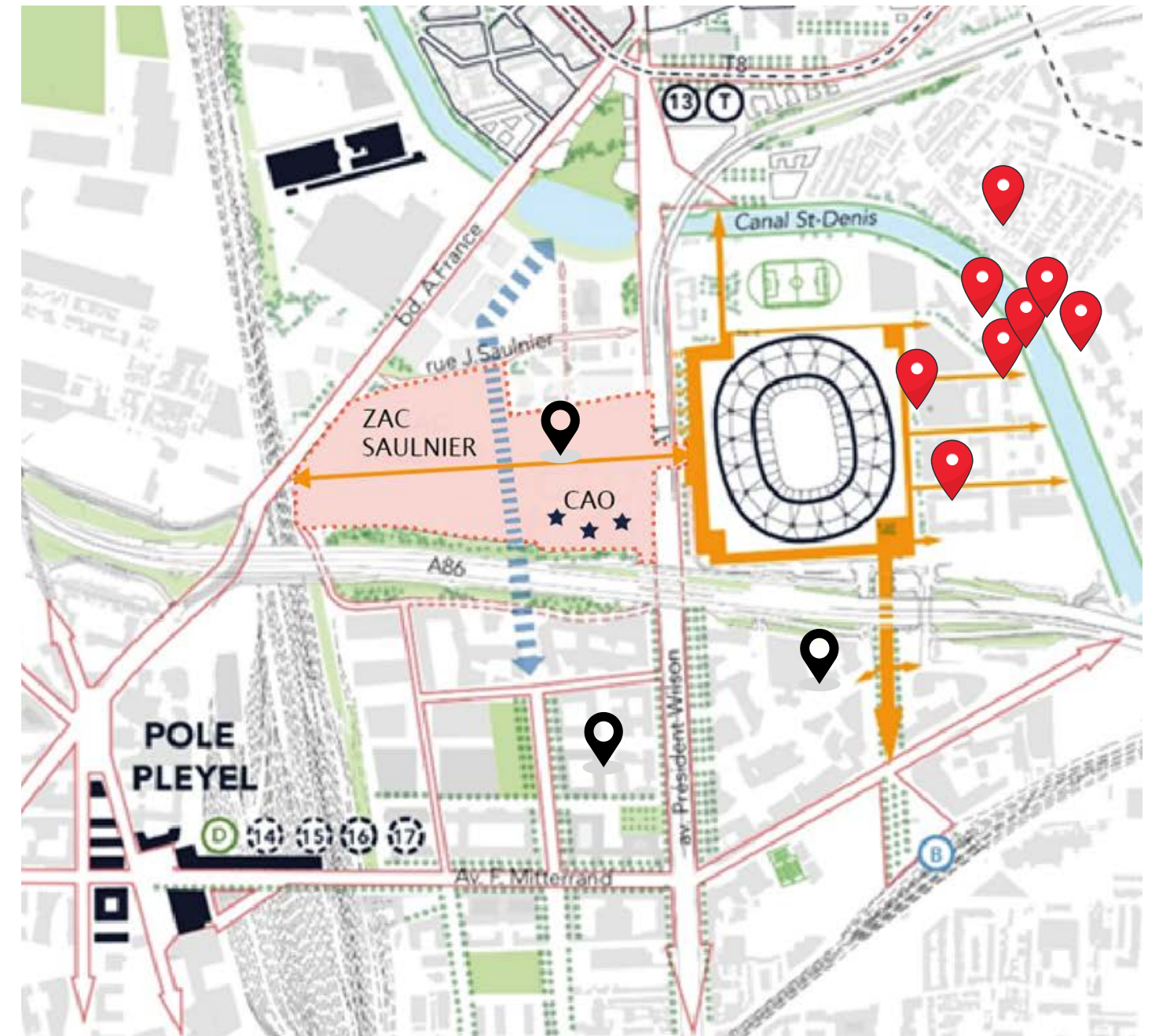
Source : map based on the one locating the different Olympic facilities and projects in Saint-Denis / Leclercq Associés, Authors work, 2023

Legend

 Areas where we were unable to find people to survey

 Where people were surveyed

MIXED METHOD.

RESULTS

Concerning the online and on-site surveys, an analysis of the **few** responses reveals that, on the whole, most residents/workers/users in the Quartier Stade de France harbor considerable expectations for the 2024 Olympic Games and the infrastructures being implemented. The given answers were very different depending on the method : on site people were quite positive. However, online, and as shown here below, there are almost as many people who have a negative opinion, than those who have a positive one.

Some residents face challenges distinguishing between the urban projects linked to the Olympic Games and other ongoing initiatives. This complicates the assessment of the Olympic Games' impact, as interviewees may not explicitly reference them.

Will the 2024 Olympic Games improve the neighourhood ?

N = 26
Source : Group's online survey, Google Form, 2023
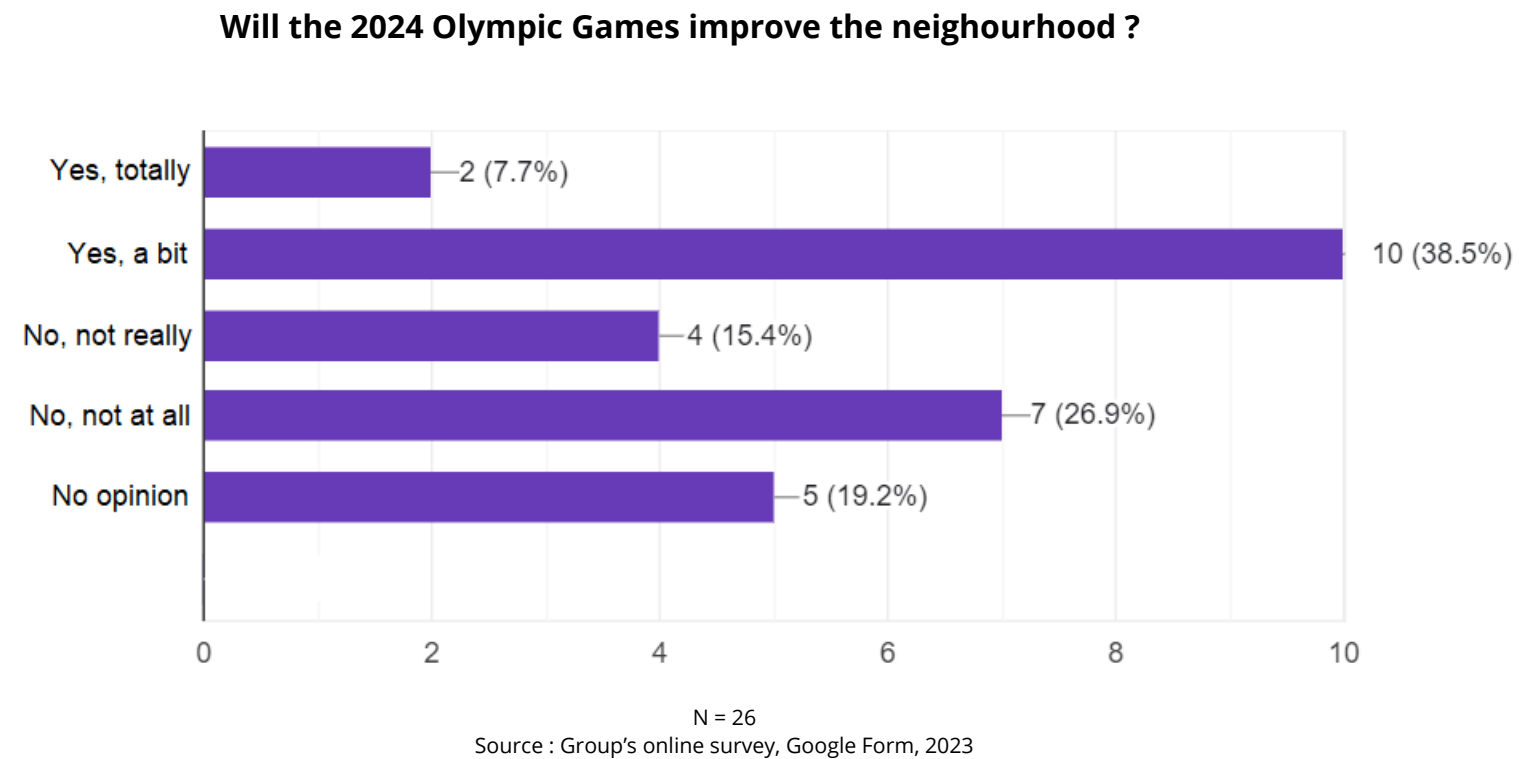
Here the respondents were able to give multiple answers, which is a mistake of ours. To give multiple answers on this question does not really make sense either, so we believe some people gave a wrong answer and didn't get rid of their first choice, thinking it would automatically be done.

If we are getting more into the details of the responses, we can observe that **46%** of respondents believe that the Olympic Games is going to improve the neighborhood, while **42%** think it will not.

During our street survey, it was interesting to observe the duality of responses. Most workers tend to think that the Olympic Games would improve the neighborhood, while inhabitants tend to be skeptical about the results or the fact that the Olympic Games were even made taking them into account.

Number of respondents:

online: 26 respondents
on-site: 8 respondents (and 3 more during the test of the survey)

Sample group's responses & feelings towards the large infrastructures in Quartier Stade de France

Online surveys	On-site surveys
Majority of people expressed that when there are events at the Stade de France, it creates an inconvenience to travel times, noise and makes them feel less secure	Business owners and restaurant workers expressed that events at the Stade de France bring economic activity. Women expressed the area surrounding the stadium does not feel safe, because of lack of lighting
76,9% of respondents said they would go to the Aquatic Centre after the Olympic Games, if tickets are reasonably priced	Majority of people predict that they will make use of the Aquatic Centre after the Olympic Games
Very mixed reviews on feelings towards the 2024 Olympic Game's impact on the Quartier Stade de France	Overall positive response towards the implementation of the 2024 Olympic Games infrastructure

MIXED METHOD.

RESULTS OF THE SURVEYS

Regarding the accessibility survey method, the results that emerged from an analysis of the various responses show that, generally speaking, local residents have a very high expectations of the Olympic Games and their associated facilities on the Île-Saint-Denis.

It is difficult for some residents to distinguish between the urban projects being implemented through the Olympic Games and other projects. This makes it complicated to analyze the impact of the Olympic Games objects, given that the interviewees do not necessarily mention them.

Here are some results that we mainly got from our online survey.
Even though we asked the same types of questions, both on our online survey and on site (the main difference being the opened or closed questions), we can distinguish two types of people.
The ones who answered the survey were for the majority, inhabitants of Saint-Denis. However, on site, we mostly interviewed workers. This can be explained by the area chosen : we stayed in the area we designated (as shown in the page "Area of study") because we wanted to target the areas around the Stade de France, which is not something that was possible or regulated with the online survey.

Overall, the respondents' age is equally distributed between 25-44 years old and 45-59 years old (one is less than 25, one is between 60-74 years old) and they are mostly women (80% of the respondents).

Regarding the socio-professional category, the online survey did not provide enough details to make a clear statement about it (for example, one person said they are physiotherapist, but we don't know if they are employed or working for their own person). The other results gave one unemployed person, one student, 13 employees and service agents and 6 are executives ("cadres and cadres de la fonction publique").

- Infrastructures & enjoying the neighborhood

Despite the "origin" of the respondents (they might live in the north of Saint-Denis, outside of our area of study for example), most of the answers are still relevant because the questions do mention the area. For example, in order to know if the users find it easy to walk around the Stade de France, we asked : "Do you experience difficulties moving around in the Stade de France area?". The answers were evenly split between two "mild" answers (rather disagree and rather agree) which can be the proof that the interviewed don't really have an opinion on this.
Are there enough infrastructures around the Stade de France area? Most people (22/26 persons) don't agree or mostly disagree with this statement. Only one person fully agrees with this statement.
We expected people not to go anywhere near the Stade de France and not using the area as well (using as shopping there, going to restaurants or bars...). We then added a question to find out how often were the respondents going to restaurants and bars of the neighborhood. 11% say they go once in a while around once every 2 weeks), 31% rarely go (once a month), and 58% of the respondents never go to restaurants and bars. When we went on site, this was confirmed by the employees of the shops and restaurants we talked to. The owner of a food market mostly encounters workers who quickly stop to do some groceries on their way home (*Cf.* graph). But bars & restaurants' customers are not really locals and the time they have the most customers is during an event at the Stadium.

As previously mentioned, inhabitants (the majority of the respondents) do no go to the Quartier Stade de France to do their groceries.

How often do you do your groceries in the Stade de France neighborhood ?

- Often (more than once a week)
- Once in a while (around once every two weeks)
- Rarely (once a month)
- Never

N = 26
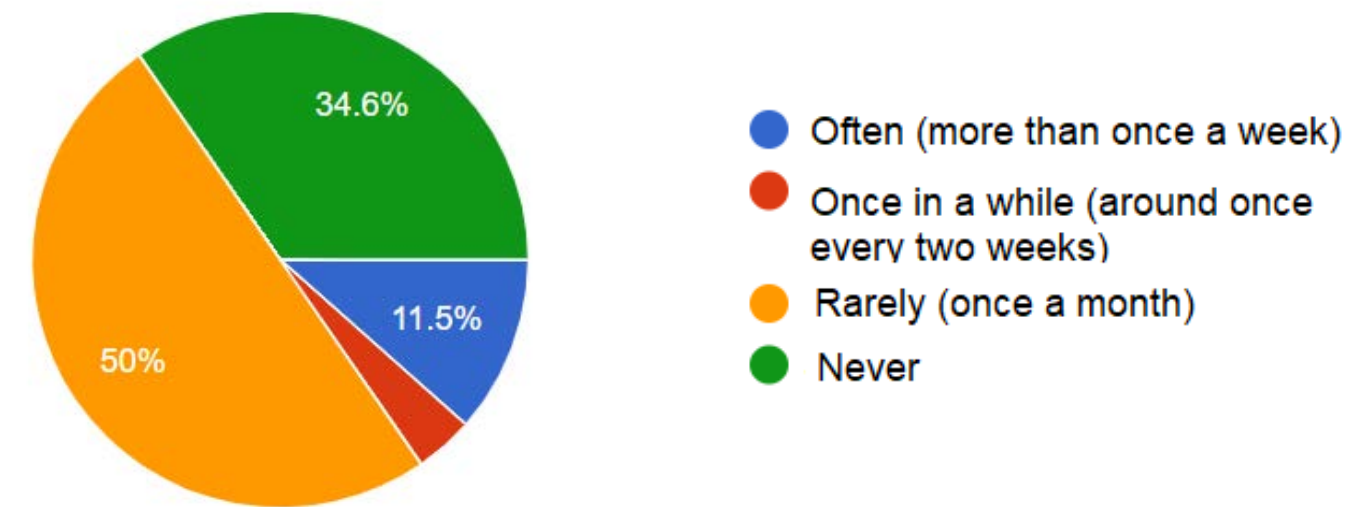
Source : Our online survey, Google Form, 2023

Because the area is mostly frequented by workers, we wanted to evaluate their uses as well and asked questions specifically to them, to know where they take their lunch. The responses are quite diverse : two bring their food, one eats at their office's restaurant/cantine, one eats out, one answers that they eat at home or at work (cantine or their own food) depending on the day, one goes back home, and one did not specify their answer after choosing the "other" option. The answers being so different (and since we do not have many anyway) we cannot pull any conclusion from this. It is interesting to know that there are people eating out.

- Security

During our site visits, three interviewed mentioned the insecurity issue (in the area for one person, and on the other side of the road for the two others). We added this question to see if other people would have the same opinion. On the online survey, to the question "do you feel safe in that area, when you walk alone for example?", 3 of the respondents say that they strongly agree. 14 of them say that they simply agree. 6 rather disagree, 3 strongly disagree. It is therefor quite mixed but mostly positive about **this specific area.**

MIXED METHOD.

RESULTS OF THE SURVEYS

In order to make a link with the Olympic Games, we added questions about sport & activities.

- Sport & Outdoors activity (*Cf.* graph on the top right)

According to the health organizations, the results shown here tell us that most people do not sport enough (57% of the respondents do not regularly exercises). But this does not give an insight on whether or not they do not (time, health problems, recently stopped, lack of infrastructures, weather...).

We asked the same thing for their children ("if you have children, do they regularly sport?").

12 respondents do not have children. 3 say that their child/children sport only at school. 3 only outside of school, 2 don't engage in sports at all and 6 are active both outside and inside of school.

When asked if they go for walks in the Stade de France neighborhood, the answers are evenly split between often (more than once a week), sometimes (once every 2 weeks), rarely (once a month) and never which is not as "bad" as we expected. However, there is still room for improvement.

- The Olympic objects

We thought it would be interesting to evaluate the interactions between the respondents and the two Olympic objects. 16 people mentioned going to the stadium occasionally (at least once) or once in a while (more than once a year), which is more than we expected. But 12 never went (mix of online and on-site answers). Among the people saying they never went, 9 plan to go.

Are the events of the Stadium having an impact on your daily life ?

This question is not to ask for a way to fix this but to get an idea of how the inhabitants & workers feel about the area, depending on the day. The results are shown on the bottom right graph. Most answers are not too positive as they show that events do modify their routine. During our on-site surveys, some shops mentioned some areas being closed by the police, despite having opened shops, which become then inaccessible by those who attend the event in the Stade de France.

25/26 persons have heard of the Aquatic Centre. And 20 of the respondents would like to go if the entrance fee was acceptable (4 do not have an opinion, or do not know if they would go, when it opens).

Finally, to the statement "the 2024 Olympic Games will improve this neighborhood", 2 strongly agree, 10 say "yes, a little bit", 4 answer "no, not really", 7 say "no, not at all", and 5 do not know or do not share their opinion. Workers and owner of shop tend to expect more of the Olympic Games than the inhabitants, as they will have a lot more customers.

To conclude, we do not have enough answers to make any statement. However, the results show that the survey is easy to answer and easy to fill in. From what we have heard and seen in the survey, it seems like people do not really use the neighborhood around de Stade de France. But by using this survey multiple times over the years, we might be able to evaluate the impact of the Olympic objects.
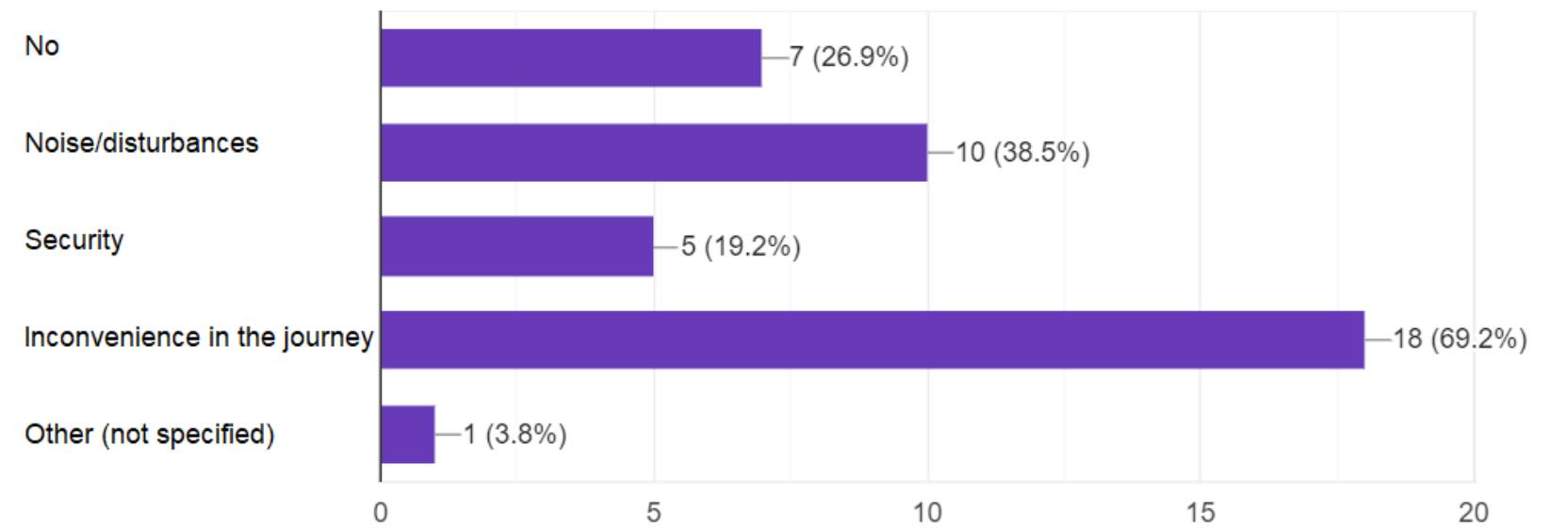
Do you engage in physical activity ?

- Every day
- Often (more than once a week)
- Sometimes (once every two weeks)
- Rarely (once a month)
- Never

N = 26
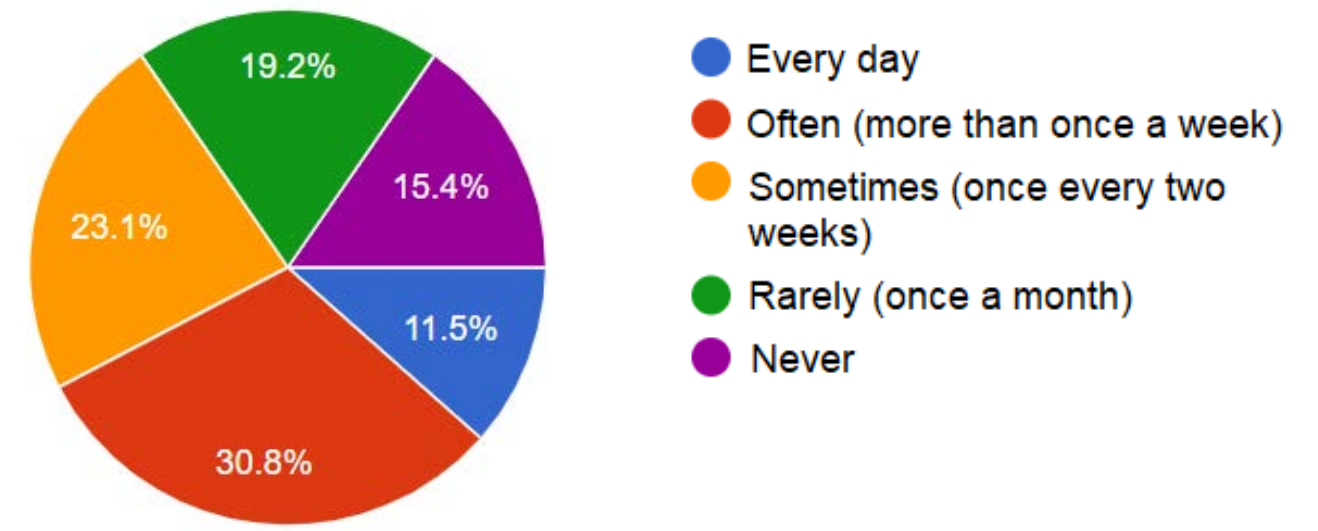
Source : Our online survey, Google Form, 2023

The Stade de France's events have an impact on your daily life :

Source : Our online survey, Google Form, 2023

Here the respondents were able to give multiple answers of their choice but the total amount of people answering is still equal to 26 (N = 26) .

MIXED METHOD.

Hypothesis

The implementation of the Aquatic Centre and ZAC Plaine Saulnier will provide both its users and the inhabitants of Plaine Saint Denis with multi-functional uses on an everyday basis, however, the Stade de France will not evolve in the same capacity.

MAPPING

Olympic Objectives

Reduce urban divides

Improve public space (deliver new mixed-use neighbourhoods)

Olympic objects

Quartier Stade de France

Quartier Stade de France

Subhypothesis

Continued Area Division with Reduced Extent
The construction of ZAC Saulnier, the Aquatic Centre, and the bridge are likely to result in a marginal rise in the number of individuals coming from the southern part of the area (CBD). However, despite these developments, the distinct division between the northern and southern parts of the area is anticipated to remain evident, albeit with a small increase in visitors from the CBD.

Raise in uses
The construction activities involving ZAC Saulnier, the Aquatic Center, and the bridge will lead to discernible alterations in the usage patterns within the northern area of the research area.

MAPPING EXERCISE

Quartier Stade de France

Type of Activity	Symbol
Sports	📍 (blue)
Shopping	📍 (orange)
Groceries	📍 (red)
Stade de france	📍 (light blue)
Restaurants	📍 (pink)
Recreation	📍 (green)
Routes (Optional)	━━━━ (red line)

The two speculative maps illustrate the area's usage patterns of CBD workers in two different periods: before and after the 2024 Olympic Games. The speculations are based on the multifaceted research we conducted- between surveys, online sources and field visits.

The first map outlines our speculations about the period preceding the Games, aiming to reveal distinct spatial divisions and a dearth of mixed-use areas. The second map delineates our post-Games speculation, anticipating an upsurge in activity facilitated by new constructions in the area.

Speculation: CBD workers' map of uses before Games
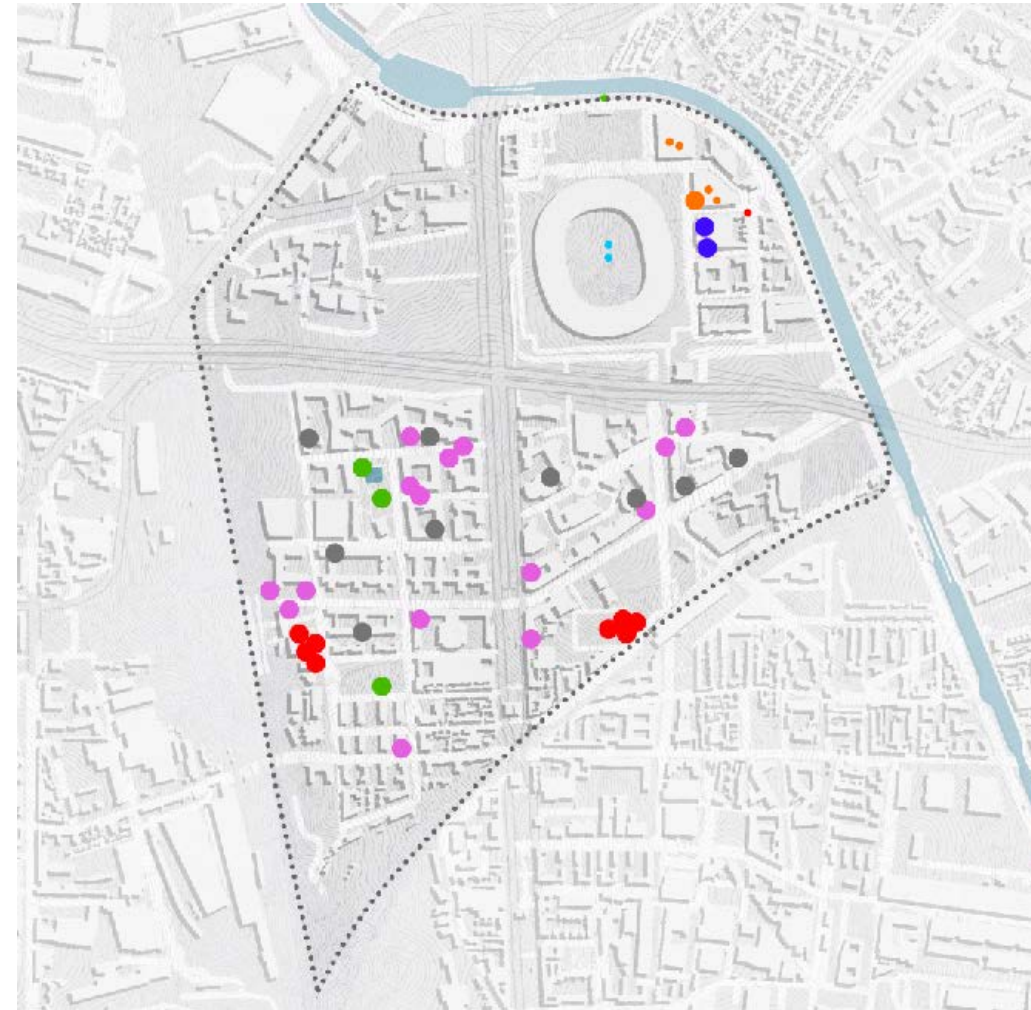
Source : personal production, December 2023

Speculation: CBD workers' map of uses after games
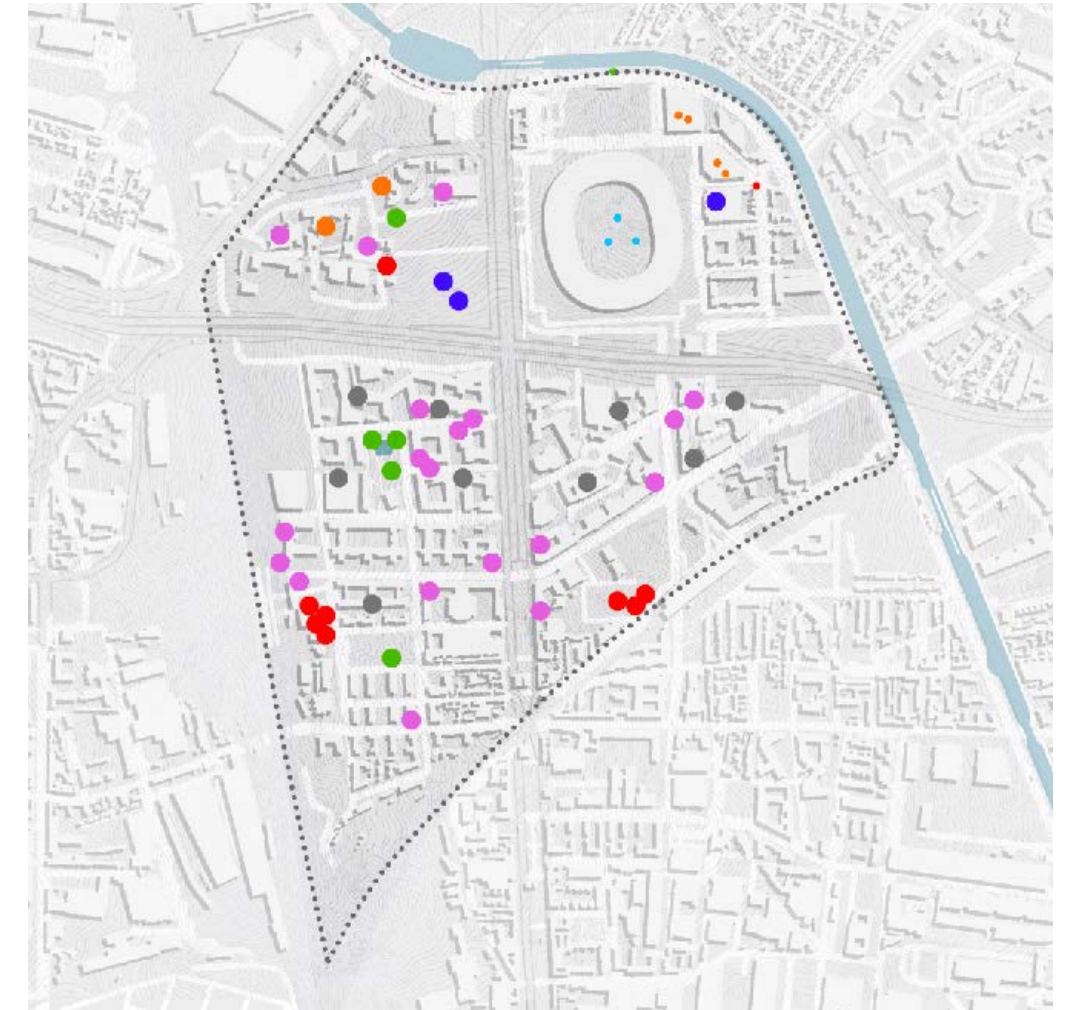
Source : personal production, December 2023

Description of the method

The main idea of the method is to ask people to indicate on a map what places they use in the area.

It is necessary to conduct the exercise **twice** - before and after the 2024 Olympic Games and see how things had consequently changed.

We assumed that the method would allow us to see whether a diversification of uses in the area had occurred or not.

Main indicators

- Frequency of Markings.
- Concentration of Markings.
- Most used routes.
- Amount of use of new infrastructures.

Main questions / hypothesis

As for our hypothesis, we assumed that the mapping method would effectively demonstrate the changes in usage patterns resulting from the 2024 Olympic Games. For instance, the introduction of the pedestrian & cyclist overpass is expected to improve accessibility, potentially leading to an increase in foot traffic in certain areas.

Additionally, the presence of the Aquatics Centre may attract more people to the area and generate new flows of visitors. Similarly, the development of the residential zone "Zac Saulnier" might result in a permanent influx of individuals to the area, contributing to an alteration in usage patterns.

MIXED METHOD.

ASSESSING THE METHODOLOGY & ITS LIMITATIONS

In December we tested and used our methodologies (the two types or surveys and the mapping). The results of this first survey are not included in the next page, since we modified the questions afterwards. Knowing that we would not gather enough answers because of the short time left, we thought we could get as many answers as possible, without setting a number to reach.

We have gathered more than thirty answers (26 online, 8 on site) and will be assessing our methodology and give some results based on these. It is important to note that the amount of answers we got is **not high enough to provide a reliable conclusion** (300 surveys should have been necessary).

As to our **surveys** (both the online & the on-site one), the short length of it makes it **quick and easy** to fill in, which is a real bonus, both for the interviewer and the person interviewed. The question are shorts and seem **easy to understand and to answer.**

- The online survey.

We first thought it would be hard to associate the Google form results with the type of participant. For example, the first question allows to knows whether the respondent is an inhabitant, a worker, both or other (the results give 80% of inhabitants). The second question is related to the type of transports used and 80% of the participants use public transports (before walking with 58% of responses and personal car with 42%), which doesn't tell us if they are mostly workers using them, or not.

However, it is the total opposite : **Google provides three features to see the results**. It gives a **graphical summary** of all the answers per question in one tab, a view of **all the answers given** by all the respondents per question in a second one, and an overview on **every survey answered** (so 26) on the third tab.

However, despite the **user-friendly interface**, the possibility to **export the results on Excel**, and for a better **data control,** we would **not recommend using the Google Form** application for the future surveys (which would allow to make **conditional questions** (information based on the respondent's previous response).

From all the limits of this method, we can list a few : sampling issues, limited reach, potential inattentive or rushed answers, impact of the surrounding environment when being on-site (influence of a 2nd person for example), limited Insight into non-verbal cues for the online survey (no interpretation of the person' emotion/reaction), limited response options, influence of the interviewer (adding "isn't that right at the end of a sentence or turning a sentence in a different way than the written question), or a lack of the necessary skills to complete the exercise (which is particularly true for the mapping).

Overall, there are many biases that can intervene when passing surveys which is why this methodology is not perfect.

Nevertheless, and for the reasons mentioned here above, we thought it was a fitting one for the area and the subject.

ABANDONED METHODOLOGY

Difficulties

Our mapping initiative encountered several impediments, prompting us to abandon the methodology. The difficulties faced and the rationale behind the decision to pivot are outlined below:

- The inherent limitations of human memory proved to be a significant obstacle. During the execution of the exercise, individuals could not remember specific places they frequented, especially when prompted broadly about their activities within the research area.

We had several examples with people saying they had never been to the area, but after asking questions like "*have you ever been to Leroy Merlin or Decathlon?*" (which are located on the investigation zone) for which they responded, "*yes*". Therefore, we were unable to yield sufficient results.

Other difficulties

- Limited Map Reading Skills and disorientation : not everyone is proficient in reading or understanding maps, which can lead to inaccuracies or incomplete data.

- Data Collection Challenges: collecting data manually on paper demands extra resources and is hard to unite peoples' answers. While online data collection might seem more efficient, individuals might find it challenging to mark places on maps without assistance. Furthermore, online data collection demands a platform for collecting data to be developed.

- The ability of finding inhabitants likely to share personal information.

Despite the visual clarity and potentially detailed insights into area usage patterns that this methodology offers, we considered it not to be a good methodology to implement in the future to evaluate the impact on the Olympic Games, unless it is improved or modified (maybe by having a targeted group, or to use during focus-groups).

MIXED METHOD.

Mixed method analysis

The use of quantitative and qualitative methodologies supplement each other in important ways. Using a mixed method approach yields more rigorous answers and a more holistic understanding of how users feel. In turn, we are better able to prove/disprove our hypothesis.

On-site surveys & mapping

- Gain a more embodied understanding of users' experiences of the frictions & mutual-impacts of the large infrastructures and neighbourhoods.

- Allows for an authentic understanding of daily challenges, routines and opportunities in the participant's environment.

- Allows for cross-cultural nuances to be understood through immersion in the surroundings.

Qualitative

Quantitative
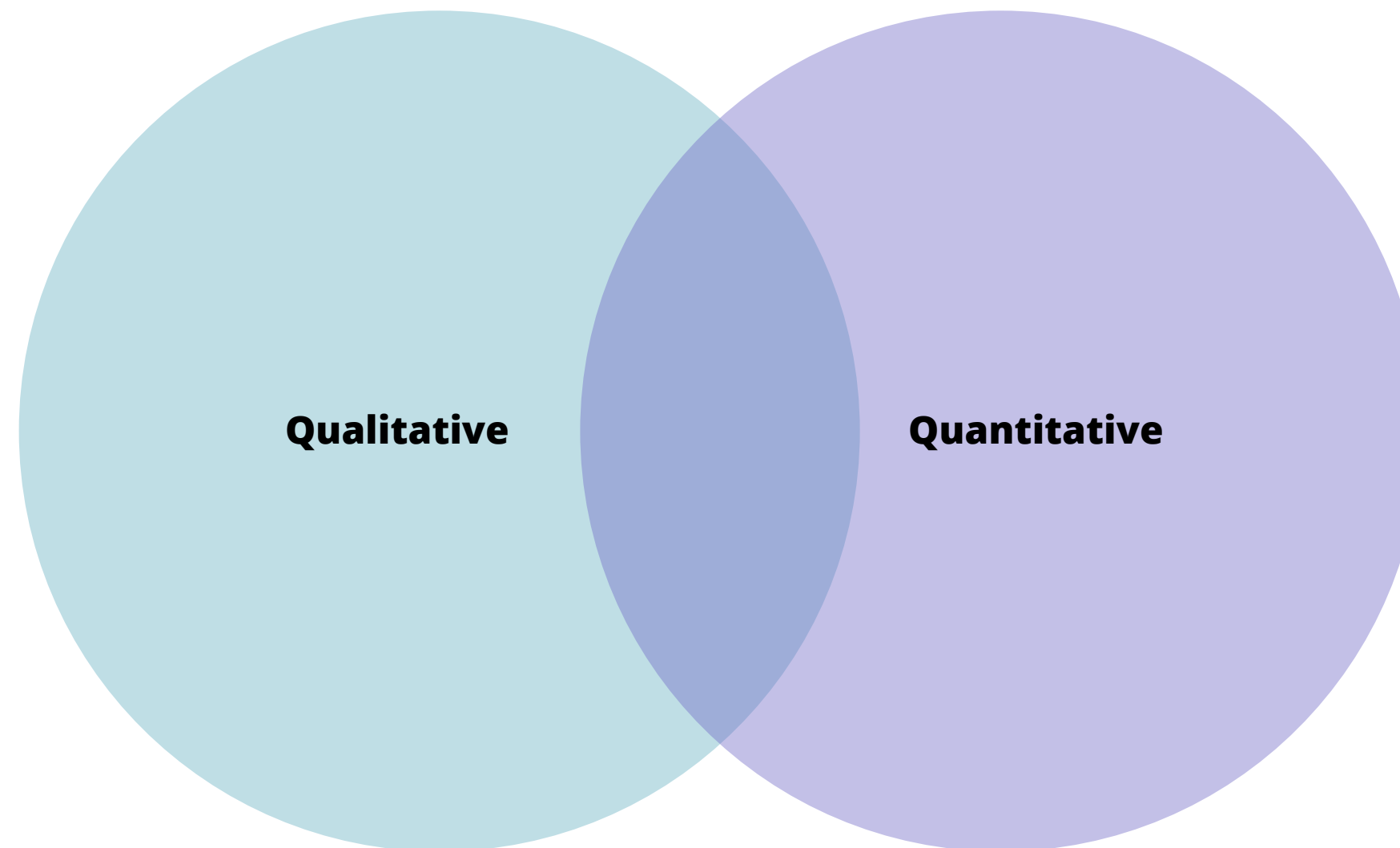
Online surveys

- Allows for standardisation ensuring consistency in data collection.

- Efficiency of data collection.

- Accessible to a diverse group of people.

- Easily replicable for use on other sites.

CONCLUSION

DESIGNING A METHODOLOGY TOOLKIT ASSESSING THE URBAN LEGACY OF THE OLYMPIC GAMES: OVERVIEW AND CRITICAL OUTLOOK

This methodology toolkit provides different tools to assess whether the Olympic sites will fulfill the three objectives of preserving the green areas and cultural heritage sites, reducing urban divides and improving public spaces. In the following pages, three tables summarize and assign a score to all the methods used by the four subgroups. This table brings out the wide variety of methods, ranging from quantitative and qualitative approach and requiring a different level of inhabitant's participation. Although the four subgroups worked on specific urban contexts and specific urban objects, the different methods we envisioned can be used and reproduced on similar sites in the Parisian region, where similar issues will have been identified.

Finding a balance between generalisable methods and local suitability is the main difficulty that all the subgroups faced during the planning studio. Despite this potential generalisation of the methods, it should not be dismissed that the contextualisation step remains fundamental to the design of a suitable methodology. The accessibility challenge of the Saint-Denis island differ from the urban integration issue of the large Olympic infrastructure that has been identified in the case of the Stade de France group. Although all the groups worked towards a common methodology toolkit, in-depth preparatory research was needed to gain enough knowledge of the overall area, not just the specific issues raised by the Olympic infrastructures. Therefore, the pre-diagnosis stage is key in the overall assessment of the Olympic legacy.

This diagnosis phase also highlighted that the specific changes brought by the Olympic infrastructures can sometimes be hardly isolated from the other ongoing urban dynamics of the area. For instance, when analyzing gentrification processes, an overall price increase on the housing market in the city of Saint-Ouen cannot necessarily be attributed to the Olympic Village.

This observation highlights that the Olympic sites cannot be considered as stand-alone areas that can be detached from the surrounding urban landscape. Indeed, assessing the urban legacy of the Olympic games necessarily implies replacing the Olympic sites in the broader urban dynamics that are shaping the area.

Finally, all the subgroups strived to develop participatory methods. Lacking time and resources to set up these methods to their full extent, we could not involve the inhabitants as much as we were planning on doing. Therefore, the future steps of the assessment process should dedicate enough resources to conduct such participatory assessments. This participatory dimension is quite crucial, as sites such as the Olympic Village are not even fully completed and still inaccessible to the public. The assessment conducted by the IPR, beyond its mere results, could also be a way for the inhabitants to appropriate these new urban neighborhoods.

METHODS COMPARISON

Qualitative	Site related	Olympic objects	Feasability	Relevance for the Olympic Games assessment
Documentary source analysis method	Île-Saint-Denis	Écoquartier fluvial Quai du Chatelier Passerelle Seine Mur anti-bruit Berges de Seine Grande nef	*****	****
Go-along interview method	Île-Saint-Denis	Passerelle Seine Grande Nef	**	****
Photo guide method	Pleyel	Pleyel Crossing Pleyel Tower The exchanger	****	****
Sensitive walk method	Vieux Saint-Ouen	Olympic Village Seine Footbridge	****	***
Survey method	Stade de France	Aquatic center Stade de France Pedestrian & cyclist bridge	****	***

METHODS COMPARISON

Quantitative	Site related	Olympic objects	Feasability	Relevance for the Olympic Games assessment
Data method	Pleyel	The exchanger	***	***
Isochrone method	Île-Saint-Denis	Passerelle Seine Écoqaurtier fluvial	****	****
Mode share study method	Île-Saint-Denis	Écoquartier fluvial	*****	**
Spatial interdistance method	Île-Saint-Denis	Écoquartier fluvial Passerelle Seine	****	***
Travel-time measurement method	Île-Saint-Denis	Écoquartier fluvial Passerelle Seine	*****	**

METHODS COMPARISON

MIxed	Site related	Olympic objects	Feasability	Relevance for the Olympic Games assessment
Accessibility survey and interview method	Île-Saint-Denis	Passerelle Seine Quai du Chatelier Écoquartier fluvial Berges de Seine	***	****
Online and on-site surveys	Stade de France	Aquatic center Stade de France Pedestrian/cyclist bridge	****	***
Photoguide and data method	Pleyel	Pleyel Tower Pleyel Crossing	***	****

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ANNEXES

Île-Saint-Denis

The questions for the accessibility survey method on the google form

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Do you know of the Pleyel Bridge being built?

○ Yes
○ No

Do you think the bridge will impact how you travel?

Votre réponse

How familiar are you with the projects going on in Ile Saint Denis for the Olympics?

	Column 1
Very Familiar	○
Familiar	○
Somewhat	○
Not very familiar	○
Not familiar at all?	○

Do you think this projects will improve the quality of life you have here?

○ Yes
○ No
○ Maybe

Do you have any concerns with these projects related to the Olympics?

Votre réponse

Name

Votre réponse

Gender

Votre réponse

Age

Votre réponse

Does your household own a car?

○ No
○ Yes, 1
○ Yes, 2

Is your health status restricting your mobility behavior? If yes, explain

○ No
○ Autre : _____

From where are you walking?

Votre réponse

To where are you walking?

Votre réponse

Address/Where they live

Votre réponse

For how long are you living here ?

Votre réponse

Do you live in the new housing?

○ Yes
○ No

Why are you on the move right now?

○ purchase
○ leisure
○ work
○ education
○ caring activity (children school)
○ Autre : _____

How good can you reach your daily destination by public transportation?

	1	2	3	4	5	
very bad	○	○	○	○	○	very good

How often do you use the following modes of transport ?

	Daily	1-3 days/week	few times a month	almost never
Car	○	○	○	○
Bike	○	○	○	○
Walking	○	○	○	○
Bus/Metro	○	○	○	○

Did you have enough room to walk using the sidewalks?

○ Yes
○ No

Some problems occured?

☐ Sidewalks or paths started and stopped
☐ Sidewalks were broken or cracked
☐ Sidewalks were blocked
☐ There were no sidewalks or paths
☐ Too much traffic
☐ Autre :

Location of problems?

Votre réponse

Rate the sidewalks

	1	2	3	4	5	6	7	8	9	10	
Very bad	○	○	○	○	○	○	○	○	○	○	Very good

Did drivers behave well?

☐ Yes
☐ No because....
☐ Backed out of driveways without looking
☐ Did not stop to let pedestrians cross the street
☐ Drove too fast
☐ Sped up to make it through traffic lights when they were red
☐ Autre :

Location of problems

Votre réponse

Rate the behavior of drivers

	1	2	3	4	5	6	7	8	9	10	
very bad	○	○	○	○	○	○	○	○	○	○	very good

Was it easy to cross streets?

☐ Yes
☐ No
☐ Road was too wide
☐ Traffic signals made us wait too long or did not give us enough time to cross
☐ Parked cars blocked the view of traffic
☐ Trees or plants blocked the view of traffic
☐ Curb ramps are needed or ramps needed repair
☐ Autre :

Location of problems?

Votre réponse

Rate the crossings

	1	2	3	4	5	6	7	8	9	10	
very bad	○	○	○	○	○	○	○	○	○	○	very good

Was your walk pleasant here?

☐ Yes
☐ Some problems occurred
☐ grass, flowers or trees missing
☐ Scary dogs
☐ Scary people
☐ Not well lighted
☐ Dirty air due to automobile exhaust
☐ Facades are not interesting or in not in good shape
☐ Autre :

Location of problems

Votre réponse

Rate the walking

	1	2	3	4	5	6	7	8	9	10	
very bad	○	○	○	○	○	○	○	○	○	○	very good

Envoyer   Effacer le formulaire

Pleyel

Template of the analysis grid. Photos of the same location taken at different times of day are analyzed together in a grid.
To allow the comparison of the analyses of the two researchers, two collumns have been created for each indicators.

OBSERVATION GUIDE		
Observation date:		
OBSERVATION IDENTIFICATION		
Observation point	street/coordinates	
Justification for choosing this point		
Wheather condition:		
Reduce Urban divide		
Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		
Improve use of public spaces and active mobility		
Indicators	Description	
Number of empty commercial places		

Typology of buildings and activities		
Flows of people (countable number of each profile)		
Number of men, women, children, disabled people, elderly, teenagers, families.		
Presence, state of conservation, accessibility of **urban furniture**		
Presence, state of conservation, accessibility of **sidewalks and bike paths**		
Accessibility to **public transport**		
Sitting (areas for sitting, taking advantage of the view, benches for resting)		
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)		
Standing (attractive areas for standing, support for people)		
Interactions, behaviours (Formal and informal rules, conflicts, forms of cooperation)		
Relationship between people's behaviours and the quantity and quality of public spaces		
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)		
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)		

Interpretation :	

- **PLEYEL TOWER ITINARY**

Reduce Urban divide- Not applicable

Indicators	Description	
Function of buildings and activities		
Intensity of Flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of		

Improve use of public spaces and active mobility

Indicators	Description
Functions of buildings and activities	Residential and commercial buildings (small restaurants, pharmacie)

Intensity, flows of people (countable number of each profile)	• People are coming out of the subway station and crossing the square to go to work • The square is quite empty except for the line in front of the bakery and a group of workers standing still on the right • Some people are going out of the subway station, others are standing close to the Pharmacie or the bin	Students, workers from construction, people in line to the boulangerie.
Number of men, women, children, disabled people, elderly, teenagers, families.	• Around 8 men, around 3 women, probably more but not visible • Around 11 men, around 2, no children • Around 10 men, around 2 women: not very visible	Majority of mans, students
Presence, state of conservation, accessibility of urban furniture	Bins, frame between the trees to sit, lights, advertising panel	extensive sidewalks
Presence, state of conservation, accessibility of sidewalks	Good	sidewalks with stakes to delimit space
Accessibility to public transport	Close to a bus station and a subway	Near to metro station, bus station, bike racks.
Sitting (areas for sitting, taking advantage of the view, benches for resting)	Frame around trees	none
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Big space	easy to walk, extensive,
Standing (attractive areas for standing, support for people)	• No, one is sitting, it is the morning, people have to go to work • One person is sitting, it is lunch time, people have time • No, probably because there not a lot of furniture and they are damaged and it is the end of work day	No area to stay
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	• Not a lot, people are just hurting to go to work • Not informal, people are crossing, waiting in the line for the bakery, standing still or sitting on the frame of trees. • Some are going out of the subway, and there are some groups of people gathering to talk or smoke	It's a passing area only, they just cross to the subway, or leave it to their building companies.

Relationship between people's behaviors and the quantity and quality of public spaces	• No interaction • Quite empty for a square, but people are chatting during the line for the bakery and a group of workers are taking their coffee on the right. Very formal for lunch time. • Coherent with a square: people are standing to talk, smoke… but not a lot of furniture to sit so to staying here a long time	Because there are no spaces for staying, people just cross the space.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Poles to separate the road and the sidewalk	There are pedestrian protection stakes.
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green space	none.

Interpretation :

We choose to apply it. the data & photo guide method to ensure that an important area of analysis of the Olympic games would be understood from different points of view. When applying both methods. As we cross-referenced the information, some information became clearer to interpret the impacts of improvements in the area.

We chose to study this spot because it is a quite large square, with the subway station on it and some commercial buildings. We thought it would be a dynamic spot but finally, after having analysed the pictures, we can see that this place is quite empty for a square. In the morning and in the afternoon, it is a place where people move from one place to another for work or to go home. Only the bakery seems to bring people in the morning and at noon and dynamise the area.

Urban furniture is rudimentary and run-down, so they don't encourage people to stay . Indeed, there is only one picture showing a group of people standing still, chatting and smoking. It is a photo taken in the afternoon, and this group of people are standing, and so not using the urban facilities.

OBSERVATION GUIDE

OBSERVATION GUIDE	
Observation date: Morning: 12 of December 2023, 08:47 / Noon: 14 of november of 2023, 11h54/ Afternoon: 5 of December 2023, 16h58	

OBSERVATION IDENTIFICATION

Observation point	street/coordinates: 48,91980° N, 2,34322° E street/coordinates: 178 bis Bd Anatole France, 93200 St-Denis -
Justification for choosing this point	Near of the subway station, Pleyel Tour direction, street with facilities
Wheather condition:	Morning: cold and cloudy / Noon:Cold, mist, rain/ Afternoon: Sunny and cold

Reduce Urban divide

Indicators	Description	
Function of buildings and activities		Commercial upper than 4th floors
Flows of people		People crossing to the subway
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of		No perceptive.

Improve use of public spaces and active mobility

Indicators	Description	
Function of buildings and activities	Residential and commercial	Residential/ commercial

Flows of people	• Quite a lot of people. They are moving from one place to another to go to work. We can see pedestrians, cars and a biker. • Mostly employees are present. We can identify a worker from the tower Tleyel, one student, other workers from EDF or other firms • Not that many people. Most of them are going to the subway	more men are walking towards the subway. Some of them look like EDF workers and young men.
Number of men, women, children, disabled people, elderly, teenagers, families.	• 5 men can be identified, one woman and the for the rest it is not visible • 2 women for 5 men • At least 2 men, and 1 woman. For the rest we can't see.	No perceptive
Presence, state of conservation, accessibility of **urban furniture**	Public bin, lights, but it is a street so people are not supposed to stay	trash cans in good condition, lighting on poles at a certain distance, but there is no presence of street furniture.
Presence, state of conservation, accessibility of **sidewalks**	Good, separation of the subway square and the sidewalk by different type of floor materials	sidewalks are in good condition.
Accessibility to **public transport**	Bus station and subway jus behind	Near to the subway station, and some bus stations
Sitting (areas for sitting, taking advantage of the view, benches for resting)	There is not	No sitting areas
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good surface, no obstacle	passage without obstacles, with ease of walking.
Standing (attractive areas for standing, support for people)	No it is not	There is no element that encourages permanence.

Relationship between people's behaviors and the quantity and quality of public spaces	• We can't see any interaction, people are just hurrying to go to work • People are just moving from one place to another. We can't see any interaction. • People are walking alone, probably to go home after work. There is no interaction.	people just traveling the space towards the metro.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Separation of the sidewalk and the road thanks to cyclepath and trees	there are delimited spaces for pedestrians.

Protect and enhance green spaces and heritage

Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green space	none

Interpretation :

We chose this spot because it is the street that links the square with the subway station and the Allée de la Seine with all the offices and also the Boulevard de la Libération with the schools. So as we thought, these streets are quite busy during rush hours.

We can indeed see a lot of employees crossing. Mostly they are pedestrians or car drivers. Only one person can be seen on a bike, probably because a lot of cyclepath are not finished yet or obstructed by roadworks, so impracticable.

We can also notice that we can see mostly men and no children. So the children and the parents are living in the surroundings and don't have to take the subway.

There are also facilities such as the Poste, a florist, but these are not making this place more attractive.

OBSERVATION GUIDE

Observation date: Morning: 12 of December 2023, 08:57 / Noon: 14 of november 2023, 11h54 / Afternoon: 5 of December 2023, 16h59

OBSERVATION IDENTIFICATION

Observation point	Street/coordinates Canton de Saint-Denis-1, Boulevard Anatole France, Saint-Denis 48,92006° N, 2,34381° E
Justification for choosing this point	Near of the street with offices: work place
Wheather condition:	Morning: cold and cloudy / Noon: Cold, rain, mist / Afternoon: Sunny and cold

Reduce Urban divide - Not applicable

Indicators	Description	
Typology of buildings and activities		
Flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Function of buildings and activities	Offices and residential	Highest commercial buildings
Flows of people (countable number of each profile)	• We can see quite a lot of people. It's in the morning, next to some offices, so people are going to work. We can see 2 persons using the Velib • Some employees are crossing to have lunch • Quite a lot of people going home after work or school	The area has mostly people going to work/getting off the subway.
Number of men, women, children, disabled people, elderly, teenagers, families.	• Around 4 men, 4 women, the rest is unclear • Around 5 women for 7 men, no children, no students… • Around 1 man, 6 women, 4 children	In the EDF building there are more men entering in the company (7)
Presence, state of conservation, accessibility of urban furniture	Arches for bikes	public lighting, but there is no presence of street furniture.
Presence, state of conservation, accessibility of sidewalks	Good	external sidewalks, presence of lighting, bike racks, and stakes between cars and pedestrians.
Accessibility to public transport	Bikes, and bus station and subway station are just behind	Near to metro station, bus station, bike racks
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting areas	No sitting areas
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good surface, no obstacle except may the posts for people in wheelchair	ease of walking as the paths are extensive.
Standing (attractive areas for standing, support for people)	Not attractive: nothing to seat : area of flows	none
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	• We can't see any interaction: people are going to work alone • Workers discussing together on their way to having lunch. People are moving alone so there is no interaction • People are moving from one place to another after work or school. We can see mothers with their children.	Just crossing
Relationship between people's behaviors and the quantity and quality of public spaces	• People don't really use the width of the sidewalk • They are moving from their workplace to a lunch place: nothing is invited people to stay • Large sidewalk, so people are occupying this space but a car parked there is obstructing the path	Just crossing areas between buildings and subway
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Cycle path and arches between the road and the sidewalk	Stacks of protection between sidewalk / car via.

Protect and enhance green spaces and heritage

Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	None	none.

Interpretation :

We chose this site because it is still a path to go toward the subway or the offices. It should be a dynamic place and it is during the rush time. Many employees use this path to go to work. At the end of school we can see mothers with their children.

Observation date: Morning: 12 of December 2023, 08:46/ Noon: 14 of November 2023, 12h13 / Afternoon: 5 of December 2023, 17h01

OBSERVATION IDENTIFICATION

Observation point	street/coordinates 200 rue Francisque Poulbot 48,92029° N, 2,34378° E	
Justification for choosing this point	Street with offices : work place	
Wheather condition:	Morning: cold and cloudy/ Noon: Mist, rain, cold/ Afternoon:cold and sunny	

Reduce Urban divide - Not relevant for Pleyel -Tower

Indicators	Description	
Function of buildings and activities		
Intensity of Flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Functions of buildings and activities	Offices	Offices, commercial buildings.

Intensity, flows of people (countable number of each profile)	• Quite a lot of people are going to work, some of them have suitcases, so they may have come a long way to work • Some people are walking in the avenue and some workers of EDF are going in or out • Quite a lot of people are going home after work or school by foot, bikes and scooter	Slightly intense flow of people due to the departure/arrival times at the EDF building.
Number of men, women, children, disabled people, elderly, teenagers, families.	• Around 4 women, around 6 men, no children • Around 10 men, around 4 women, no children • Around 4 men, 2 women, one group of 3 female teenagers	Many workers from edf, and some construction workers using orange vests.
Presence, state of conservation, accessibility of urban furniture	Nothing to rest, lights	stone sidewalk, small water flows.
Presence, state of conservation, accessibility of sidewalks	Good	Well conserved,
Accessibility to public transport	Close to a bus station and a subway	Really close to the metro
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting areas	No sitting areas
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Large, no obstacles, good surface	Just a crossing area, large sidewalks.
Standing (attractive areas for standing, support for people)	No furniture to rest	there is no presence of items that encourage staying in the space.
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	• People are going to work so there is no interaction • Colleagues are talking together • People are moving from one place to another after work or school, we can see teenagers	Just a crossing area for edf workers.

Relationship between people's behaviors and the quantity and quality of public spaces	• Large sidewalk but people but people are concentrated in the left side to turn faster • People are moving from a place to another or are going in or out of work • Large sidewalk so people are occupying the side	well-maintained urban areas but without the presence of people remain longer than the entrance to the building.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Not relevant	material difference between pedestrian road and car road

Protect and enhance green spaces and heritage

Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green space	Some spaced trees

Interpretation :

The area of the EDF building is an important area in the district for working, but as it does not offer services or activities to pedestrians, it is just a transit area for workers to the metro/cafes to take away.

After the implementation of more facilities, green areas, if they are considerable and sufficient, it is possible that the number of people will remain in the space, for cafes, cigarettes, chatting, however.

It is also a way to go to the Olympic Village, so people that are using this street will probably increase during the Games.

OBSERVATION GUIDE	
Observation date: Morning: 12 of December, 08:58 / Noon: 14 of November, 11h56/ Afternoon: 5 of December 2023, 17:02	
OBSERVATION IDENTIFICATION	
Observation point	200 rue Francisque Poulbot, 93200 Saint-Denis 48,92055° N, 2,34408° E
Justification for choosing this point	Near of Pleyel tower
Wheather condition:	Morning: cold and cloudy / Noon: Cold, mist, rain/ Afternoon: cold and sunny
Reduce Urban divide- Not relevant for Pleyel Tower	
Indicators	Description
Typology of buildings and	
Flows of people	
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type	
Improve use of public spaces and active mobility	
Indicators	Description
Function of buildings and activities	Offices and residential	Commercial, more than 4th floors

Flows of people (countable number of each profile)	• Quite empty. We can see 2 people that are going to work and a mother with a stroller. We can see car traffic on the right. • Workers or inhabitants • Not a lot of people. They are probably going home after work. We can see car traffic on the right.	2 persons Crossing
Number of men, women, children, disabled people, elderly, teenagers, families.	• May be 2 women and a men but not clear enough • 1 woman, 4 men • Around 4 men and may be a woman and a teenager	more men on the street (4)
Presence, state of conservation, accessibility of urban furniture	None	street is well maintained
Presence, state of conservation, accessibility of sidewalks	Good	external sidewalk, with the presence of a single tree.
Accessibility to public transport	Not far from the subway, bus station and bikes	Near to the metro station, and bus station
Sitting (areas for sitting, taking advantage of the view, benches for resting)	None	none
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good surface, no obstacles	No obstacle, easy to cross.
Standing (attractive areas for standing, support for people)	Not meant to stay	No areas to standing
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	• People are going to work so interaction, just parents with their children • Group of persons that are walking together • People are moving from one place to another after work or school	Just crossing
Relationship between people's behaviors and the quantity and quality of public spaces	• Large sidewalk so people are occupying the space • They are moving because the area is not meat to stand • Large sidewalk so people are occupying the space	Area didn't invite to stay. People are just crossing

Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Posts and barriers	Stacks to protect sidewalks.
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green space	none.

Interpretation :

We chose this spot because it is the street which leads to the schools, so we thought it would be dynamic. Finally it is not that much. Most of the parents are going the other way to go home.

OBSERVATION GUIDE

Observation date: Morning: 12 of December 09:01/ Noon: 14 of November 2023, 12h14 / Afternoon: 5 of December 2023, 17h05

OBSERVATION IDENTIFICATION

Observation point	street/coordinates 13 place Pleyel 48,92077° N, 2,34444° E
Justification for choosing this point	Only coffee/bistrot near of the Pleyel Tower
Wheather condition:	Morning: cold and cloudy / Noon: mist, cold, rain/ Afternoon: Cold and sunny

Reduce Urban divide- Not relevant for Tower Pleyel

Indicators	Description	
Function of buildings and activities		
Intensity of Flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of		

Improve use of public spaces and active mobility

Indicators	Description	
Functions of buildings and activities	Commercial: restaurant	commercial/service
Intensity, flows of people (countable number of each profile)	• Empty • Quite a lot of people: at least 15 persons • Not a lot of people: 3	The cafe is empty in the morning time, but at noon and beginning of the night they receive some customers, mostly mens, and quite empty again, which makes us believe they don't live in the neighborhood.

Number of men, women, children, disabled people, elderly, teenagers, families.	• Empty • 2 men • Around 3 men, no women or children can be seen	Mostly mens are the customers in the cafe.
Presence, state of conservation, accessibility of urban furniture	Not relevant	The cafe it's pretty big and well conserved. It's the only place more "chic" in the area, it's located in the former "cité cinema" that was an important building in the city.
Presence, state of conservation, accessibility of sidewalks	Large sidewalk in front of the café and accessible for persons with disabilities	Large sidewalk, next to the school, in the corner has a really good view of the square.
Accessibility to public transport	Close to a bus station and a subway	Close to the metro, bus station and bike racks.
Sitting (areas for sitting, taking advantage of the view, benches for resting)	Not relevant	Outside of the cafe isnt any chairs/benches, but the cafe is huge with a lot of tables.
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Large sidewalk, no obstacles	Easy to access, large sidewalks.
Standing (attractive areas for standing, support for people)	Not relevant	There's nothing in the area that is engaging to stay, just the school behind the cafe that has some parents waiting in the pick up hours.
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	People are eating, discussing and drinking	In the cafe there are some male friends talking and drinking coffee.
Relationship between people's behaviors and the quantity and quality of public spaces	Not a lot of people in this café while it is big and the only one in the surroundings. Why ? Too expensive ? not good ? People are not staying here after work ?	The cafe is really huge but they don't use all of the area, large amounts of space are empty. We sat in the cafe, they were empty at the time and the waiter made a lot of mistakes.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Not relevant	Large sidewalk, school signs in the crossing

Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Not relevant	Large sidewalk, school signs in the crossing
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Not relevant	none

Interpretation:

We chose this spot because this cafe/bistrot is one of the only in the area. So, we wanted to study the affluence and there are not that many people except during lunch time. Most of the customers are the workers from the Pleyel tower and the employees from the offices nearby. So the residents don't really eat here. It's the only "fancy" option in the area, really in front of edf and stays empty all the time. Maybe after the end of the construction of the tower, the profile of the customers will change

Interpretation :

We chose this spot to show the empty square in the middle of the road. This square is used as a traffic-circle but could be greener or better laid out to optimize space.

This area is a strategic one in the surroundings of the hotel, the offices and the schools and it is currently a waste of space which is not very attractive.

This area should be improved to be coherent with the objective of the OG to "improve public space".

OBSERVATION GUIDE	
Observation date: Morning:12 of December, 09:01/ Noon: 14 of November, 11h57/ Afternoon: 5 of December 2023, 17h04	
OBSERVATION IDENTIFICATION	
Observation point	street/coordinates/ 200 rue Francisque Poulbot, 93200 Saint-Denis 48,92075° N, 2,34445° E
Justification for choosing this point	Near to Pleyel Tour, in front of a café: empty public space
Wheather condition:	Morning: cold and cloudy / Noon:Cold, mist, rain / Afternoon: cold and sunny
Reduce Urban divide- Not relevant for Pleyel Tower		

Indicators	Description	
Typology of buildings		
Flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility		
Indicators	Description	
Function of buildings and activities	Residential buildings, new Pleyel hostel in the left	Commercial buildings/new hotel under construction

Flows of people (countable number of each profile)	• Empty except traffic jam • Empty • Empty except traffic jam	none
Number of men, women, children, disabled people, elderly, teenagers, families.	Empty	none
Presence, state of conservation, accessibility of **urban furniture**	Empty square	Good state
Presence, state of conservation, accessibility of **sidewalks**	• Not obstructed • Obstructed by bikes and barriers • Not obstructed	1 sidewalk it's closed and not really good sidewalk
Presence, state of conservation, accessibility of **sidewalks**	• Not obstructed • Obstructed by bikes and barriers • Not obstructed	1 sidewalk it's closed and not really good sidewalk
Accessibility to **public transport**	Not far from the subway, the bus station and the bikes	Near to metro station
Sitting (areas for sitting, taking advantage of the view, benches for resting)	None	none
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good but not visible on the picture	none
Standing (attractive areas for standing, support for people)	Coffee: just behind, but nothing on the square in the middle	Public areas: none, private areas: the cafe.
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	Empty	No perceptive.
Relationship between people's behaviors and the quantity and quality of public spaces	Empty	Area without any attractions or urban furniture.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Barriers	temporary signage that interrupts the passage.
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green space	no.

OBSERVATION GUIDE

Observation date: Morning: 12 of December 2023, 09:02 / Noon: 14 of November, 11h58/ Afternoon: 5 of December 2023, 17h08

OBSERVATION IDENTIFICATION	
Observation point	street/coordinates: 153 Bd Anatole France 48,92080° N, 2,34456° E
Justification for choosing this point	Near of tower Pleyel and the construction: crossing near schools
Wheather condition:	Morning: cloudy and cold / Noon: Rain, cold, mist/ Afternoon: cold and sunny

Reduce Urban divide - Not relevant for Pleyel Tower		
Indicators	Description	
Typology of buildings and activities		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility		
Indicators	Description	
Functions of buildings and activities	Future hostel and offices	New hotel
Flows of people (countable number of each profile)	• 3 people are crossing • Empty • 1 person is crossing	none/not to much
Number of men, women, children, disabled people, elderly, teenagers, families.	Only men each time of the day	none
Presence, state of conservation, accessibility of urban furniture	Pedestrian crossing and sign fo alert cars that they are next to schools	none
Presence, state of conservation, accessibility of sidewalks	Very narrow, obstructed	School signage, long road to cross.
Accessibility to public transport	Not far from the subway, bus station and bikes	Near to subway station and bus station
Sitting (areas for sitting, taking advantage of the view, benches for resting)	none	none
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Narrow, obstacles, the sidewalk stops on the right	Sidewalk its close
Standing (attractive areas for standing, support for people)	none	No attractiveness
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	No interaction	No really invited to cross
Relationship between people's behaviors and the quantity and quality of public spaces	Formal: people are crossing on the crossing	No persons
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Barriers	protective grilles

Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green space	no.

Interpretation :

We chose this spot to analyze the impact of the construction of the tower Pleyel on the daily lives of people. Here, the sidewalk around the hotel is closed to the pedestrians so they have to walk around or walk on the road. It could be an issue for the parents and the children that go to the school just behind.

OBSERVATION GUIDE

Observation date: Morning: 12 of December 2023, 09:05/ Noon: 14 of November 2023, 12h12 / Afternoon: 5 of December 2023, 17h59

OBSERVATION IDENTIFICATION	
Observation point	Street/coordinates 200 rue Francisque Poulbot 48,92022° N, 2,34410° E
Justification for choosing this point	Near of Pleyel Tower
Wheather condition:	Morning: cold and cloudy / Noon: Mist, rain, cold / Afternoon: cold and sunny

Reduce Urban divide - Not relevant for Pleyel-Tower		
Indicators	Description	
Function of buildings and activities		
Intensity of Flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility		
Indicators	Description	
Functions of buildings and activities	Commercial and residential	Commercial buildings with many floors
Intensity, flows of people (countable number of each profile)	• Lot of people are crossing :9 • Lot of people are croissant: around 18 • 4 people are crossing	High intensity in the rush hours, empty after work beginning in the morning.
Number of men, women, children, disabled people, elderly, teenagers, families.	• Around 6 men and 2 women • Around 10 men, Around 8 women, no children • 3 women, 1 man	15 persons, mostly men: 5 women, 10 men.
Presence, state of conservation, accessibility of **urban furniture**	Not relevant	well-signposted pedestrian crossing, illumination.
Accessibility to **public transport**	Close to a bus station and a subway	Near to subway/bus station
Sitting (areas for sitting, taking advantage of the view, benches for resting)	Not relevant	none
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good	just crossing area
Standing (attractive areas for standing, support for people)	Not relevant	univiting
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	People are moving from a place to another to have lunch, going to work (on the morning picture we can workers from the Pleyel tower) or going home after work	Just crossing area
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	People are moving from a place to another to have lunch, going to work (on the morning picture we can workers from the Pleyel tower) or going home after work	Just crossing area
Relationship between people's behaviors and the quantity and quality of public spaces	They use the crossing: nothing informal	The area does not invite you to do more than cross to the metro/restaurant/buildings
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	nothing	small step of difference between sidewalk and driveway
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Not relevant	Some trees.

Interpretation :

The passage area going to the metro is mostly occupied in the photos by people who only work in the area, but do not live in the area.

Maybe with creation. of the new Échangeur lane, workers may feel motivated to drive to work and this will improve traffic and access to edf become even heavier.

OBSERVATION GUIDE

Observation date: Morning: 12 of December 2023, 09:07 / Noon: 14 of November 2023, 12h01/ Afternoon: 5 of December 2023, 18h10

OBSERVATION IDENTIFICATION	
Observation point	Street/coordinates: 3 Bd Ornano, 93200 Saint-Denis 48,91981° N, 2,34419° E
Justification for choosing this point	Near of the Tower Pleyel
Wheather condition:	Morning: cold and cloudy/ Noon: Cold, rain, mist / Afternoon: Cold and sunny

Reduce Urban divide- Not relevant for Pleyel Tower		
Indicators	Description	
Function of buildings and activities		
Intensity of flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type		

Improve use of public spaces and active mobility	
Indicators	Description

Flows of people (countable number of each profile)	• The square is empty: 7 people are here, 2 are in front of the bakery and the others on the opposite sidewalk • We can see a woman and her child walking, workers doing the line in front of the bakery and the kebab, drivers in cars and 3 persons are waiting for a bus • The square is empty again. We can see around 9 people. One is crossing the square, 5 people are on the opposite sidewalk, 2 workers are in the bar. There is also car traffic. One person is standing in front of the bus station.	One mother with children, workers in the boulangerie. Not really crowded in all parts of the day.
Number of men, women, children, disabled people, elderly, teenagers, families.	• 5 men, one woman • At least 3 women, one child, a least 12 men • Only men can be identified	people next to cafe/restaurants (15) - It's hard to see their faces in the picture, and they are wearing winter clothes.
Presence, state of conservation, accessibility of **urban furniture**	Quite en empty square with only walls to seat and lights and arcs fo bikes	sidewalk in good condition, lighting, safety stakes.
Presence, state of conservation, accessibility of **sidewalks**	Good	Good conditions
Accessibility to **public transport**	Bus station on the picture, and just next to the subway station	Near the metro station, bus station.
Sitting (areas for sitting, taking advantage of the view, benches for resting)	Only piece of walls	none.
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Small square, no obstacles, good surface to walk, good accessibility	Easy to cross, extensive, with material not so good on rainy days.
Standing (attractive areas for standing, support for people)	Some bushes but no benches	none
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	• People are just moving from one place to another, some workers are taking a coffee and chatting • People are just moving from a place to another or are waiting for a bus or to eat : discussion during the line to the bakery • People are just moving from one place to another, 2 workers are chatting at the bar.	Just crossing part for people going to work/subway/cafeteria

Relationship between people's behaviors and the quantity and quality of public spaces	People are waiting on the bus station or the sidewalk, the square is a place to cross and moving from one place to another and not standing because there is not a lot of furniture	few cafes/restaurants in the area, but almost not staying for other motivations.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Poles to separate the sidewalks to the road	Stakes to protect sidewalk

Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Some bushes	Little bushes.

Interpretation :

We chose this spot to study the commercial buildings in the surroundings and the bus station. Here we can see that the bar seems mostly used by workers of the Pleyel tower.So it raises the question of what will be the number of visitors after the end of the construction of the tower.
The bus station does not seem busy either.
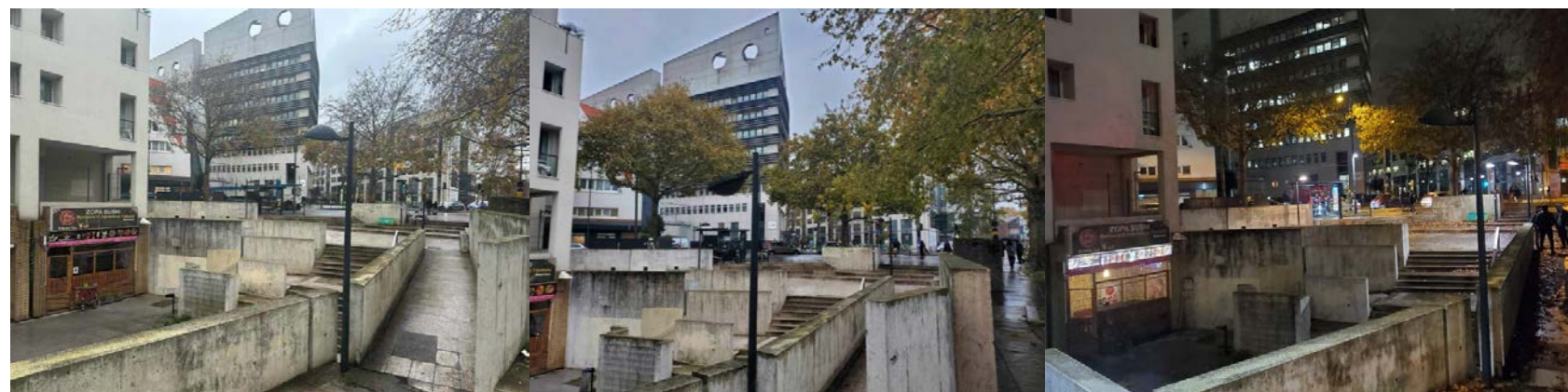
OBSERVATION GUIDE

OBSERVATION GUIDE	
Observation date: Morning: 12 of December 09:06 / Noon: 14 of November, 12h01 / Afternoon: 5 of December 2023, 18h01	
OBSERVATION IDENTIFICATION	
Observation point	street/coordinates 178 bis Bd Anatole France 48,91980° N, 2,34414° E
Justification for choosing this point	Exit of the Subway near of the Pleyel Tower
Wheather condition:	Morning: cold and cloudy/ Noon: cold, mist, rain/ Afternoon: cold and sunny

| Reduce Urban divide-Not relevant for the Pleyel tower		
Indicators	Description	
Function of buildings and activities		
Intensity of Flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility		
Indicators	Description	
Functions of buildings and activities	Commercial and residential	Public facilities/service

Indicator	Morning/Noon	Afternoon
Intensity, flows of people (countable number of each profile)	Most of the time it is quite empty. Only a group of young men on the right can be seen in the afternoon photo. This exit is not very much taken.	The metro is right in front of EDF, but even in the event of an earthquake, most workers leave through another entrance, perhaps because it has several stairs and a kind f maze to enter.
Number of men, women, children, disabled people, elderly, teenagers, families.	3 men on the afternoon photo	Some young-man are sitting on the stairs chatting.
Presence, state of conservation, accessibility of **urban furniture**	Lights	Stairs are used as blanches, Urban lights,
Presence, state of conservation, accessibility of **sidewalks**	The walls are quite dirty and there is no path for disabled people	the space does not have a colored covering, having a cement color that gives it a dirty and neglected appearance, all made stairs not accessible to people in wheelchairs, blind people, etc.
Accessibility to **public transport**	Close to a bus station and a subway	It's the main entrance of the subway but - probably - because of the stairs/labyrinth construction people avoid to enter here and enter for the other entrance.
Sitting (areas for sitting, taking advantage of the view, benches for resting)	Nothing	The stairs are used for sitting.
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good surface compared to the flow of people but no path for disabled people	It's an open area but a little confused to understand how to enter because of the number of stairs in different levels.
Standing (attractive areas for standing, support for people)	Not relevant	It's an area to enter/leave the subway, the chinese food in the picture was never with people.
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	Some Young men are discussing just next to the stairs on the afternoon photo	Young mens are sitting chatting in the area, smoking cigarettes.
Relationship between people's behaviors and the quantity and quality of public spaces	Not A beautiful place and functional place to stay. And it exists other way in to go to the subway where the entrances are less hidden	The space is a little strange to be in, and the corridor that leads to the subway is a little dark/bizarre. The gray area is a bit strange.
Protection against traffic and accidents (protection of pedestrians, separation of roads,	Not relevant	The entrance to the metro is one level below the street, which makes it safe to enter, but also forming a kind of fortress, so that whoever is above can see who is below.
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Not relevant	None, gray area.

Interpretation:

We chose this spot because it is another exit of the Carrefour Pleyel subway. We wanted to study the affluence and where people go after being out of the subway. However this way out is not often used by people. It is often empty. This way out is rather dark and a little scary. Moreover, there are no facilities for the disabled persons. The hallway to the metro is dark. The only people standing/sitting in the area are groups of men, which can be a sensation. of insecurity for women. The entrance to the metro is one level below the street, which makes it safe to enter, but also forming a kind of fortress, so that whoever is above can see who is below.

OBSERVATION GUIDE

Observation date: Morning: 12 of December 2023, 09:08 / Noon: 14 of November 2023, 12h02/ Afternoon: 5 of December 2023, 18h05	
OBSERVATION IDENTIFICATION	
Observation point	street/coordinates 3 Bd Ornano 93200 Saint-Denis 48,91952° N, 2,34429° E
Justification for choosing this point	Near of the Pleyel Tower, and the subway station
Wheather condition:	Morning: cold and cloudy / Noon: Cold, mist, rain / Afternoon: cold and sunny
Reduce Urban divide - Not relevant for Pleyel Tower	
Indicators	Description
Function of buildings and activities		
Intensity of flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		
Improve use of public spaces and active mobility	
Indicators	Description
Function of buildings and activities	Commercial and residential	Commercial and housing

Intensity of Flows of people (countable number of each profile)	• Empty • Few pedestrians that are crossing the road and cars • One person is walking, a scooter is parking and there are some cars	Few people cross the area.
Number of men, women, children, disabled people, elderly, teenagers, families.	• Empty • At least 5 men, no women, no child • Maybe 2 men but not clear enough to be sure	Most of the time is quite empty, or just mens (5).
Presence, state of conservation, accessibility of **urban furniture**	Bin, lot of benches, lights	Good conditions, good illumination, blanches, trees, litter
Presence, state of conservation, accessibility of **sidewalks**	good	Good sidewalks, accessible
Accessibility to **public transport**	Near a bus station and a subway station	Near to metro station
Sitting (areas for sitting, taking advantage of the view, benches for resting)	Lot of benches, not a good view and very noisy because 2 roads are surrounding the square	Some spaced benches.
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good surface, no obstacles except the light in the middle of the sidewalk which is creating two ways traffic	Good conditions
Standing (attractive areas for standing, support for people)	Benches and "green spaces": trees, but not attractive because of the cars: noisy	Not exactly green spaces but benches and trees.
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	• Empty • People are crossing towards the commercial buildings to have lunch • No interaction	Just people crossing to the cafes. Not really an area to stay.
Relationship between people's behaviors and the quantity and quality of public spaces	• Empty • Place to rest is empty but the roads and sidewalks are occupied because they lead to the commercial buildings to eat • Scooters are parked there : it is informal. It should be a pedestrian path.	The car lane is narrow, generating loud and noisy traffic, and some illegal parking on the sidewalk.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Parking space are separated the square to the road	No protection / parking cars
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Bushes and trees, benches	

Interpretation :

We chose this spot because it is the only "green space" of the area. There are only some bushes and trees.

This place seems to have two functions that are confusing. Thera are some benches to stay and the trees and bushes could have made this place pleasant if it had not been for the road around it. But this place is also a pedestrian path that is not very used because of the two other sidewalks beside it that are closer to the restaurants and bars. So, this place is often empty and so informal uses happen such as the scooters that are parking there.

It is hoped that with the encouragement of works for the Olympics the space will receive more facilities for people to stay.

- **Pleyel Tower Itinerary - picture 13.**

Interpretation :

We chose this spot to study the numbers of visitors in this fast food restaurant. Currently, there are not many food service options on site. So, during lunch time, there are some visitors. They are mostly seasonal workers from the tower Pleyel who pick their take away. So this raises the question of the number of visitors once the construction is done.

OBSERVATION GUIDE

Observation date: Morning: 12 of December 2023, 09:07 / Noon: 14 of November 2023,12h08 / Afternoon: 5 of December 2023, 18:12

OBSERVATION IDENTIFICATION

Observation point	street/coordinates 48,91981° N, 2,34419° E
Justification for choosing this point	Commercial buildings near the tower Pleyel
Wheather condition:	Morning: cloudy and cold/ Noon: Mist, rain, cold / Afternoon: cold and sunny

Reduce Urban divide - Not relevant for Pleyel-Tower

Indicators	Description	
Function of buildings and activities		
Intensity of Flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Functions of buildings and activities	Commercial and residential	commercial/service

Intensity, flows of people (countable number of each profile)	• Empty: the restaurant was closed • Lot of people in the restaurant, mostly workers • Empty	people eating in the restaurants but not on the road/square
Number of men, women, children, disabled people, elderly, teenagers, families.	• Empty • 12 men, we can't see any women or children • Empty	Mostly of the time is empty, in the afternoon only mens (12)
Presence, state of conservation, accessibility of **sidewalks**	good	good
Accessibility to **public transport**	Close to a bus station and a subway	Near to metro station/bus station
Sitting (areas for sitting, taking advantage of the view, benches for resting)	Not relevant	uninviting
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	May be too narrow	tables and chairs on the sidewalk that may impede passage., carks parking next to sidewalk.
Standing (attractive areas for standing, support for people)	Not relevant	uninviting
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	• Empty • People are eating or doing the line • Empty	The people at the restaurant are construction workers, EDF workers, and also residents
Relationship between people's behaviors and the quantity and quality of public spaces	• Empty • It is a restaurant so people are chatting and eating • Empty	one of the only restaurants with outside tables.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Poles to separate the road and the sidewalk	Stacks
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Not relevant	some plants near the restaurant.

- **Pleyel Tower Itinerary - picture 14.**

OBSERVATION GUIDE	
Observation date: Noon: 14 of December 2023, 12h14	
OBSERVATION IDENTIFICATION	
Observation point	street/coordinates 200 rue francisque Poulbot
Justification for choosing this point	Near the Pleyel Tower, prices of the cafe.
Wheather condition:	Mist, rain, cold

Reduce Urban divide - Not relevant for Pleyel Tower		
Indicators	Description	
Function of buildings and		
Intensity of Flows		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility		
Indicators	Description	
Functions of buildings and activities	Commercial	Food service building

Intensity, flows of people (countable number of each profile)	Quite a lot of people are in the restaurant	residents and workers frequent the space
Number of men, women, children, disabled people, elderly, teenagers, families.	Can't see clearly and not the point here. The goal is to have an idea of the prices of the plates in this Bistrot/coffee now, during the Games and after. Currently, a plate costs around 18-20 euros which is quite expensive. The profiles of the customers are composed mainly of workers from the Pleyel tower and employees from the office street.	2 mens. At rush hour there are people queuing up to buy quick items in the boulangerie. Are people that look like they live in the neighborhood and workers of the area.
Presence, state of conservation, accessibility of **urban furniture**	No	pedestrian sidewalk with different types of material.
Presence, state of conservation, accessibility of **sidewalks**	Good and large	Good conditions
Accessibility to **public transport**	Near to metro station, bus stations, bike racks.	Near the metro, bus station, bike racks.
Sitting (areas for sitting, taking advantage of the view, benches for resting)	Chairs inside the cafe.	Chairs inside the cafe.
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Large sidewalk there	Extense sidewalks
Standing (attractive areas for standing, support for people)	Restaurant with a veranda	Univinting - just crossing area
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	Not very clear here but people are eating	All types crossing the area
Relationship between people's behaviors and the quantity and quality of public spaces	People are eating in the restaurant	Just crossing the area, parents next to when it's school hours. Apparently it's the bigger cafe in the area, but most of the time it's not fully crowded.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Not relevant	school crossing signs.
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	None	**none.**

Interpretation :

We chose this spot because the current area do not includes many cafes, or food services despite the high number of EDF and other office employees in the area. We believe that when the work will be finished in the area, it is possible that prices will increase, especially during the Olympics Games.

- **Echangeur itinirary**

OBSERVATION GUIDE	
Observation date: 12/12/2023,09:20, 14/11/2023, 12:14, 05/12/2023, 17:15	

OBSERVATION IDENTIFICATION	
Observation point	Boulevard Anatole France, N410
Justification for choosing this point	Near of the café and the Pleyel Plaza
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain

Reduce Urban divide - **Not Relevant for the echangeur**		
Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility		
Indicators	Description	
Number of empty commercial places	None that we can see	Cannot be determined
Typology of buildings and activities	Residential and offices, one school in the back of the image	Residency for students and a school
Flows of people (countable number of each profile)	2 people in the morning, 1 at noon + workers on the side, no one in the end of afternoon	Low flow of people, only passerbys. Pictures show 2 people in the morning, 1 at noon and none in the afternoon

Number of men, women, children, disabled people, elderly, teenagers, families.	Not able to analyse	Cannot be determined
Presence, state of conservation, accessibility of **urban furniture**	No urban furnitures	No presence of urban furniture other than streetlights.
Presence, state of conservation, accessibility of **sidewalks and bike paths**	Two accessible sidewalks but separated by a temporal metal gate. One of the lines might be a bike line but is not accessible yet.	Wide sidewalks but obstructed during all times. A two way bike path can be observed but not in use.
Accessibility to **public transport**	No bus stop, 5-10 min away for the subway line depending of speed of walk	Cannot be determined
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting area	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Maybe not enough space between the metal gate and the wall	No active facades on this side, walking space is blocked, sidewalks are in acceptable state
Standing (attractive areas for standing, support for people)		Not attractive area for standing
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	No real interaction between people	No visible interactions
Relationship between people's behaviors and the quantity and quality of public spaces	Space in transition, the sidewalk are currently under use	People just walking, space doesn't invite for other activities
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	The space is well separated from the road with one green strip	Presence of fence to isolate construction site, separation of cycle path and pedestrian area, green areas are also separated from other paths

Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Only one green strip which separates the sidewalk from the road.	Presence of a small isolated green area alongside bike path, not intended for other use other than aesthetic

Interpretation :

Currently this area is not very accessible because of the state of construction, presenting objects that obstruct the sidewalks. The usage of the space is very limited to walking and/or cycling (not standing or staying in the site) and doesn't incorporate resting furniture such as benches. Moreover, the lighting of the space is ok, however, since the flow of people and use of the space is low, it doesn't make an attractive area to walk in. The green areas are under development, but seem scarce, not connected and with a purpose of enhancing image but not allowing any other use.
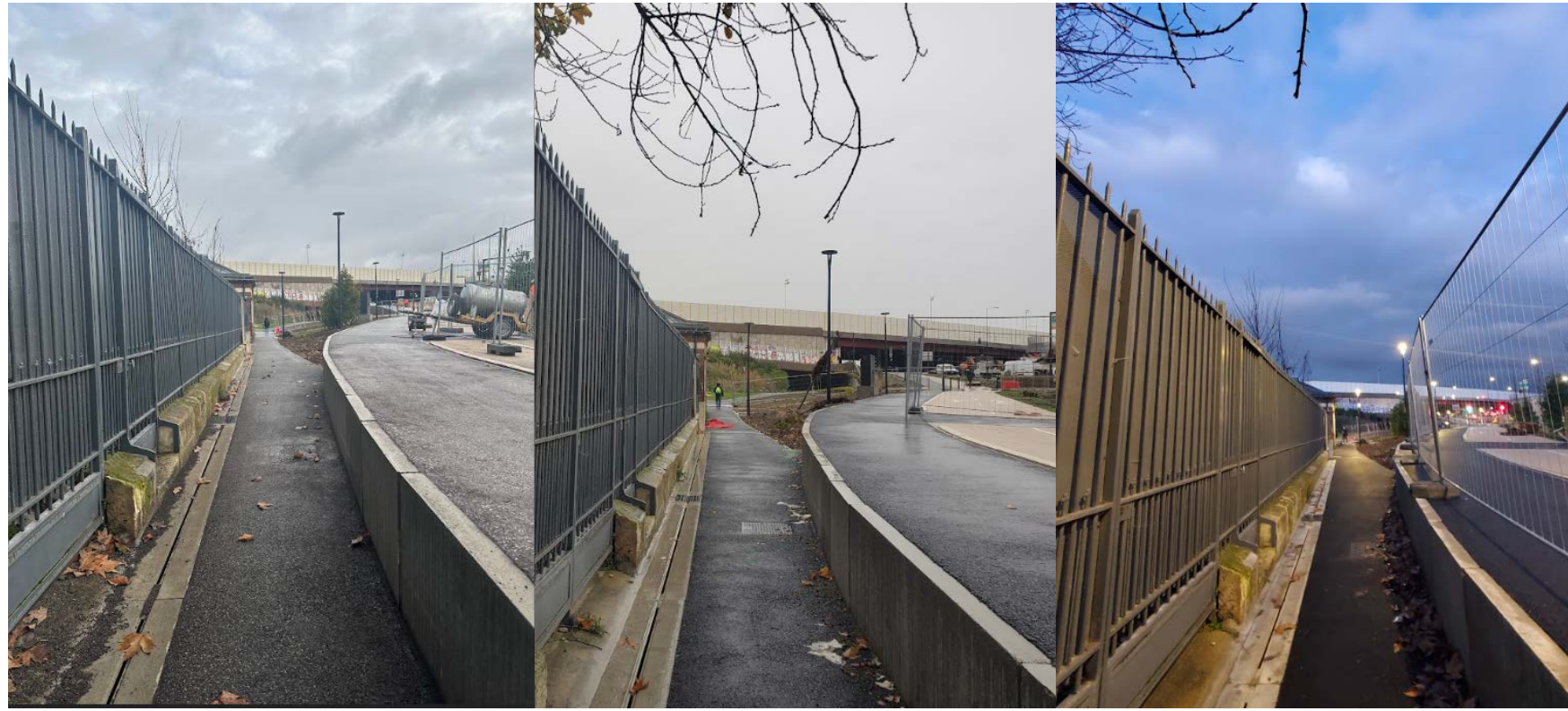
Interpretation :

In this area, the condition of the walking and cycling surfaces are in good condition. However, due to the current construction works, the walking and cycling surfaces presented obstacles such as the fence. Other than activities such as walking and cycling the use of the space doesn't invite staying, since no urban furniture for resting was observed. It is not an attractive area for walking since the place is mostly empty at all times of the day and there are no active facades. The green area was under development when the pictures were taken, but show a main purpose of contributing to the aesthetics of the area.

OBSERVATION GUIDE

Observation date: 12/12/2023, 09:22, 14/11/2023, 12:15, 05/12/2023, 17:17

OBSERVATION IDENTIFICATION

Observation point	Boulevard Anatole France, N410
Justification for choosing this point	Near of the café and the Pleyel Plaza, but further away from the first picture
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain

Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR

Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Number of empty commercial places	None that we can see	Cannot be determined
Typology of buildings and activities	Offices and one school in the back	
Flows of people (countable number of each profile)	1 person in the morning, 1 person at noon, no one in the end of the afternoon	Low flow of people, only one person in the morning and construction worker
Number of men, women, children, disabled people, elderly, teenagers, families.	Not able to analyse	Cannot be determined
Presence, state of conservation, accessibility of urban furniture	No urban furniture	No presence of urban furniture other than streetlights.
Presence, state of conservation, accessibility of sidewalks and bike lanes	Two sidewalks, one to go down the street, one to go up the street. One cycle path that goes both ways. Good and accessible bikelines.	Side walks in good condition, narrowing of walking space because of the division of paths. The bike path is a two way lane, presenting a different surface than the pedestrian area but no other divisions, overall in good condition.
Accessibility to public transport	No bus stop, around 5-10 min away from the metro station "carrefour pleyel" on line 13	Cannot be determined
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting place	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good accessibility but share of public space not optimal because of the metal grid	Area is only intended for walking as it is very narrow. The school playground is the only active facade
Standing (attractive areas for standing, support for people)		Area not intended for standing just walking
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	No real interaction between people	No visible interactions during the three times of the day
Relationship between people's behaviors and the quantity and quality of public spaces	Space in transition, the sidewalk are currently under use	people just walking, space in construction doesn't invite for other activities
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	The space is well separated from the road with one green stripe	A metallic fence separates the cycle path from the pedestrian path

Protect and enhance green spaces and heritage

Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	One green strip is currently under construction.	Presence of a small isolated green area alongside bike path, not intended for other use other than aesthetic. In the last picture taken in the evening,it shows a wooden fence around it because of construction.

Interpretation :

This place presents a rather bad accessibility, since the walking space is very narrow. Staying and standing is clearly not encouraged and there is no furniture that supports it either. Thus the usage of the space is currently very limited, only allowing walking. On the other hand, the bike path that can be observed is in good condition, but not in use because of construction work that blocks it. The green areas appear well maintained and they are not connected, thus do not contribute to enhancing the image of the place.

OBSERVATION GUIDE	
Observation date: 12/12/2023, 09:23, 14/11/2023, 12:16, 05/12/2023, 17:18	
OBSERVATION IDENTIFICATION	
Observation point	Boulevard Anatole France, N410 48,92157° N, 2,34544° E
Justification for choosing this point	Between the café on the Pleyel Plaza and the echangeur, but further away from the first two pictures
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain
Reduce Urban divide -NOT RELEVANT FOR THE ECHANGEUR	
Indicators	Description
Typology of buildings and activities	
Number of markets in the area	
Flows of people	
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors	

Improve use of public spaces and active mobility		
Indicators	Description	
Number of empty commercial places	No building, the grid is a school, we can see the highways in the back	Cannot be determined
Typology of buildings and activities	Only the school on the left	Educational buildings can be observed in the picture.
Flows of people (countable number of each profile)	1 person in the morning, 1 person at noon, no one in the end of the afternoon n	Low flow of people, only one person in the morning and noon and two during the evening
Number of men, women, children, disabled people, elderly, teenagers, families.	Not able to analyse	Cannot be determined
Presence, state of conservation, accessibility of **urban furniture**	No urban furnitures	Only urban furniture that can be seen is streetlights.
Presence, state of conservation, accessibility of **sidewalks and bike paths**	Two sidewalks, one to go down the street, one to go up the street. One cycle path that goes both ways.	Very narrow space to walk in the two sidewalks present. A two way bike path can be observed, which is blocked currently for construction work.
Accessibility to **public transport**	No bus stop, around 10 min away from the metro station "carrefour pleyel" on line 13	Cannot be determined
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting place	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good accessibility but share of public space not optimal because of the metal grid	Space is very narrow, just for walking, even though in front of the school access
Standing (attractive areas for standing, support for people)		Area not intended for standing because of very narrow width, just walking
Interactions, behaviours (Formal and informal rules, conflicts, forms of cooperation)	No real interaction between people	No visible interactions during the three times
Relationship between people's behaviors and the quantity and quality of public spaces	Space in transition, the sidewalk are currently under use	People just walk, space doesn't invite for other activities because of construction work.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	The space is well separated from the road with one green stripe	Change of level of surfaces to differentiate pedestrian paths and cycle paths is separated by metallic fences.
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No real green spaces	Green areas are isolated, not well maintained

Interpretation :

This small park did not have any active uses that could be depicted during the times the pictures were taken. From the physical condition of the place, it was observed that the width and condition of the sidewalks are ok, however, there are fences present that make this place inaccessible coming from the echangeur. Moreover, there is no urban furniture that encourages resting or leisure activities. In the final event, it can be stated that this place doesn't currently contribute to enhancing the use of public areas. In terms of the green space, the grass area is small, not well maintained and there are no elements of furniture for this area.

OBSERVATION GUIDE		
Observation date: 12/12/2023, 09:24, 14/11/2023, 12:17, 05/12/2023, 17:19		
OBSERVATION IDENTIFICATION		
Observation point	4 rue du Dr Poiré	
Justification for choosing this point	Near of a crossing point	
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain	
Reduce Urban divide **NOT RELEVANT FOR THE ECHANGEUR**		
Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility		
Indicators	Description	
Number of empty commercial places	0	Not visible in picture
Typology of buildings and activities	Houses	Mainly residential
Flows of people (countable number of each profile)	0 at the three dates/hours	No visible flow of people during three times of day
Number of men, women, children, disabled people, elderly, teenagers, families.	Cannot be determined	Cannot be determined
Presence, state of conservation, accessibility of **urban furniture**	Just 1 public bin	Urban furniture that can be observed are streetlights, one litter bin.
Presence, state of conservation, accessibility of **sidewalks and bike paths**	Sidewalk to go on both sides of the small garden but not in front of the houses because of a parked car. Bikes can access this area but they don't have a dedicated area/line.	Sidewalks in overall acceptable condition. There's a bike lane in the background, however not accessible because of fences.
Accessibility to **public transport**	No bus stop, around 10 min away from the metro station "carrefour pleyel" on line 13	Cannot be determined
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting space	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Limited accessibility, we can see the metal grid in the back, it's half open so it's possible to go but not encouraged	Width and condition is overall good
Standing (attractive areas for standing, support for people)		Area not attractive to stay standing
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	We witness no interaction	No visible interactions during the three times
Relationship between people's behaviors and the quantity and quality of public spaces		No visible use during three times, space is not equipped for people to stay
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)		Small street barriers that separate road from green area
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Not enough, between the first and the second visit they planted 3 three tree in the small green area	Green area with predominantly grass not well maintained and newly planted three trees. No furniture observed.

OBSERVATION GUIDE

Observation date: 12/12/2023, 09:25, 14/11/2023, 12:18, 05/12/2023, 17:23	

OBSERVATION IDENTIFICATION

Observation point	4 rue du Dr Poiré
Justification for choosing this point	Near of a crossing point
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain

Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR

Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Number of empty commercial places	0	Not visible in picture
Typology of buildings and activities	Not buildings but infrastructures to cross under the highways	Not visible in picture
Flows of people (countable number of each profile)	0 person at each date	No visible flow of people during three times of day
Number of men, women, children, disabled people, elderly, teenagers, families.		
Presence, state of conservation, accessibility of **urban furniture**	No urban furnitures except for the different pedestrian path and cycle path	Urban furniture that can be observed are streetlights.
Presence, state of conservation, accessibility of **sidewalks and bike paths**	3 pedestrian paths, 1 cycle path.	Sidewalks overall in good condition and allow walking because of width. The bike path is in good condition and is differentiated by the change of hard surface
Accessibility to **public transport**	No bus stop, around 10 min away from the metro station "carrefour pleyel" on line 13	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting space	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Limited accessibility because of a grid limiting the entry. Once this passes it is possible to go throw the different paths.	Walking space mostly without obstacles
Standing (attractive areas for standing, support for people)		Area not attractive or intended for standing
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	We witness no interaction	No visible interactions during the three times
Relationship between people's behaviors and the quantity and quality of public spaces		No visible use during three times, space is not equipped for people to stay. Graffiti illustrations can be observed.
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)		No barrier between cycle path and pedestrian area

Protect and enhance green spaces and heritage

Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Only green strip but no real green spaces	Green area is grass in patches and in good condition

Interpretation :

The walking and cycling surface areas are in good condition, contributing to fair accessibility of the place and may contribute to active mobility. Nevertheless, the uses are very limited, no other furniture present for resting such as benches or other activities other than walking or cycling. Thus, it may not encourage pedestrians to stay. Moreover, the graffiti illustrations contribute to a feeling of neglect in the place. The green areas are in fairly good condition, however, they are very reduced and planted in residual spaces.

Interpretation :

Overall the place will not contribute to improving the use of public spaces in the area, since it is not equipped with proper leisure or resting and doesn't seem like it is planned for it. Moreover, it is not accessible for pedestrians either.

OBSERVATION GUIDE

Observation date: 12/12/2023, 09:27, 14/11/2023, 12:20, 05/12/2023, 17:28

OBSERVATION IDENTIFICATION

Observation point	(48.9223574, 2.3460075), in the continuity of the precedent picture
Justification for choosing this point	Under the highways
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain

Reduce Urban divide- NOT RELEVANT FOR THE ECHANGEUR

Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Number of empty commercial places	0	No commercial spaces
Typology of buildings and activities	Not buildings, one ground space, we do not know what it will become but it is not meant for people to walk on it.	Cannot be determined
Flows of people (countable number of each profile)	0	No visible flow of people during three times of day
Number of men, women, children, disabled people, elderly, teenagers, families.	0	Cannot be determined
Presence, state of conservation, accessibility of urban furniture	No urban furniture	Presence of streetlights in streets
Presence, state of conservation, accessibility of sidewalks and bike paths	This space is not meant to be accessible, the sidewalks are on the side. Bikes are not supposed to be there either.	This site is an empty space under that is just a hard surface, there's a ramp next to it in good condition. Bike path not present nor intended in this area.
Accessibility to public transport	No accessibility to public transport, 15 min away for the metro station "carrefour pleyel"	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting place	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good walking space for the part allowed to the public.	Are not made for walking
Standing (attractive areas for standing, support for people)	Not a place designed to be standing.	Area not attractive or intended for standing
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	Witness no interaction.	No visible interactions during the three times
Relationship between people's behaviours and the quantity and quality of public spaces	Witness no relationship between people.	No visible use of the space, there are some graffiti in the wall
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Good protection because cars are not allowed in this space.	Only a division between the ramp but not to delimit the empty space
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green space	No green areas present on this space

Interpretation :

Overall, the implementation of the ramp makes the place more accessible for different groups of pedestrians. In terms of equipment, it is well lit and the railing is in good condition which contributes to the attractiveness of the place, which may encourage more users to utilise it. The place is limited to deliver a functional use and the design doesn't intend to directly contribute to a diversity of uses. At the moment, the space is under construction, but it appears that green areas are going to be implemented.

OBSERVATION GUIDE

Observation date: 12/12/2023, 09:28, 14/11/2023, 12:21, 05/12/2023, 17:25	
OBSERVATION IDENTIFICATION	
Observation point	(48.9223574, 2.3460075), in the continuity of the precedent picture
Justification for choosing this point	Under the highways
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain
Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR	
Indicators	Description
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Number of empty commercial places	0	Cannot be determined
Typology of buildings and activities	Not buildings, one strip of ground space, we do not know what it will become but it is not meant for people to walk on it.	Cannot be determined
Flows of people (countable number of each profile)	1 person in the morning, no one at noon and in the afternoon	No visible flow of people during three times of day
Number of men, women, children, disabled people, elderly, teenagers, families.	No able to analyse	Cannot be determined
Presence, state of conservation, accessibility of **sidewalks and bike paths**	Two sidewalks, one meant for disabled people, one with a higher gradient. Bikes can access this area even if it's not dedicated to cyclists.	Ramp walking space in good condition. Not a dedicated bike path is observable, but it is accessible for this type of mobility.
Accessibility to **public transport**	No accessibility to public transport, 15 min away for the metro station "carrefour pleyel"	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting place	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good walking space, seems like inclusive space	Good surface, no presence of obstacles
Standing (attractive areas for standing, support for people)		Area not intended for standing
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)		No visible interactions during the three times
Relationship between people's behaviors and the quantity and quality of public spaces		Presence of littering visible in the afternoon picture
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)		Delimitation of ramp
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green spaces yet	No green areas present on this space yet.

This area is a good place for pedestrians and cyclists but is not officially opened yet so there is no flow of people. It should allow better access to another side of the area, which would improve the use of public space, but no green spaces are created on the bridge.

Improve use of public spaces and active mobility		
Indicators	**Description**	
Number of empty commercial places	No commercial places	Not present in picture
Typology of buildings and activities	Tower pleyel in the back and the future second tower next to it	Tower pleyel in the background.
Flows of people (countable number of each profile)	No one at the three date/time	No visible flow of people during three times of day
Number of men, women, children, disabled people, elderly, teenagers, families.	0	Cannot be determined
Presence, state of conservation, accessibility of **urban furniture**	No urban furnitures	streetlights alongside bridge
Presence, state of conservation, accessibility of **sidewalks and bike paths**	No sidewalk but the bridge is for pedestrians or cyclists only.	Walking path in good state. No presence of bike path.
Accessibility to **public transport**	No accessibility to public transport, 15 min away for the metro station "carrefour pleyel	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting areas	No sitting furniture, area not intended for sitting
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good walking surface	Good surface, no presence of obstacles
Standing (attractive areas for standing, support for people)		Area not intended for standing, just crossing
Interactions, behaviours (Formal and informal rules, conflicts, forms of cooperation)	No interaction	No visible interactions during the three times
Relationship between people's behaviours and the quantity and quality of public spaces		Not able to analyse
Relationship between people's behaviours and the quantity and quality of public spaces		Not able to analyse
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Good protection because this is separate from the road. No one can accidentally fall off the bridge because of the height of the barriers.	Concrete railings
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green spaces	No green areas present on this space

OBSERVATION GUIDE

Observation date: 12/12/2023, 09:30, 14/11/2023, 12:24, 05/12/2023, 17:32

OBSERVATION IDENTIFICATION

Observation point	(48.9230570, 2.3461747)
Justification for choosing this point	On a bridge that cross the highways
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain

Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR

Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

OBSERVATION GUIDE

Observation date: 12/12/2023, 09:32, 14/11/2023, 12:25, 05/12/2023, 17:34

OBSERVATION IDENTIFICATION	
Observation point	48.924282, 2.346648
Justification for choosing this point	Way out of the bridge, direction to the road
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain

Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR	
Indicators	Description
Typology of buildings and activities	
Number of markets in the area	
Flows of people	
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors	

Improve use of public spaces and active mobility		
Indicators	Description	
Number of empty commercial places	0, the restaurant seem to be under refurbishment	Cannot be determined
Typology of buildings and activities	Residential buildings, commercial building (restaurants), offices in the background	Residential and commercial buildings
Flows of people (countable number of each profile)	0	No visible flow of people during three times of day
Number of men, women, children, disabled people, elderly, teenagers, families.	0	
Presence, state of conservation, accessibility of urban furniture	No urban furniture	Streetlights
Presence, state of conservation, accessibility of sidewalks and bike paths	The path is well conserved but it's probably not open because the first time we went there at noon blocks of concrete were blocking the way. The afternoon, they added a metal grid. The third time we went they opened it.	Walking path in good state, however, was blocked at different types the pictures were taken. Bike path not present.
Accessibility to public transport	No accessibility, 15-20 min walk away from the métro station "Carrefour Pleyel", no bus station nearby	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting areas.	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Walking spaces are good but the space is physically divided.	Good surface, there were concrete blocks in the first two pictures but were removed on the last picture
Standing (attractive areas for standing, support for people)	Not an area designed to stand.	Area not attractive to stand
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	No interaction	No visible interactions during the three times
Relationship between people's behaviors and the quantity and quality of public spaces	Witness no interaction between people.	No people using the space
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Good protection against traffic because cars are not allowed in this space.	Pedestrian lane separated from roads
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Green spaces on the two sides of the path. It's under construction but not done yet.	Green areas in acceptable state, do not seem for other use other than aesthetic

Interpretation :

This area is quite green and only accessible to pedestrians and cyclists, it should allow more flows of people to access this side of the city once it will open.

OBSERVATION GUIDE

Observation date: 12/12/2023, 09:34, 14/11/2023, 12:27, 05/12/2023, 17:37	
OBSERVATION IDENTIFICATION	
Observation point	Rue des Beaumonts
Justification for choosing this point	Road in one way only with no accessibility for pedestrians
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain

Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR

Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Number of empty commercial places	0	Cannot be determined
Typology of buildings and activities	Wall on the left, tower Pleyel in front, industrial and commercial zone on the right	Tower pleyel in the background.
Flows of people (countable number of each profile)	No one	No visible flow of pedestrian during three times of day
Number of men, women, children, disabled people, elderly, teenagers, families.	0	
Presence, state of conservation, accessibility of **urban furniture**	No urban furniture	Streetlights and street signs
Presence, state of conservation, accessibility of **sidewalks and bike paths**	No sidewalk, only one really narrow. Bikes have to cycle on the road.	Walking space is too narrow in some cases even narrower with street furniture such as streetlights. No bike paths can be observed.
Accessibility to **public transport**	No accessibility, 15-20 min walk away from the métro station "Carrefour Pleyel", no bus station nearby	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No area to sit	No sitting furniture, not intended for sitting
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Bad walking space	Narrow walking space in some cases with obstacles
Standing (attractive areas for standing, support for people)	Not an area designed to stand.	Area not attractive or intended to stand
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	Witness no interaction	No visible interactions during the three times
Relationship between people's behaviors and the quantity and quality of public spaces	Witness no relationship between people.	No people using the space, graffiti can be seen on the walls
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	No protection against traffic and accidents because the sidewalks are too small.	No protection visible
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green spaces	No green areas

Interpretation :

This area is not designed for pedestrians, it is unsafe. Cyclists can go on it but they have to cycle on the road. It is the shortest way to go from this side of the city to the west side but not to the south. To cross the echangeur, the bridge is a safer path. No flows were visible every time we went on site, except for cars. It doesn't meet any expectations of the Olympic Games but no work were done in this area.

Interpretation :

This area has a good potential to improve the use of public space in terms of active mobility because of the design of the sidewalk with pedestrian and cyclist paths. However, we witnessed only little flows. The presence of green spaces is really scarce. The urban furniture is also very rare, this area is design to walk and go from one point of the city to another but not to stay, to sit or to stand.

OBSERVATION GUIDE	
Observation date: Observation date: 12/12/2023, 09:36, 14/11/2023, 12:28, 05/12/2023, 17:39	
OBSERVATION IDENTIFICATION	
Observation point	Route de la révolte
Justification for choosing this point	On the side of the échangeur, probably going to change.
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain
Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR	
Indicators	Description
Typology of buildings and activities	
Number of markets in the area	
Flows of people	
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors	

Improve use of public spaces and active mobility		
Indicators	Description	
Number of empty commercial places	No able to analyse	Cannot be determined
Typology of buildings and activities	Mainly offices in the background	Difficult to determined
Flows of people (countable number of each profile)	No one in the three date/hours	No visible flow of pedestrian during three times of day
Number of men, women, children, disabled people, elderly, teenagers, families.	0	
Presence, state of conservation, accessibility of **urban furniture**	No urban furnitures	Streetlights
Presence, state of conservation, accessibility of **sidewalks and bike paths**	Good large sidewalks and cycling paths.	Walking in a good state without obstacles. Presence of a two way bike path differentiated from the pedestrian area by change of hard surface.
Accessibility to **public transport**	No good accessibility, 15 min walk away from the métro station "Carrefour Pleyel", no bus station nearby	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No place to sit in the area	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good surface to walk on, large sidewalk and dedicated cycling path	Hard surfaces in good condition and no presence of obstacles. Pedestrian path separate from road and from cycle path
Standing (attractive areas for standing, support for people)	Not an area designed to stand.	Area not attractive or intended to stand
Interactions, behaviors (Formal and informal rules, conflicts, forms of cooperation)	No interaction	No visible interactions during the three times
Relationship between people's behaviors and the quantity and quality of public spaces	The space seems to be underused	No people using the space
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Physical separation from the road, but not between pedestrians and bikes.	No protection visible
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	One green strip between the road and the cycling path. Some tree and the other side of the road. The slope on the other side of the road is covered with grass.	Green areas are in good state, not meant for other use other than aesthetic of the place, the green area is only use alongside the cycle path and to cover empty spaces

Improve use of public spaces and active mobility		
Indicators	Description	
Number of empty commercial places	0	Not present in pictures
Typology of buildings and activities	One restaurant, we can only see the frontage. Housing above it, again, only the frontage is visible on this picture.	Not able to analyse
Flows of people (countable number of each profile)	0 people in the morning and at noon but three people in the afternoon. Flow of cars/buses/trucks is more important in the morning and at noon than in the afternoon.	Low flow of people, one in the morning and three in the afternoon
Number of men, women, children, disabled people, elderly, teenagers, families.	Not exactly but apparently 3 or 4 women out of 5 people visible in the afternoon picture.	3 pedestrians could be observed in the afternoon.
Presence, state of conservation, accessibility of **urban furniture**	No urban furniture except from one bench under the bus station across the street, only visible in the picture in the afternoon because of the flow of people.	Streetlights and street signs can be observed.
Presence, state of conservation, accessibility of **sidewalks and bike paths**	Sidewalk in good condition, large enough for disabled people. Cyclists can cycle here but their line stops at the level of the road to continue later but on the other sidewalk.	Sidewalks are in good condition and wide at this part, cycle paths are not continued and changes from two ways to just one direction and just painted lines on roads.
Accessibility to **public transport**	Medium good accessibility, 10-15 min walk away from the métro station "Carrefour Pleyel", and one bus station nearby.	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting places	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good walkability	Side walk in good state
Standing (attractive areas for standing, support for people)	Not an area designed to stand.	Area not attractive or intended to stand
Interactions, behaviours (Formal and informal rules, conflicts, forms of cooperation)	No interaction	No visible interactions during the three times
Relationship between people's behaviours and the quantity and quality of public spaces	Witness no relationship between people.	People just pass by; they don't stay in the place
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Separation between the sidewalk and the road	There's a small concrete wall that divides the road from the cyclepath and sidewalk but it is not continuous along the N14 and just protects the sidewalk after this point.
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Trees in the background	Presence of green areas on the side, although they seem like residual green areas.

Interpretation :

This area is good for pedestrians because of the sidewalk but the use of public space could be improved, linked to the issue of the cycling path being interrupted by the street. The area is more filled with traffic than with active mobility or green spaces.

OBSERVATION GUIDE

Observation date: 12/12/2023, 09:40, 14/11/2023, 12:32, 05/12/2023, 17:43

OBSERVATION IDENTIFICATION

Observation point	Route de la révolte, 48.924004, 2.343361
Justification for choosing this point	Near of the crossing under the échangeur
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain

Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR

Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Interpretation:

This area is good for pedestrians because of the sidewalk but the use of public space could be improved, linked to the issue of the cycling path being interrupted by the street. The area is more filled with traffic than with active mobility or green spaces.

OBSERVATION GUIDE

Observation date: 12/12/2023, 09:42, 14/11/2023, 12:33, 05/12/2023, 17:44

OBSERVATION IDENTIFICATION

Observation point	48.923970, 2.342459, Boulevard de la libération
Justification for choosing this point	Under the échangeur
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain

Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR

Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Number of empty commercial places	0	Not present in pictures
Typology of buildings and activities	One restaurant, we can only see the frontage. Housing above it, again, only the frontage is visible on this picture.	Not able to analyse
Flows of people (countable number of each profile)	0 people in the morning and at noon but three people in the afternoon. Flow of cars/buses/trucks is more important in the morning and at noon than in the afternoon.	Low flow of people, one in the morning and three in the afternoon
Number of men, women, children, disabled people, elderly, teenagers, families.	Not exactly but apparently 3 or 4 women out of 5 people visible in the afternoon picture.	3 pedestrians could be observed in the afternoon.
Presence, state of conservation, accessibility of urban furniture	No urban furniture except from one bench under the bus station across the street, only visible in the picture in the afternoon because of the flow of people.	Streetlights and street signs can be observed.
Accessibility to public transport	Medium good accessibility, 10-15 min walk away from the métro station "Carrefour Pleyel", and one bus station nearby.	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting places	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good walkability	Side walk in good state
Standing (attractive areas for standing, support for people)	Not an area designed to stand.	Area not attractive or intended to stand
Interactions, behaviours (Formal and informal rules, conflicts, forms of cooperation)	No interaction	No visible interactions during the three times
Relationship between people's behaviours and the quantity and quality of public spaces	Witness no relationship between people.	People just pass by; they don't stay in the place
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Separation between the sidewalk and the road	There's a small concrete wall that divides the road from the cyclepath and sidewalk but it is not continuous along the N14 and just protects the sidewalk after this point.

Protect and enhance green spaces and heritage

Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	Trees in the background	Presence of green areas on the side, although they seem like residual green areas.

Interpretation :

This area is a place of passage for both active mobility and traffic. It is under the highways so it is one of the passages that link two parts of the city. Maybe the opening of the bridge will lower the flow of pedestrians here.

OBSERVATION GUIDE	
Observation date: 12/12/2023,09:44, 14/11/2023, 12:34, 05/12/2023, 17:48	
OBSERVATION IDENTIFICATION	
Observation point	48.923388, 2.342863 Boulevard de la liberté
Justification for choosing this point	Under the échangeur
Wheather condition:	Morning gray but not raining, noon drizzle, afternoon rain
Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR	

Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Number of empty commercial places	0	Cannot be determined
Typology of buildings and activities	No building, just raw infrastructure	Not building present in pictures
Flows of people (countable number of each profile)	Some people walk more in the afternoon.	Low flow of people, one in the morning and three in the afternoon
Number of men, women, children, disabled people, elderly, teenagers, families.	Not able to distinguish	Cannot be determined
Presence, state of conservation, accessibility of **urban furniture**	No urban furniture	No presence of urban furniture other than streetlights.
Presence, state of conservation, accessibility of **sidewalks and bike paths**	Sidewalks on both sides of the street but not accessible to everyone due to current work.	Presence of sidewalks, wide walking space. No observable bike path.
Accessibility to **public transport**	Medium good accessibility, 10-15 min walk away from the métro station "Carrefour Pleyel", and one bus station nearby.	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting places	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	It is accessible but not really clear how this place should be used.	Side walk in good state, presence of fences to block middle space
Standing (attractive areas for standing, support for people)	Not a space design to stand.	Area not attractive or intended to stand
Interactions, behaviours (Formal and informal rules, conflicts, forms of cooperation)	No interaction	No visible interactions during the three times
Relationship between people's behaviours and the quantity and quality of public spaces	No relationship between people.	Graffiti can be seen on the columns and walls
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Not really good because of the traffic and the delimitation between pedestrians and bikes is not really efficient.	Small concrete walls to separate sidewalk area
Protect and enhance green spaces and heritage		
Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green space	No presence of green areas

OBSERVATION GUIDE

Observation date: 12/12/2023,09:48, 14/11/2023,12:39, 05/12/2023, 17:53	

OBSERVATION IDENTIFICATION

Observation point	Ecole anatole France, 48.922133, 2.343452
Justification for choosing this point	In front of a school
Wheather condition:	Morning grey but not raining, noon drizzle, afternoon rain

Reduce Urban divide NOT RELEVANT FOR THE ECHANGEUR

Indicators	Description	
Typology of buildings and activities		
Number of markets in the area		
Flows of people		
Patterns of concentration and segregation: internal differentiation of space. It is possible to identify areas according to the type of visitors		

Improve use of public spaces and active mobility

Indicators	Description	
Number of empty commercial places	0	Not visible in pictures
Typology of buildings and activities	One school, one café/housing building	Students housing and a school
Flows of people (countable number of each profile)	A few people at the time we took the pictures, at 8h30 and 16h30 however, lots of parents dropped or picked the children.	Low flow of people, one in the morning and four in the afternoon
Number of men, women, children, disabled people, elderly, teenagers, families.	Not able to analyse.	One man in the morning, none at noon and one man, one woman and two children
Presence, state of conservation, accessibility of urban furniture	bicycle rings and barriers to close off the school grounds if necessary	Streetlights, bins, bike parkings
Presence, state of conservation, accessibility of sidewalks and bike paths	Good and accessible sidewalk. No bike lanes on the road or on the sidewalk.	Sidewalks in good state, only pedestrian use. No bike paths visible.
Accessibility to public transport	Around 5 min of walk from the metro station "carrefour pleyel" on line 13.	Not able to analyse
Sitting (areas for sitting, taking advantage of the view, benches for resting)	No sitting area.	No sitting furniture
Walking (space, absence of obstacles, good surfaces, accessibility, active facades)	Good walking area.	Presence of different obstacles and divisions in walking area
Standing (attractive areas for standing, support for people)	possibility of waiting by leaning on the barriers	Area not attractive to stand
Interactions, behaviours (Formal and informal rules, conflicts, forms of cooperation)	No conflict, during rush hours more people share the space.	One woman picking up her children after school
Relationship between people's behaviours and the quantity and quality of public spaces	Enough space, even in rush hours because of the school ground.	People use street railings to park their bikes
Protection against traffic and accidents (protection of pedestrians, separation of roads, delimitations)	Good protection thanks to the barriers.	There are street railings that divide road and sidewalk

Protect and enhance green spaces and heritage

Parks and green spaces and furniture (green facilities - water fountains, urban furniture)	No green spaces.	No green areas

Interpretation:

This point of view and the hours chosen for the pictures did not allow us to have flows but we witnessed flows of children and adults from other points of view at the openings and the closure of the school. Apart from this, the area is often blocked with traffic and not so much active mobility. There are no visible green areas despite being in front of a school.

The implementation of the **Aquatic Centre** and **ZAC Plaine Saulnier** will provide both its **users** and **the inhabitants** of Plaine Saint Denis with **multi-functional uses** on an **everyday basis**, however, the **Stade de France will not evolve in the same capacity.**

Survey Questions & Results

- In this part of the annex, you will find the results of our survey which has been both conducted on field and on internet.

The surveys comprises 20 questions which are separated into 4 distinct categories. The repartition of the questions has been modeled to make the reading and comprehension of the survey the most logical possible for the surveyed people. The questions order also aims to give answer about our two main objects of study related to the main object of our analysis **"Reduce urban divides"and "better public space"** .

Section 1: **Defining workers and inhabitants.** *-> (able greater categorization for a more precise analysis.)*
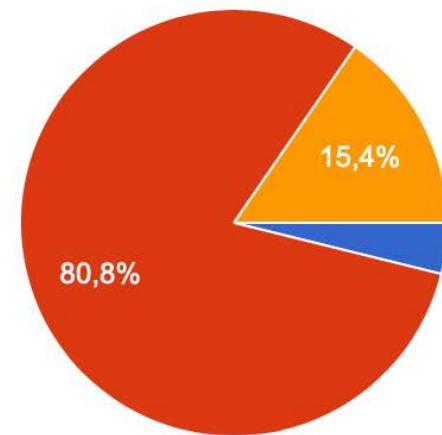Section 2: **Uses and habits within the Quartier Stade-de-France** *-> (related to the main indicators)*
Section 3: **2024 Olympic Games and existing infrastructure impacts** *->(related to our main hypothesis)*
Section 4: **To better know the inhabitants** *-> (Be more aware of our biases and create categories)*
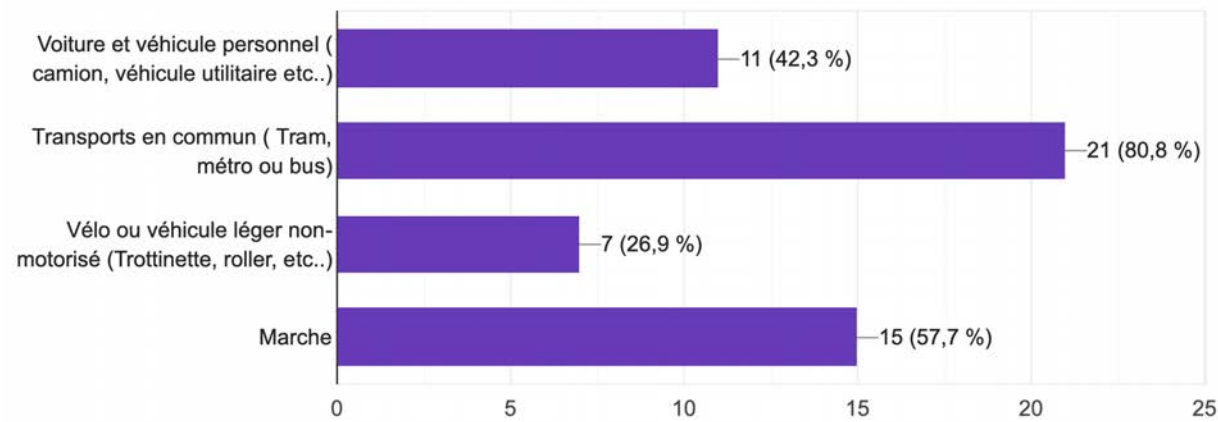
1. Vous habitez et travaillez à Saint Denis ?

26 réponses

- ● Je travaille seulement à Saint-Denis
- ● J'habite seulement à Saint-Denis
- ● J'habite et je travaille à Saint-Denis
- ● Aucun de deux

15,4%

80,8%

2. Quels sont les modes de transport que vous utilisez pour vous déplacer ?
26 réponses

- Voiture et véhicule personnel (camion, véhicule utilitaire etc..): 11 (42,3 %)
- Transports en commun (Tram, métro ou bus): 21 (80,8 %)
- Vélo ou véhicule léger non-motorisé (Trottinette, roller, etc..): 7 (26,9 %)
- Marche: 15 (57,7 %)

3. Éprouvez-vous des difficultés à vous déplacer dans le quartier stade de France ?
26 réponses

- Tout à fait d'accord — 15,4%
- Plutôt d'accord — 38,5%
- Plutôt pas d'accord — 38,5%
- Pas d'accord — 7,7%
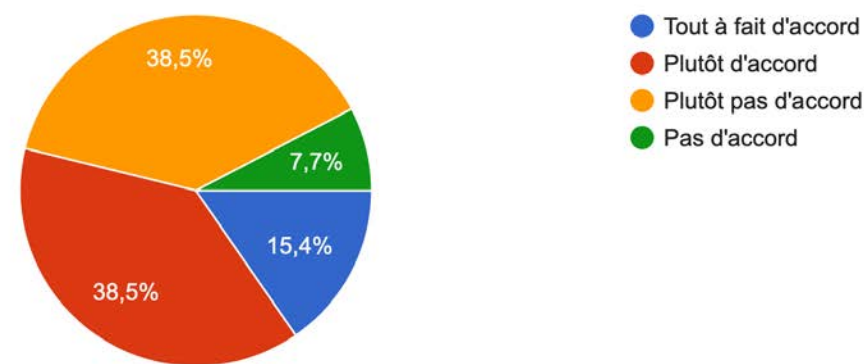
4. Trouvez-vous qu'il y a suffisamment d'aménagements dans le quartier ?
26 réponses

- Tout à fait d'accord
- Plutôt d'accord — 11,5%
- Plutôt pas d'accord — 46,2%
- Pas d'accord — 38,5%
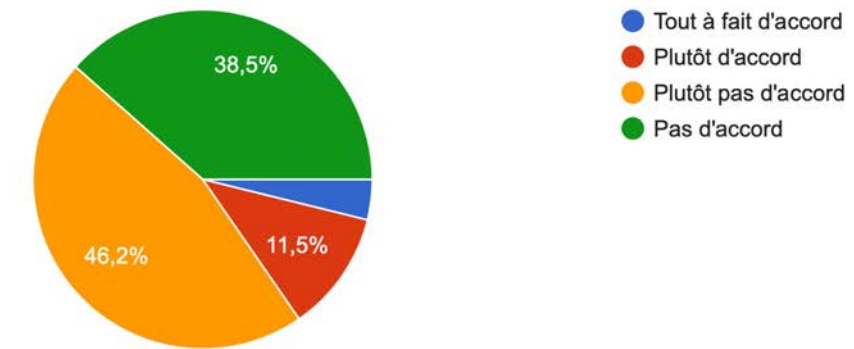
5. Pratiquez-vous une activité physique?
26 réponses

- Tous les jours — 11,5%
- Souvent (plus d'une fois par semaine) — 30,8%
- Parfois (une fois toutes les deux semaines) — 23,1%
- Rarement (une fois par mois) — 19,2%
- Jamais — 15,4%
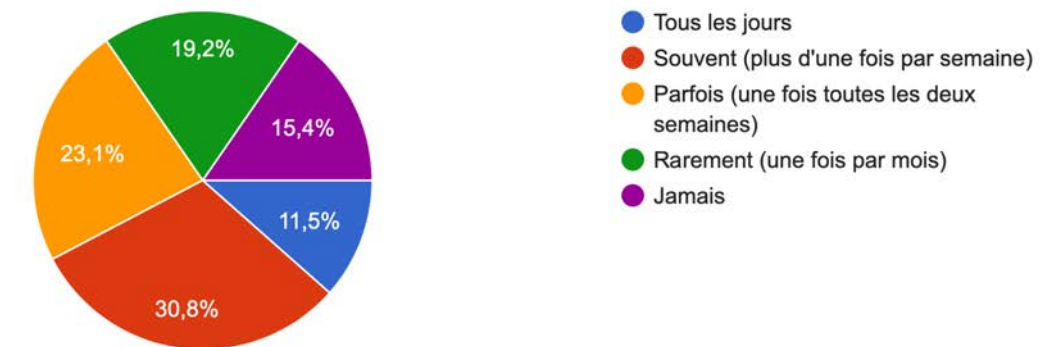
6. Uniquement, si vous êtes travailleur, où prenez-vous votre pause déjeuner ?
7 réponses

- Vous mangez au restaurant de votre lieu de travail — 14,3%
- Vous prenez votre déjeuner à l'extérieur de votre lieu de travail — 14,3%
- Vous amenez votre déjeuner sur votre lieu de travail — 28,6%
- Logement, lieu de travail (cantine ou gamelle) ou commerces selon l'envie — 14,3%
- Je rentre chez moi — 14,3%
- 14,3%

7. Si vous avez des enfants, pratiquent-ils une activité sportive régulière?
26 réponses

- Oui, au sein de l'école uniquement
- Oui, en dehors de l'école uniquement
- Oui, en dehors de l'école et au sein de l'école
- Non, ils ne pratiquent pas une activité physique régulière
- Non, je n'ai pas d'enfants

46,2%
7,7%
23,1%
11,5%
11,5%
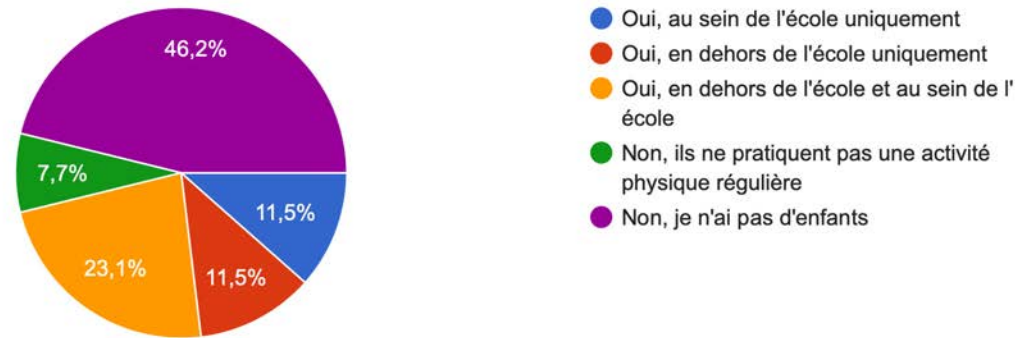
8. À quelle fréquence faites-vous des ballades/promenade dans ce quartier ?
26 réponses

- Tous les jours
- Souvent (plus d'une fois par semaine)
- Parfois (une fois toutes les deux semaines)
- Rarement (une fois par mois)
- Jamais

26,9%
23,1%
26,9%
23,1%
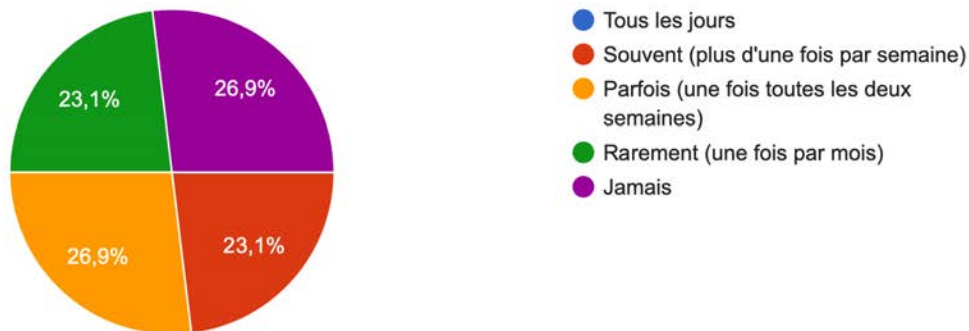
9. À quelle fréquence allez-vous dans les restaurants et bars du quartier Stade de France ?
26 réponses

- Souvent (plus d'une fois par semaine)
- De temps en temps (environ une fois toutes les deux semaines)
- Rarement (une fois par mois)
- Jamais

57,7%
11,5%
30,8%
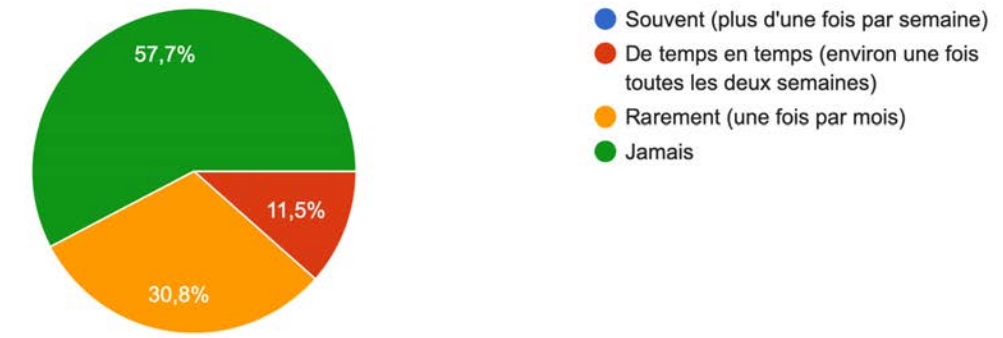
10. À quelle fréquence faites-vous vos courses dans le quartier Stade de France ?
26 réponses

- Souvent (plus d'une fois par semaine)
- De temps en temps (environ une fois toutes les deux semaines)
- Rarement (une fois par mois)
- Jamais

34,6%
11,5%
50%
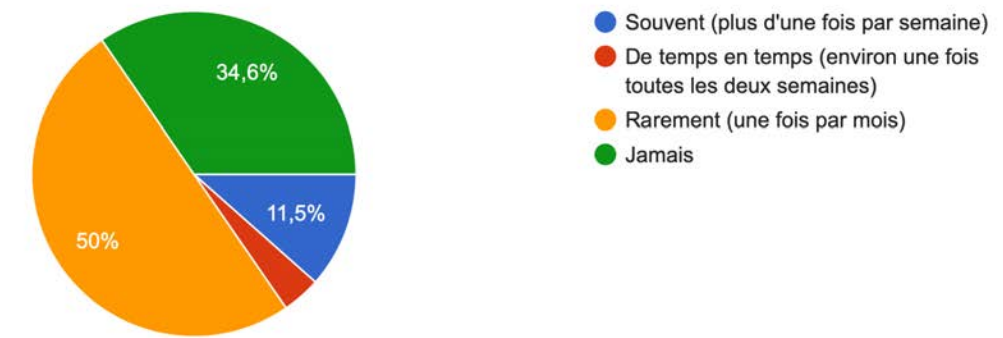
11. Vous sentez-vous en sécurité dans ce quartier? Par exemple, en marchant seul(e)
26 réponses

- Tout à fait d'accord
- Plutôt d'accord
- Plutôt pas d'accord
- Pas d'accord du tout
- Je ne sais pas/ Ne se prononce pas

23,1%
11,5%
11,5%
53,8%

12. À quelle fréquence allez-vous au Stade de France pour voir des évènements ?
26 réponses

- Souvent (plus d'une fois par mois)
- De temps en temps (plus d'une fois par an)
- Occasionnellement (au moins une fois)
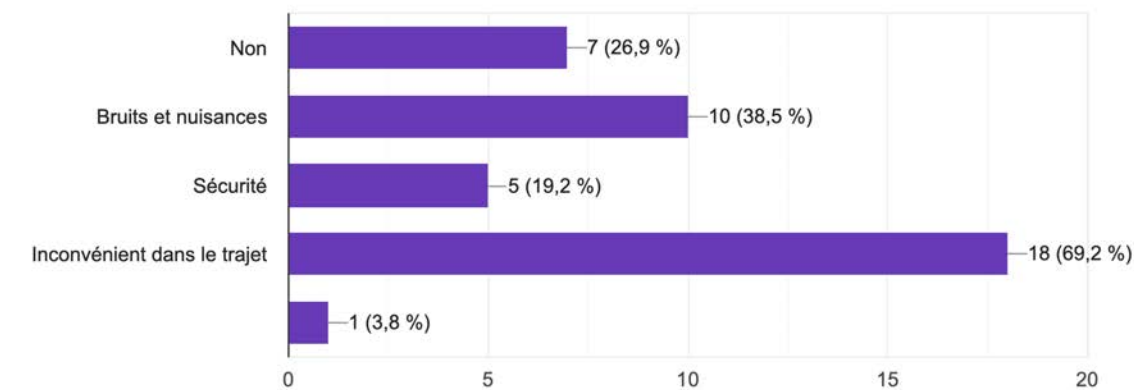- Jamais

46,2% / 15,4% / 38,5%
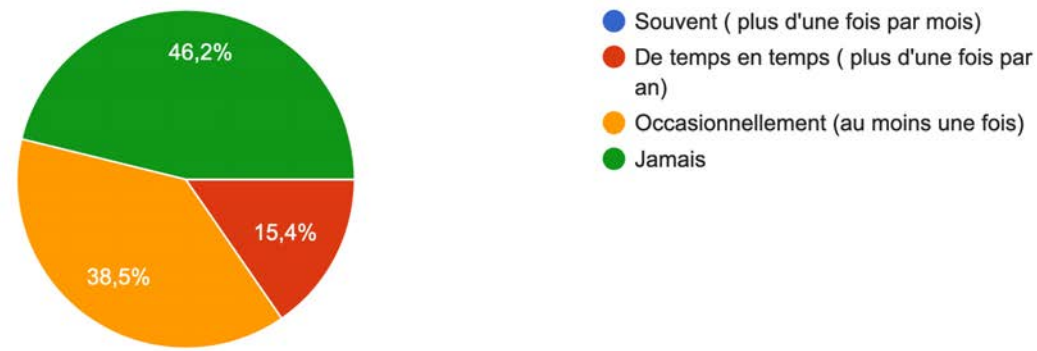
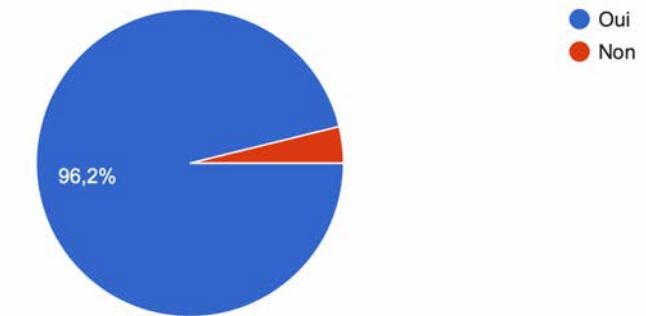13. Si non, comptez-vous y aller ?
15 réponses

- Oui
- Non

40% / 60%
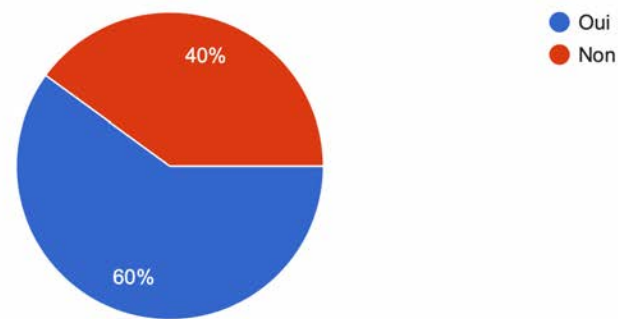
14. Les événements du stade de France ont un impact sur votre vie quotidienne ? Si oui, veuillez sélectionner de quelle manière.
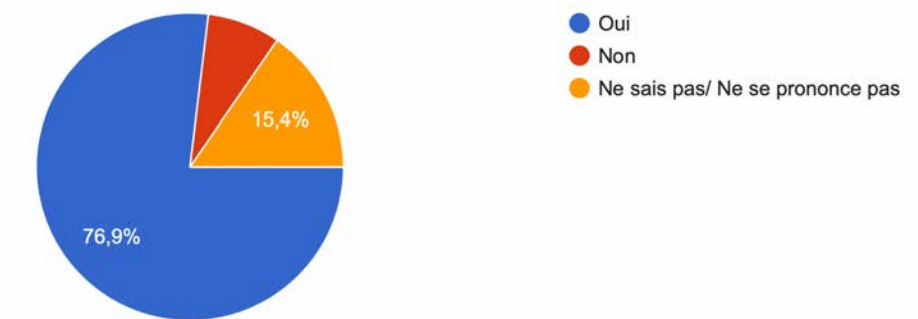26 réponses

Non — 7 (26,9 %)
Bruits et nuisances — 10 (38,5 %)
Sécurité — 5 (19,2 %)
Inconvénient dans le trajet — 18 (69,2 %)
— 1 (3,8 %)

15. Avez-vous entendu parler du Centre aquatique des Jeux Olympiques?
26 réponses

- Oui
- Non

96,2%

16. Iriez-vous au Centre Aquatique si le prix d'entrée était abordable ?
26 réponses

- Oui
- Non
- Ne sais pas/ Ne se prononce pas

15,4% / 76,9%

17. Les Jeux Olympiques de 2024 vont améliorer ce quartier ?
26 réponses

Oui, totalement — 2 (7,7 %)
Oui, un peu — 10 (38,5 %)
Non, pas vraiment — 4 (15,4 %)
Non, pas du tout — 7 (26,9 %)
Ne sais pas/ ne se prononce pas — 5 (19,2 %)
Option 6 — 0 (0 %)
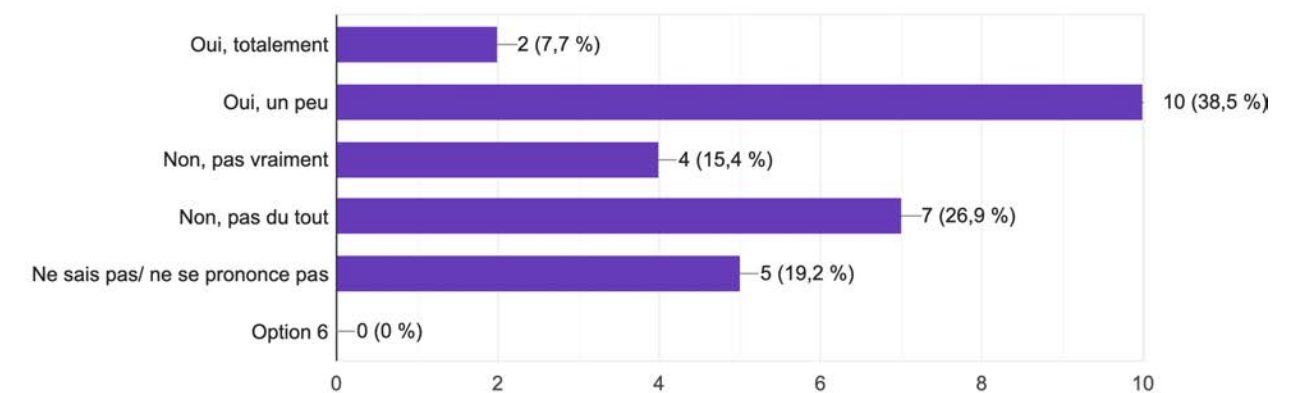
18. Vous êtes?

26 responses

Copy

- Une femme
- Une Homme
- Autre/ Je ne souhaite pas préciser

19.2%

80.8%
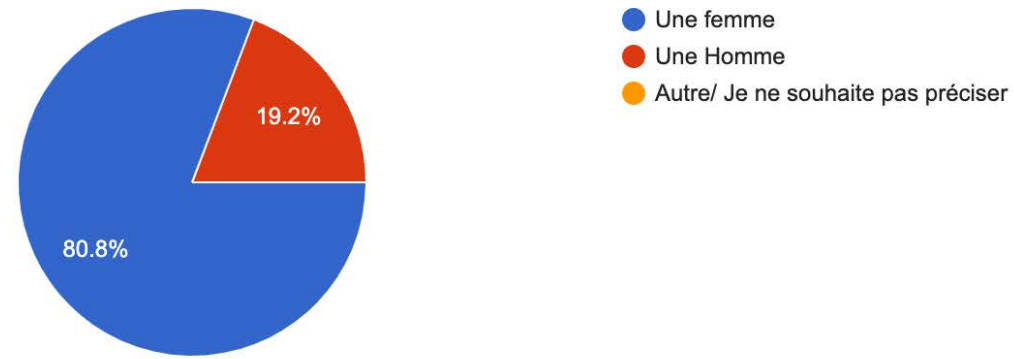
19. Dans quelle tranche d'âge vous situez-vous ?

26 responses

- Moins de 25 ans
- De 25 à 44 ans
- De 45 à 59 ans
- De 60 à 74 ans
- Plus de 75 ans

42.3%

50%
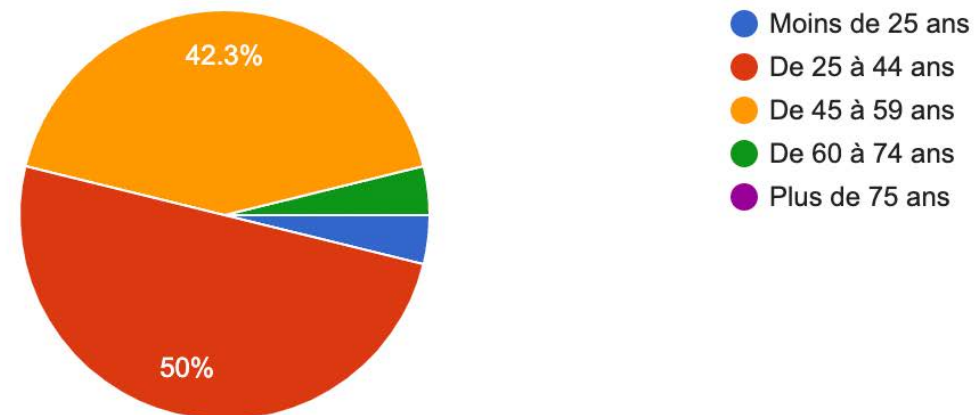
20. Quelle est votre activité principale ? Si retraité : dernière activité ?

26 responses

Copy

3 (11.5%)

2 (7.7%)

1 (3.8%) (3.8%) 1 (3.8%)(3.8%)(3.8%)(3.8%)(3.8%)(3.8%)(3.8%)(3.8%)(3.8%)(3.8%)(3.8%)(3.8%)(3.8%) 1 (3.8%)(3.8%)(3.8%)(3.8%)

Agent administratif   Charge webmark…   Contrôleur financ…   Kiné   Responsable logi…   Travaux publics
          Cadre   Cheffe de projet f…   Employe   Prestataire culin…   Salarié   Ét…