Session 2
Espaces publics : nouveaux usages, nouveaux partages

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Espace publics partagés – une nouvelle philosophie de conception pour les centres-villes en Allemagne, Suisse et Pays-Bas ; Rapport d'expériences



Shared Public Spaces: an innovative approach towards better cities – Experiences from Germany, Switzerland and The Netherlands

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Key Challenges Public Shared Spaces beyond 2030

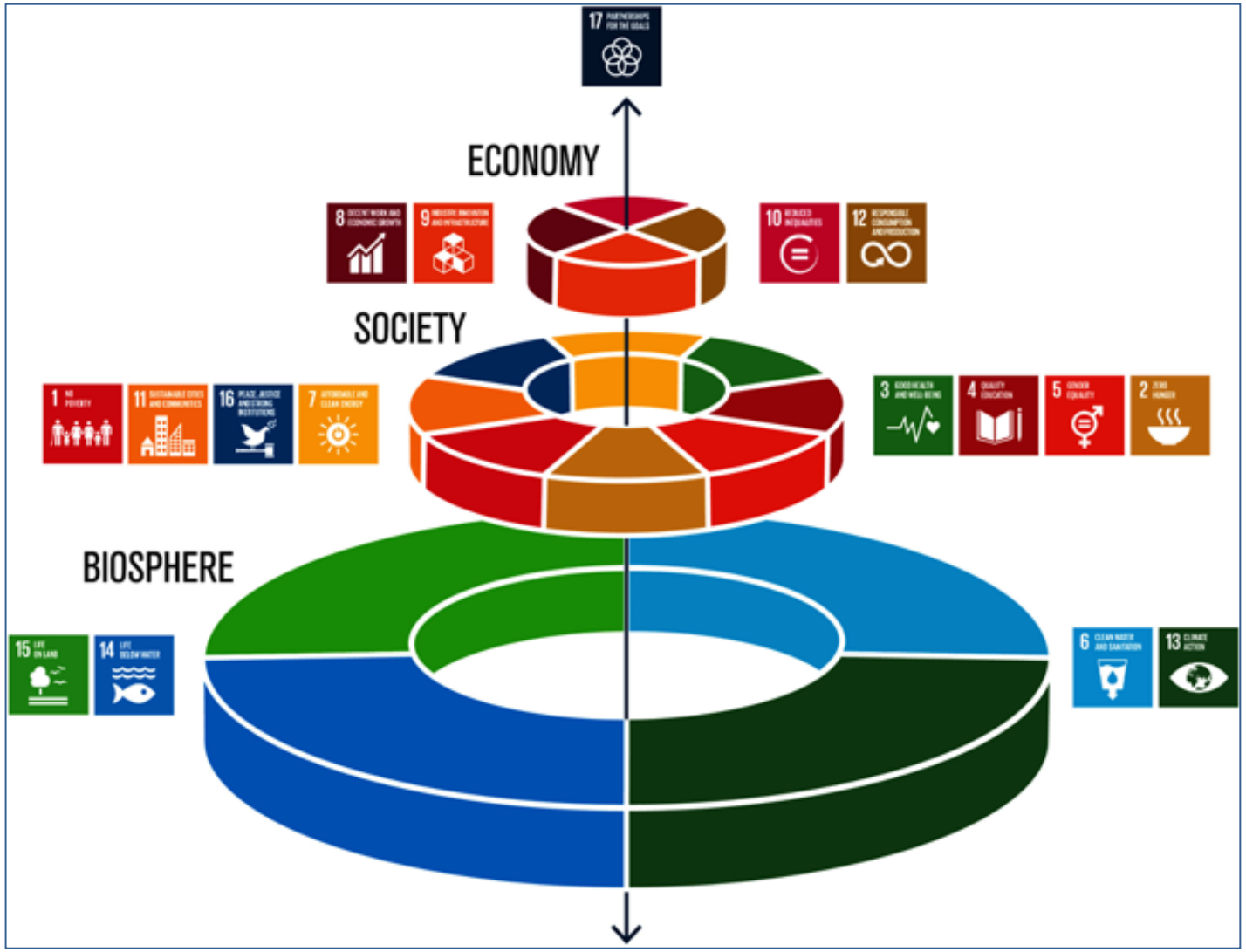
- No One Left Behind: “Right to a safe, clean, healthy and sustainable environment” as a human right (UN Resolution 2021), inclusive and integrated participation processes: **community engagement and place-led development**

- Climate Change Adaptation: profound transformation of open public spaces to increase urban resilience and quality of life: **unsealing and green canopies reconnecting with Nature**

- Mobility System Change: transform open public spaces to more walkability, accessibility, efficient transportation and barrier-free access (15min city): **radical transformation towards multimodal and multifunctional open spaces**

- Urgent need to transform our public spaces into shared spaces, made for citizens!
- Use the paradigm shift of mobility system change!

A new planning paradigm

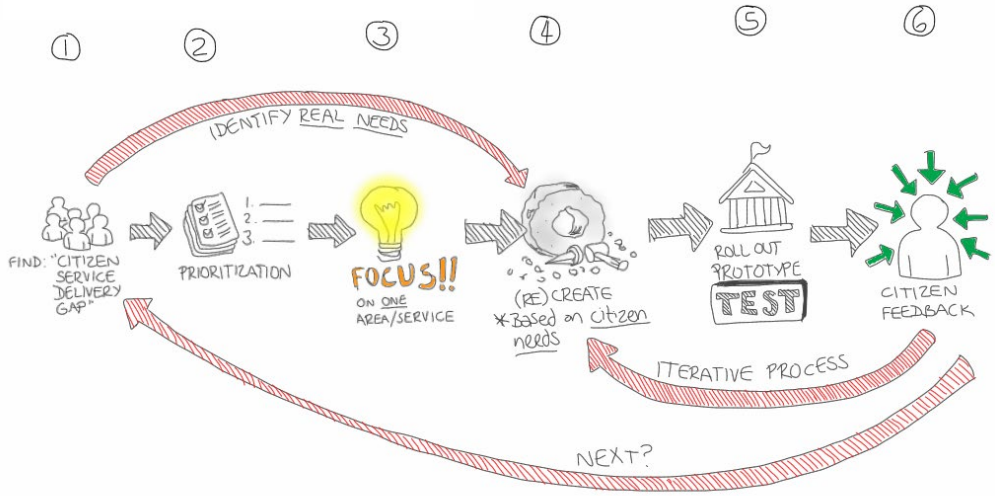


SDG's 2030
Social conditions, justice, equality, health, culture, democracy, power, matters of security, and even survival are all interwoven with the biosphere, the thin layer at the Earth's surface where all life is found.



LEAVE NO ONE BEHIND





Source: "Citizen's involvement" Worldbank 2020

Source: Stockholm Resilience Centre (2016), Contributions to Agenda 2030 – How Stockholm Resilience Centre (SRC) contributed to the 2016 Swedish Agenda 2030 HLPF report, https://www.stockholmresilience.org/SDG2016.

Choosing the best possible future



Place-Led civic participation











Place-led development towards 2050



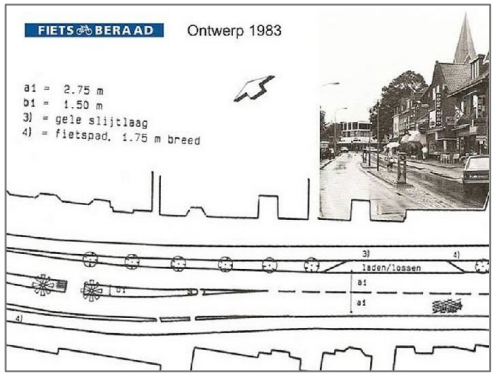
Bringing the multitude of interventions / connections in one defined area, creating social, economical, environmental and cultural values.

It means:

- **Increase the value of public space in the city**
- **Flexible over time to adjust to changing urban programmes**
- **Exciting and lively social spaces, integrating multiple new functions we didn't think about pre-2020**

Shared Public Spaces in The Netherlands
Haren, Rijksstraatweg (Groningen)



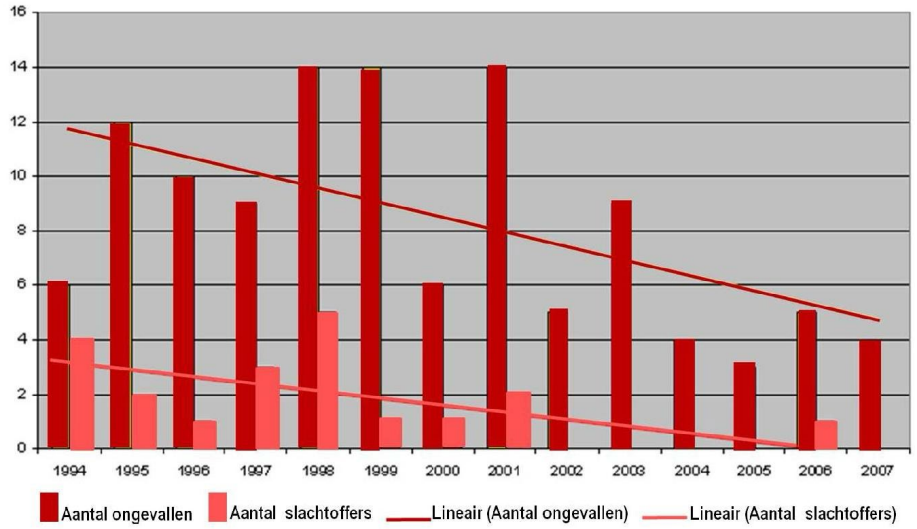












Unfallkategorie Jahr	U (Gt)	U (SV)	U (LV)	U (S)	Gesamt
1997 - 2003	0	2	8	70	80
2004 - 2008	0	1	3	28	32
UKD vorher					511
UKD nachher					286

Unfälle und Unfallkostendichte (UKD)

Accidents and Accidents costs density (UKD) - Shared Space Eine neue Gestaltungsphilosophie für Innenstädte? J. Gerlach a. all, Unfallforschung GDV 2009

Shared Public Spaces in The Netherlands
Nijverdal Grotestraat (Enschede)



BEFORE | 2017

OKRA

Shared Public Spaces in The Netherlands
Nijverdal Grotestraat (Enschede)



Shared Public Spaces in Germany: Brühl (Cologne)



Brühl – der „Stern“

Unfallkategorie Jahr	U (Gt)	U (SV)	U (LV)	U (S)	Gesamt
2004 - 2005	0	1	7	1	9
2007 - 2008	0	0	1	5	6
UKD vorher					270
UKD nachher					61

Unfälle und Unfallkostendichte (UKD)

Accidents and Accidents costs density (UKD) - Shared Space Eine neue Gestaltungsphilosophie für Innenstädte? J. Gerlach a. all, Unfallforschung GDV 2009



Gegenseitige Rücksichtnahme funktioniert

Shared Public Spaces in Switzerland (Biel)







Zentralplatz Biel



Weiche Separation der Geh- und Fahrflächen

Unfallkategorie Jahr	U (Gt)	U (SV) / U (LV)	U (S)	Gesamt
07/1996 - 06/2001	0	6	4	10
12/2002 - 11/2007	0	5	6	11
UKD vorher				88
UKD nachher				79

Unfälle und Unfallkostendichte (UKD)

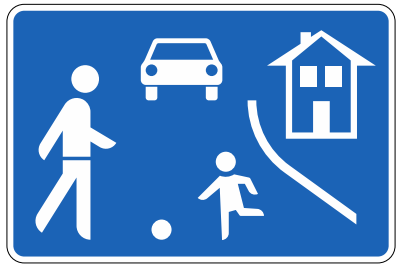
Accidents and Accidents costs density (UKD) - Shared Space Eine neue Gestaltungsphilosophie für Innenstädte? J. Gerlach a. all, Unfallforschung GDV 2009

Take Aways towards better Public Shared Spaces



- Inclusive participation in placemaking essential and genius loci: citizens at the centre!
- Urgent transformation towards more resilience and climate adaptation by adopting the 3-30-300 green canopy rule and unsealing measures
- Transform our urban fabric towards better inclusiveness and accessibility
- Mobility change is mentality change – other type of infrastructure brings other mobility habits
- To be used in urban context, with some limitations until 14.000 cars/day, but as factor of change in urban mobility patterns
- Higher security for all in urban spaces, significant reduction of accidents, injuries and accidents costs in public shared spaces
- Compatible to European traffic signs and different Street Codes (Code de la Rue)





Zeichen 325





Zeichen 274.1

European traffic signs / Switzerland





Begegnungszone