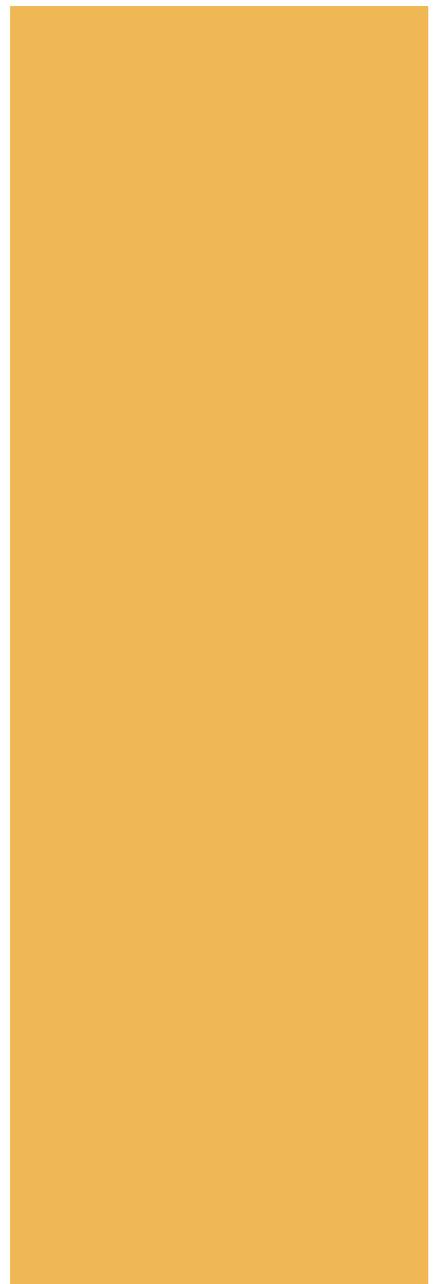


PEDESTRIANISATION PROCESSES AND PUBLIC LIFE

The case of Torino Mobility Lab





POLITECNICO DI TORINO

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**PEDESTRIANISATION PROCESSES
AND PUBLIC LIFE**

The case of Torino Mobility Lab

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ABSTRACT

With the constant growth of urban agglomerations around the world and with the expectations that urban population will constitute around 70% of the total population until 2050, more attention should be dedicated to the living conditions in cities in order to prevent phenomena, which have already started to arise such as the high levels of air and noise pollution, which can cause a series of diseases, the presence of a strong traffic, the high number of road accidents. All these events are directly linked to the concept of motorisation. The motorisation is a phenomenon usually associated with the process of growth of cities, but actually it is quite a recent one and it is mainly rooted in the modernists' ideologies about the urban planning, strongly linked to the functional segregation, and in the process of mass-production of cars. The livability and the walkability of cities are concepts that should be more systematically investigated and applied in order to adapt our cities to the future challenges. The pedestrianisation is a process that could allow us to achieve them and to create healthier urban environment to live within, able to enhance also the social dimension of urban life.

The present thesis is a study of the different types of pedestrianisation and the effects that it has on the society, economy and environment. It was given attention also to the so-called Tactical Urbanism, which gives the possibility to experiment with low-cost, short-term interventions, able to create long-term changes. Since pedestrianisation is a complex process, directly linked to the public, it has been studied the participatory approach as a way to collaborate with the citizens that may be affected by the possible changes of the urban conformation and to create spaces able to satisfy the specific needs of the social context. All these concepts were overviewed through three case studies of high importance, situated in three

different cities around the world – Vienna, Barcelona and New York. A research was made on the methodologies, used for studying public life, developed by the architect and urbanist Jan Gehl, whose results are usually applied to critically understand if an intervention is successful and the degree of its success.

All the knowledge gained from the theory research was applied on the project Torino Mobility Lab, which covers the neighborhood of San Salvario in Turin and was launched in 2020, concentrating the study mainly on four temporary, experimental pedestrianized areas, implemented in the neighborhood. After a careful demographic and territorial analysis of the neighborhood and of the micro-zones in close proximity to the study areas, a complex study of the public life, following the methodology of Jan Gehl, and of the public opinion, performing a series of formal interviews with the local actors, was made. Keeping in mind the potential that these areas showed to have, using the participation as a base point and the Tactical Urbanism as an opportunity to experiment, design for two of the areas was proposed. Different approach was used for each of them - one was treated as a traditional pedestrian street and the other one as a shared street, a decision based on the information obtained during the study.



SECTION ONE

/LEARNING THROUGH THEORY/

01. THE QUALITY OF URBAN PUBLIC SPACE:

LIVEABILITY VS DRIVEABILITY

01. THE QUALITY OF URBAN PUBLIC SPACE

LIVEABILITY VS DRIVEABILITY

Even though the city as a concept is quite complex and hard to define and there are a lot of different definitions for it, without doubt it has always been perceived as “a meeting place”. As Serge Salat says in his book “Cities and Forms: On Sustainable Urbanism”, “cities are sites of exchange and activities” where “social interactions largely govern the organization of a city, just as the urban composition impacts its interactions”¹.

THROUGH HISTORY. All through history we can notice that the city was spatially growing around the public spaces, starting from the formal meeting places such as the “agora” in the Greek culture or as the “forum” in the Roman one, arriving to the streets - the arteries of the urban space allowing the movement all through the agglomeration but also giving the opportunity for a lot of informal social and economic activities. The public spaces were the places where the city life was happening, where people were meeting, exchanging ideas, hearing the news, where the political and economic future of the state was being discussed, where all the commercial activity was having place. Because of this strong presence of the public space we can say that “many ancient cities around the world were known with their livability”².

THE MODERNISTS' TIME. This was like this until 20th century - the century of the cars and the modernist ideologies. Modernists concentrated on the individual buildings, they were believing in the functional segregation and “put a low priority on public space, pedestrianism and the role of city space as a meeting place for urban dwellers”³. They wanted with their design principles to bring more light, air and open space but at the end this design approach “resulted in a division of the city into zones separating living, working, transport and recreation”⁴. That led also to isolation and social deprivation. In those years a revolution in the mobility was lived, led by the introduction of the mass-produced cars. The freedom that those were giving to the people resulted in their decisive triumph over every aspect of life, including the urban planning. The effects that the motorisation had are numerous, starting with the fact that it is one of the major contributor to air and noise pollution. The traffic and the high speed instead are the cause for a lot of premature deaths and car accidents. All those negative impacts can be translated also in a very high costs for the cities and their economies. And not least “the development of car-centric lifestyles heavily contributes to the

1. Serge Salat, Françoise Labbe, Caroline Nowaski, *Cities and Forms: On Sustainable Urbanism*, Herman Editeurs Des Sciences ed Des Arts, 2011, p.33.

2. Hend H. Yassin, *Livable city: An approach to pedestrianization through tactical urbanism*, Alexandria Engineering Journal, 2019, p.1.

3. Jan Gehl, *Cities for People*, IslandPress, 2010, p.3.

4. Lea Olsson and Jan Loerakker, *Revisioning Amsterdam Bijlmermeer*, <https://failedarchitecture.com/the-story-behind-the-failure-revisioning-amsterdam-bijlmermeer/>, 2013, last accessed: 01/09/2021



Fig.1. Traffic jam, Sao Paulo, Brasil
Source: https://drivetribe.com/p/5-of-the-worst-traffic-jams-ever-P6-TEMuR-Q4a5yHzxYbTTWQ?iid=KBXra_AgSQCX5uo8D-4Mvra, last accessed: 03/12/2021



Fig.2. The Bijlmer project near Amsterdam, representing the modernist ideas
Source: <https://failedarchitecture.com/the-story-behind-the-failure-revisioning-amsterdam-bijlmermeer/>, last accessed: 03/12/2021

decline of physical activity and the rise of obesity, while sprawl may lead to social isolation and disconnection of communities”⁵.

THE AWAKENING. It was in the 1960s’ when thinkers as Jane Jacobs and Jan Gehl started questioning the car-dominance and the car-centric urban planning which led to deprivation of the importance of the public space which was squeezed by the traffic, to more isolated lifestyle and to generally unliveable urban agglomerations.

Only in the last few decades the urban planners started reconsidering the priorities and the strategies that should be implemented in the city planning in order to regain what was almost lost for not even a century - the importance of the quality urban public space which constitutes the base for a diverse public life.

WHAT IS URBAN SPACE OF GREAT QUALITY? We can say that “great public spaces are those places where celebrations are held, social and economic exchanges occur, friends run into each other, and cultures mix”⁶. In order to evaluate the liveability which identifies with the quality of life of a certain public space, nevertheless if it is a square, street, park etc., the Project for Public Spaces (PPS) organisation has developed a diagram that summarise the main quality criteria (**Fig.3.**). According to them there are four main qualities which are the accessibility of the space, its comfort and the image that it produces, the availability of diverse uses and activities to be done and the sociability.

When we are talking about the accessibility and the linkages we consider the connection of the place with its surroundings on both physical and visual level. What is important to pay attention to is if it is possible to walk to the public space in consideration, if it is well connected with the public transportation or with the cycling infrastructure, if it is well visible from distance and if it is accessible for all kind of people, including the disabled ones. Instead, when we are talking about the comfort and the image of the place, we take in consideration the safety, cleanliness and the availability of different places to sit, the first impression that the place makes and the distribution of the diverse user groups (males and females, different age groups, different races). What is of great importance for every public space are, of course, the uses and the activities that could be performed there. They are actually the reasons why people are going to these places and why are they afterwards returning there. But apart of the activities themselves, it is also important who is performing

them - if there is balance between women and men, if there are all age groups, if there are both individuals and groups of people. And the last but not least criteria of quality that we mentioned before is the sociability, which from all four is the hardest one to achieve. This quality could be evaluated by observing if people are meeting or especially bringing their friends to the specific place, if they are greeting their neighbours or making a spontaneous interaction with strangers, if they are returning to the place often (a fact showing that they have developed some sense of attachment) and if there is a mix of age and ethics groups.

Here comes the place to mention that since recent studies proved that the walkability is part of the liveability components, the pedestrianisation could be “an effective tool in order to increase the city’s liveability, by improving the accessibility, mobility, safety and environment that make the city a good quality place to all its inhabitants”⁷. We should know that the pedestrianisation itself it is not enough to increase the liveability, there should be some degree of multi-functionality that could provide different activities and stimulate socialisation in order to get revitalised the urban space. Although, it is good to mention that the walkability and the process of pedestrianisation could bring many benefits to the people and to the society on a lot of levels - social, economical, environmental and political.

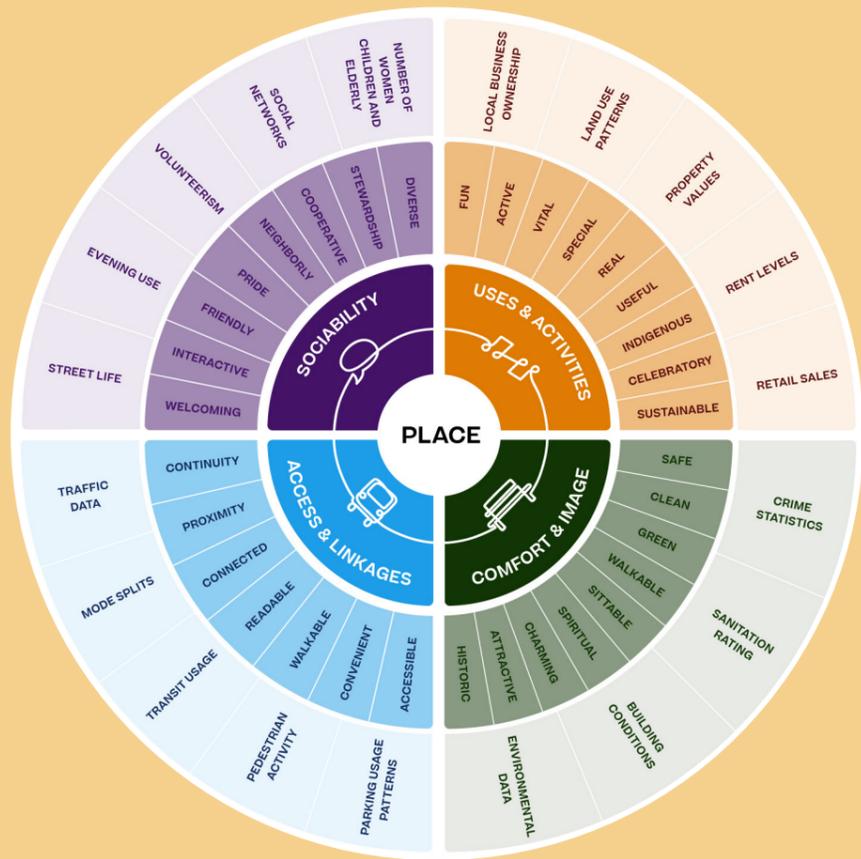
Of course, in the world that we are living in now, which is still strongly influenced by the motorisation, the total pedestrianisation is not always possible but this fact shouldn’t be an obstacle but rather an inspiration for finding a compromise between the walkability and the driveability and for the creation of different models of pedestrianisation.

5. Arup, *Cities Alive: Towards a walking world*, Arup, 2016, p.17.

6. Project for Public Spaces, *What Makes a Successful Place?*, <https://www.pps.org/article/grplacefeat>, last accessed: 01/09/2021

7. Hend H. Yassin, *Livable city: An approach to pedestrianization through tactical urbanism*, Alexandria Engineering Journal, 2019, p.252.

Fig.3.(next page)
Place Diagram developed by Project for Public Spaces (PPS)



“Walkability is a word that did not exist just 20 years ago. We made walking so unnatural that we had to invent a word to describe what we were missing.”

— Dan Burden, Director of Innovation and Inspiration at Blue Zones

02. TYPES OF PEDESTRIANISATION

2.1. TYPES OF PEDESTRIANISATION OVERVIEW

Before starting to discuss the different types of pedestrianisation it is important first of all to mention the definition of what exactly the pedestrianisation is. According to the Cambridge dictionary to “pedestrianise” means “to make an area into one where vehicles are not allowed to go”⁸. It is interesting that in the last few years a lot of cities are starting to implement new strategies and design principles in order to make a shift from car-oriented to pedestrian-friendly mobility. According to the aims they have, there are different plans and approaches that can be overtaken. For example, lately cities like Hamburg and Madrid have announced plans to become partially car-free cities. Instead, Paris, Milan and Copenhagen have “implemented car free days, invested in pedestrian and cycling infrastructure, restricted parking space and increased the provision of public transportation”⁹.

Of course, in the real world's conditions, an absolute pedestrianisation is rarely possible. In addition to the specific pedestrianisation the public transport system can be reinforced, the pedestrian and non-motorised mobility infrastructures can be developed and diverse public services can be added to the area. When a pedestrianisation of an area or part of a city is being planned, some compromises should be made so the urban system continues to function properly and in order to be achieved some degree of approval from the part of the residents, which is especially important in the early stages of these type of projects. For example, in correlation with the specific area and its conditions sometimes public or school buses, emergency vehicles or delivery vehicles should be allowed to enter the area of study. The permission that these vehicles are being given can be time bound - so they can be allowed only in certain time of the days or in certain days of the week

Based on the compromises that should be done, we can identify three types of pedestrianisation¹⁰:

FULL-TIME PEDESTRIANISATION. These are areas where the priority is absolutely given to the pedestrians and the access of motorised vehicles is forbidden. Only emergency vehicles are allowed to the area, instead the service vehicles are given permission to enter in specific period and specific locations or they should use the back of the street or area in consideration.

The pedestrian spaces have a very important role in the creation of walkable, more sustainable, accessible and enjoyable city. These

spaces give the opportunity to all user groups (male and females, different age groups, ethnics groups) to enjoy the city, perform different outdoor activities and live various urban experiences. These spaces also have an important role in stimulating the local commercial activities. It is believed that “pedestrian-priority spaces should be equitably distributed throughout all neighbourhoods of the city, offering opportunities for social interaction, active recreation, healthy living, and an improved quality of life.”¹¹

PART-TIME PEDESTRIANISATION. In these type of zones motorised vehicles are allowed only during specific hours or during specific days of the week. Usually, in these areas there are not on-street parking spots but still loading bays are available.

When a street is temporary closed, the motorised mobility is being forbidden and an absolute priority is given to the pedestrians and in some cases also to cyclist, skateboarders and other users of soft-mobility devices. While often a periodical closure of a street is happening for some special events, here we talk about a scheduled closures - closure for specific hours during the day or for specific days in the week. Usually these closures are being organised to support some Car-Free Days or Ciclovias initiatives mainly on the weekends, or for organising some Play-Streets or Market Streets, closing a low-volume local streets during some specific time of the day or in the weekend. This type of pedestrianisation can “be used as a strategy to test a long-term closure, to build public support for transformation, or to offer additional public open space for specific seasons”¹². This kind of streets stimulate the people to socialise, the children to play and in general a stronger community is built.

TRAFFIC-CALMING/SHARED STREETS. These zones serve in order to make the area more pedestrian-friendly and to reduce the dominance and the speed of the motorised vehicles. Usually, the on-street parking spots are reduced as much as it is possible. The vehicles are still allowed but the footpath are widened and they are given more priority than before. “Various traffic calming measures are used to slow down the speed of vehicles. They include speed tables, narrower traffic lanes and use of different road textures and colours to remind drivers that they are within traffic calming zones”¹³. The shared streets are conceived by removing the formal distinctions between the space dedicated to pedestrians, cyclist and motorised vehicles, creating one unique space used by everyone, which

8. Definition of the term “pedestrianize” according to the Cambridge dictionary
Source: <https://dictionary.cambridge.org/dictionary/english/pedestrianize>

9. Hend H. Yassin, *Livable city: An approach to pedestrianization through tactical urbanism*, Alexandria Engineering Journal, 2019, p.252.

10. Nikhil Sonia, Neetishree Soni, *Benefits of pedestrianization and warrants to pedestrianize an area*, in *Land Use Policy* 57, 2016, p.140

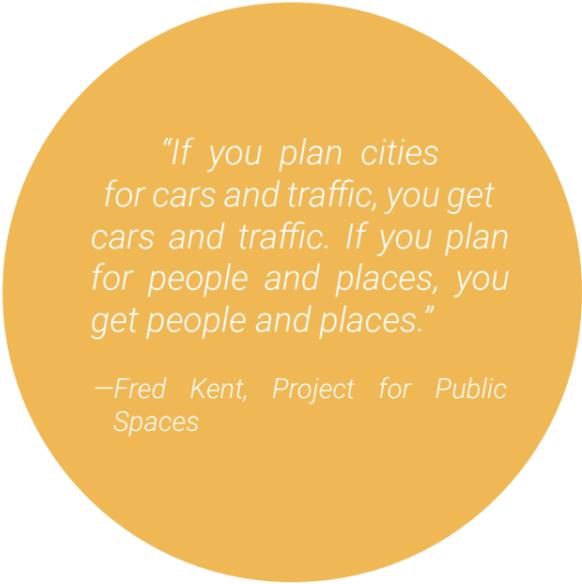
11. *Global Designing Cities Initiative and NACTO, Global Street Design Guide*, IslandPress, 2016, p.192

12. *Global Designing Cities Initiative and NACTO, Global Street Design Guide*, IslandPress, 2016, p.307

13. Nial Griffin, *Pedestrianisation: The Guide to Keeping Pedestrians & Cyclists Safe*, <https://hssecurity.com/pedestrianisation-guide/>, last accessed: 02/09/2021

automatically increase the respect to one another. "In commercial areas, shared streets can significantly contribute to the public space network, adding vibrancy and activity with outdoor dining, public seating, artwork, and landscaping. In residential areas, shared streets become the extension of front yards, places to meet neighbours, and build communities. Shared treatments make streets safer for all users."¹⁴

In conclusion, we can say that the fact that different types of pedestrianisations exist gives the designers, planners and architects a great basis and opportunity to create more pedestrian-friendly cities. Which type of pedestrianisation is better to be implemented is a question completely depending on the specific conditions of the area and the aims of the initiative.



*"If you plan cities
for cars and traffic, you get
cars and traffic. If you plan
for people and places, you
get people and places."*

*—Fred Kent, Project for Public
Spaces*

¹⁴. *Global Designing Cities Initiative and NACTO, Global Street Design Guide, IslandPress, 2016, p.218*

2.2. TYPES OF PEDESTRIANISATION

EXAMPLES - FULL-TIME PEDESTRIANISATION

NAME OF STREET/AREA: STRØGET STREET

LOCATION: COPENHAGEN, DENMARK

LENGTH: 1,15 km

WIDTH: 10-12 m

CONTEXT: MIXED-USED (RESIDENTIAL/COMMERCIAL)

The pedestrianisation process of Copenhagen started in 1962. Until that moment the central part of the city was mainly dominated by the car traffic and the motorised vehicles in general.

The process of the pedestrianisation of the city started with the conversion of the main street of the city - Strøget Street. The conversion of this street into pedestrian was an experiment and before the beginning of the project public discussions were opened. The population was unsupportive towards the project and it wasn't believing that a project of this kind could work out in Scandinavia. Also, a lot of local business owners were doubtful about the future that this pedestrianisation could bring and they were afraid that they might lose their business. Instead, against all the expectations of the population, the project was a complete success. A much more enjoyable and liveable environment was created and even the commercial activities registered a growth of their revenues.

The key elements for the conversion of the street was the removal of the traffic from the street, the removal of the sidewalks and the creation of a unique, new paving for all the street and the addition of a good street furniture.

The goals were to revitalise the city center and to make better the connectivity in that part of the city. Also, one of the main aims was to stimulate the local businesses and create a comfortable environment that would be welcoming for diverse groups of users.

The success of the Strøget Street proved that even in Scandinavia, against the expectations of the citizens, is possible to create opportunities for a strong public life. It was also proven that the pedestrianisation actually is stimulating the commercial activities and the businesses are resulting with higher incomes for their owners. It is interesting that from 1962 there is an increase of the pedestrian flow with 35% and the significant percentage of 400% for the stationary activities for the period from 1962 until 1996.

From 1962 the street has been several times renewed, in a way to increase even more the comfort of the users.



Fig.4. The Strøget street before the pedestrianisation
Source: Global Designing Cities Initiative and NACTO, Global Street Design Guide, IslandPress, 2016, p.198



Fig.5. The Strøget street after the pedestrianisation
Source: Global Designing Cities Initiative and NACTO, Global Street Design Guide, IslandPress, 2016, p.198

2.2. TYPES OF PEDESTRIANISATION

EXAMPLES - PART-TIME PEDESTRIANISATION

NAME OF STREET/AREA: MULTIPLE STREETS IN GURGAON

LOCATION: GURGAON, INDIA

LENGTH: 1 km

WIDTH: 45 m

CONTEXT: MIXED-USED (RESIDENTIAL/COMMERCIAL)

The part-time pedestrianisation of several streets in the city of Gurgaon is part of the initiative called Raahgiri Days which is the first India's car-free initiative. The idea is to support the pedestrians, cyclist and all non-motorised modes of mobility. During these days of closure a lot of recreational activities are being proposed to the citizens. The initiative started on 13th November 2013 and it was a huge success, expanding later to New Delhi and 36 other Indian cities. The idea of this event consist on blocking for the motorised vehicles a specific stretches of roads and giving a full access to pedestrians for 4-5 hours every Sunday. This initiative have been entitled as "one of the 24 most inspiring stories for "Pathways to Green Cities" by the Global Advisory Committee of the Earth Day Network."¹⁵

One of the main goals of the initiative is to provide more pedestrian-friendly spaces to all people in the city and also decrease the social exclusion and inequity, both caused by the lack of opportunities for interaction between the different social groups and classes. Other aims of the project are to reduce the air pollution and to increase the awareness of the importance of the road safety, as an answer to the very high number of premature deaths that are caused by the pollution and the road accidents. And not at last place, as India face a huge problem of premature deaths caused by the unhealthy lifestyle, Raahgiri Days were also thought to inspire the population to increase their level of physical activity.

The initiative was a huge success and it was evaluated that 74% of the residents and respectively 79% of the shop owners liked it. It was registered a decrease of 49% of the air pollution and 16% of the noise pollution. The local commercial activities also registered an increase of the revenues of 29%. The pedestrian volume has increased with 14% but what is most impressive is that 87% of the participants have started walking or cycling on short trips in their everyday life.

This initiative proofs that even a non-permanent pedestrianisation can stimulate the commercial activities, promote a better lifestyle and result in building a stronger community.

¹⁵. *Global Designing Cities Initiative and NACTO, Global Street Design Guide, IslandPress, 2016, p.308*



Fig.6. A running competition during the Raahgiri Days
Source: <https://wrirosscities.org/media/photo-essay/raahgiri-day-gurgaon-india>, last accessed: 03/12/2021



Fig.7. Girls dancing during the Raahgiri Days
Source: <https://wrirosscities.org/media/photo-essay/raahgiri-day-gurgaon-india>, last accessed: 03/12/2021

2.2. TYPES OF PEDESTRIANISATION

EXAMPLES - TRAFFIC-CALMING ZONES

NAME OF STREET/AREA: FORT STREET

LOCATION: AUCKLAND, NEW ZEALAND

LENGHT:

WIDTH: 19-20 m

CONTEXT: MIXED-USED (RESIDENTIAL/COMMERCIAL)

The conversion of Fort Street in a shared street is a part of 10 year program that started in 2004. The project had a clear vision what was wanted to be achieved but before the implementation of the final project a lot of research, testing of solutions and discussions with all stakeholders were made. "Fort Street showcases how shared streets can turn a district into a destination, increasing visitors for shopping and other activities. It is one of several new shared spaces implemented in Auckland's Central Business District in recent years to enhance pedestrian connectivity and provide a high-quality public realm."¹⁶

The key elements for the success of the project were the removal of the sidewalks and any other different levels of pavement, creating a new, continuous paving for all the users, nevertheless if they are pedestrians or vehicles. All the parking places were removed and more space was given to the open-air activities. Some restrictions for the loading were introduced. A special attention was given also to the urban furniture. With this pedestrianisation project was aimed to better integrate this area in the urban network. One of the main goals was to give priority to the pedestrians and to the more sustainable ways of mobility and in the same time to create a distinctive public space that could attract more users. It was wanted to create a space that could be of a help for the local businesses and for the residents and that could stimulate more outdoor activities among the users.

After finishing the project and making some evaluations, it was seen that it brought a huge improvement to the area. The pedestrian flow increased by 54%. In the same time, the traffic decreased with 25%, it was registered also a reduction of the speed and as consequence 80% more of the people felt safer in the area. The volume of the consumer spending increased with 47% and of the hospitality spending with 429%. "Over 75% of property owners said it was valuable being sited near or adjacent to a shared space"¹⁷.

Also this initiative proved that the pedestrianisation has a lot of benefits and it is stimulating for the local commercial activities.

¹⁶. *Global Designing Cities Initiative and NACTO, Global Street Design Guide, IslandPress, 2016, p.225*

¹⁷. *Auckland Design Manual, Fort Street Precinct, Auckland CBD, https://www.aucklanddesignmanual.co.nz/resources/case-studies/street_fort_street_precinct, last accessed: 17/11/21*



Fig.8. Fort street, Auckland before the pedestrianisation
Source: *Global Designing Cities Initiative and NACTO, Global Street Design Guide, IslandPress, 2016, p.224*



Fig.9. Fort street, Auckland after the pedestrianisation
Source: *Global Designing Cities Initiative and NACTO, Global Street Design Guide, IslandPress, 2016, p.224*

03. EFFECTS OF THE PEDESTRIANISATION

3.1. EFFECTS OF THE PEDESTRIANISATION GOOD IMPACTS

The pedestrianisation process and the walkability of the city have been proven to have very good direct and indirect impacts on the world that we live in and on the society that constitutes it. These impacts can be from various nature and generally can be classified as transportation related, social, health related, environmental, economic, political, cultural.

TRANSPORTATION RELATED BENEFITS. It has been noted that the mobility and the accessibility are being improved significantly after a pedestrianisation is being made. After creating safer, more enjoyable areas that stimulate the slow, non-motorised mobility, it can be expected an increase of the pedestrian flow of about 50%¹⁸. The pedestrianisation makes the areas more accessible for all type of users. This process also decreases the car-dependency and leads to reduction in the car use, in the traffic and in the parking need. As a correlated effect we can distinguish also the improvement of the public transportation. It has been proven also that the road safety is being increased and the rate of premature deaths caused by road accidents gets significantly diminished. This is due to the fact that by incorporating pedestrian areas in the urban tissue, automatically the traffic speed decreases and this results in less road accidents. It is very interesting that “despite the traditional idea that safety can be achieved only by separating car and pedestrian flows or increasing regulation, sharing the road space can also reduce the risk of crashes by fostering drivers’ responsible behaviours.”¹⁹

SOCIAL BENEFITS. By implementing more pedestrians areas, where the people are actually able to move with the natural speed of their bodies, the social interactions and relations get stimulated. The pedestrian streets and areas encourage the face-to-face communication and interaction and this leads also to having a better urban experience, increasing the enthusiasm of the residents. It is being enhanced also the sense of a place - a concept that “refers to the feeling and perception held by people when experiencing the urban environment. Walking provides a great opportunity for people to experience cities at the human scale and radically improve their sense of a place.”²⁰ The walkability of a neighbourhood or a city gives the opportunity to the residents to explore more in detail the environment, the heritage, the culture of the place they live in. This brings also to an increased feeling of belonging that as a consequence makes the population more responsible towards what

is surrounding them. It is very interesting the phenomenon of the increased passive surveillance. “While cities around the world invest in increasing security systems, walking attracts people in public spaces, resulting, as per Jane Jacobs’ theory, in natural “eyes on the street”, whereby citizens actively monitor the streetscape.”²¹ This results in increased security and safety of the area. It has been noted that the pedestrianisation leads also to reduction of the crime levels. It actually exists the “broken windows theory” which suggested that areas of poor quality may encourage anti-social behaviour. Instead, a well maintained urban spaces full of life and people is discouraging this kind of behaviour. Another very important social benefit is the improvement of the social inclusion and integration. By creating pedestrian areas, it is given better possibility for the inclusion of all type of people in public life of the place. The pedestrianisation gives various opportunities for social integration between different groups and classes (age groups, ethnic groups, etc.) by offering different activities that could be done in the space. This all results in building a better and stronger community.

HEALTH RELATED BENEFITS. “Pedestrianization force people to walk more and numerous benefits will come along once walking becomes everyday habit. One of the finest methods of aerobic workout is walking. It is most convenient, self-regulating and naturally safe exercise without any need of special equipment.”²² We can say that walking provides a lot of benefits on the physical well-being and the mental health of the people. A walkable environment in cities acts like a promoter of the active lifestyle. It is a way to oppose to a very dangerous tendency - the high level of physical inactivity among a great part of the urban population, which is in a great part caused by the strong car-dependency and the poor walking infrastructure. The walking has been recognised as a perfect daily exercise, simple to perform and accessible to all, that can be an important factor in beating the obesity among the population. “Walking increases muscle mass, tone muscles, increase bone density, stimulates and strengthens bones. It also benefits by maintaining healthy joints preventing many diseases e.g. arthritis.”²³ The walking can decrease the risk for developing a chronic disease. Since the pedestrianisation leads to improvement of the air quality, also the health of the lungs and the respiratory systems gets improved. The walking also improves the digestion and the metabolism, reduce the risk of heart

18. Nikhil Sonia, Neetishree Soni, *Benefits of pedestrianization and warrants to pedestrianize an area, in Land Use Policy 57, 2016, p.140*

19. Arup, *Cities Alive: Towards a walking world, 2016, p. 39*

20. Arup, *Cities Alive: Towards a walking world, 2016, p. 44*

21. Arup, *Cities Alive: Towards a walking world, 2016, p. 40*

22. Nikhil Sonia, Neetishree Soni, *Benefits of pedestrianization and warrants to pedestrianize an area, in Land Use Policy 57, 2016, p.143*

23. Nikhil Sonia, Neetishree Soni, *Benefits of pedestrianization and warrants to pedestrianize an area, in Land Use Policy 57, 2016, p.143*

diseases, diabetes, asthma and some cancers, it also lowers the bad cholesterol and increases the levels of the good one. Instead, talking about mental health we should mention that the walking, during which endorphins are being produced, improves our mood, lowers the levels of the stress and anxiety, helps in the fight against depression and "may apply a great effect for making human calm" and with a good "psychic health because provides the opportunity of discovering new areas and motivation of sense of curiosity for people."²⁴ It also improves the sleep and increases the self-confidence. "Walking in groups or in the public place where a lot of people are present (for example pedestrian streets) helps in decreasing feelings of isolation and loneliness."²⁵

ENVIRONMENTAL BENEFITS. One of the effect that the pedestrianisation can have on the environment is the improving of the air quality of the city. Air pollution is actually one of the biggest problem in the urban environment, and it is estimated that around 50% of the urban population is living in places where the air pollution exceeds 2,5 times the recommended levels declared by WHO. "Air quality monitoring indicates emission reductions by as much as 40% for certain pollutants in pedestrianized street"²⁶. Another very important benefit is the noise reduction in the pedestrianised areas. The vehicular traffic can produce a lot of noise that can be very harmful for the health and well-being of the people. The high levels of noise can cause sleeping disorders, hearing disorders, headaches, depression. It has been proven that by making an area pedestrian the noise pollution gets reduced, and even better outcomes are obtained when a vegetation is added to the area. Here comes the place also to mention that the motorised traffic and all the infrastructure that is being constructed to support the car-dependency have been proven to be one of the main factors for the increase of the Urban Heat Island effect in the urban agglomerations. This happens due to the specific physical characteristics that the asphalt as a material has. But by creating more pedestrian-friendly spaces with a good and wise design, also this tendency can be decreased. Another very important benefit is that by promoting the more sustainable modes of transportation and by increasing the walkability of the cities, we are actually acting on decreasing the dependency on non-renewable resources. Another positive fact is that the walking infrastructure require much less space than the motorised vehicles one. So,

24. Khashayar Kashani Jou, *Pedestrian Areas and Sustainable Development*, in *International Journal of Architectural and Environmental Engineering* Vol:5, No:5, 2011, p. 232

25. Nikhil Sonia, Neetishree Soni, *Benefits of pedestrianization and warrants to pedestrianize an area*, in *Land Use Policy* 57, 2016, p.144

26. Nikhil Sonia, Neetishree Soni, *Benefits of pedestrianization and warrants to pedestrianize an area*, in *Land Use Policy* 57, 2016, p.142

this results also in land savings. Since "impervious surfaces of concrete and asphalt occupy 50-94% of suburban and urban areas, disturbing soil beds and natural water systems"²⁷, by designing new pedestrian areas, it is possible to react to this problem by making wise design decisions and incorporating more permeable surfaces that will contribute to the overall permeability of the soil of the city and contribute to the stormwater runoff management. So, we can conclude that all these contribute to the beautification of the city, making it more liveable and creating safer, cleaner environment of high aesthetic values.

ECONOMIC BENEFITS. TEST (Transport and Environment Studies), which is independent research and consultancy group providing services in the fields of planning, transport and environment "tried to prove the hypothesis that a good physical environment is a good economic environment."²⁸ They actually proved that the pedestrian spaces produce an important economical improvements in the area of study. On an economical level, what is a city facing after a pedestrianisation process, are a lot of cost savings. One of them is the construction and maintenance cost savings that are being perceived thanks to the fact that the walking infrastructure is much cheaper to build and maintain than the motor vehicle infrastructure. It also needs much less land for its construction. By promoting the active lifestyle and giving the opportunity to the population to perform more physical exercise during their daily life, also the healthcare costs are being reduced. Creating more walkable cities, we are also shrinking the congestion costs, which are costs related to the fuel consumption, the maintenance costs and also the time loss. The economical benefits obtained from the pedestrianisation are also expressed by the increase in the retail turnover. It has been noted that this process of creating more walkable cities is boosting the local businesses and the economic prosperity of the neighbourhood by enhancing the value of the services and the goods offered in the area and by providing more job opportunities. This as a consequence provoke the activation of the street facades, reducing the vacancies and offering a range of diverse activities and services. It is interesting also that the pedestrian areas are usually enhancing the identity and the attractiveness of the city, that on its way promotes the tourism that, in general terms, increases the revenues perceived by the city itself and attract more inward investments²⁹. It is also remarkable

27. Arup, *Cities Alive: Towards a walking world*, 2016, p. 71

28. Nikhil Sonia, Neetishree Soni, *Benefits of pedestrianization and warrants to pedestrianize an area*, in *Land Use Policy* 57, 2016, p.142

29. Arup, *Cities Alive: Towards a walking world*, 2016

EFFECTS OF THE 3.2. PEDESTRIANISATION FEARS AND ISSUES

that walking is boosting the productivity and the creative thinking. Scholars have proved that the aerobic exercises help with the decision making and with the organisation of the thoughts³⁰. All these later returns as economical benefits for the individuals but also for the community.

POLITICAL BENEFITS. Talking about the political dimension of the pedestrianisation, we should mention that the increased walkability of the city enhance "cities' competitiveness and their importance in the global cities network" which "is more than ever a central issue for local public policies due to globalisation and the integration of markets."³¹ What it is of a huge importance is that the pedestrianisation is promoting the empowerment of the citizens. This is a process usually led by the officials who give to the society and all the stakeholders, influenced by the pedestrianisation, the opportunity to participate in the planning and collectively make choices. This model of planning is more likely to be used for the development of projects of public interests, such as the pedestrianisation projects, where a strong correlation between the study area and the community exists. This approach can be very effective in order to discover innovative solutions that could be able to satisfy the needs of the community. Other benefits that the pedestrianisation can bring are the increase in the civic responsibility of the population and the promotion of sustainable behaviour. The increased walkability also increases the resilience of the city. It becomes less dependent on external factors and less vulnerable to breakdowns in the urban system.

CULTURAL BENEFITS. Some studies have proven that the walkable environment is stimulating the creative and innovative solutions and it is giving space for the creation of some pop-up projects, micro temporary projects and bottom-up initiatives³². The pedestrianisation is also promoting the cultural heritage of the city that helps for enhancing its identity. The creation of more pedestrian areas in the city is stimulating as well the organisation of more open-air cultural activities. These areas are becoming also a stage for informal artistic representations and performances and for exhibition of street-art, which on their own way are creating a vibrant, liveable and stimulating environment that is resulting in strong public life³³.

In conclusion, we can say that the creation of more walkable city full of well-designed, vibrant pedestrian places have a lot of good effects on the city, its economy and environment, on the society and on the life that the society is leading.

Apart all the benefits that the process of the pedestrianisation could produce, it is also often provoking some fears among the main stakeholder groups. Most often those are the fear of possible congestion and problems with the traffic, fear of lack of parking spots, fear of problems with the delivery of goods for the local commercial activities, fear of potential commercial decline.

CONGESTION AND TRAFFIC. It has been noted that usually after a pedestrianisation is being made, especially in areas with more intense traffic, it is expected that the traffic congestion in the surrounding streets would increase. But what is interesting is that this is not necessarily happening. What was noted from an experience from various European cities is that "traffic problems following the implementation of a scheme are usually far less serious than predicted, after an initial period of adjustment, some of the traffic that was previously found in the vicinity of the scheme 'disappears' or 'evaporates', due to drivers changing their travel behaviour" and "as a result the urban environment becomes more liveable in many respects."³⁴ This phenomenon is known as traffic evaporation.

LACK OF PARKING SPACES. It is natural to fear that, as after a pedestrianisation all the on-street parking spaces on the affected area usually disappeared, a problem with the parking in the neighbourhood will occur. The fact is that together with the pedestrianisation project, parking strategy is usually developed. It is possible the creation of new underground parkings and garages that would resolve the problem or the implementation of new parking scheme in the neighbourhood that would give priority to the residents of the area to park on the on-street parking spots, especially in specific time range. Anyway, since the pedestrianisation is a process which idea is to increase the walkability of the city and create more pedestrian-friendly environment, stimulating also the use of non-motorised vehicles, it is expected the car-dependency to decrease and as a consequences also the need of parking spots.

PROBLEMS WITH DELIVERY. If the management of the delivery is done properly, it shouldn't be a barrier to the pedestrianisation. Also, here comes the place to mention that in case of part-time pedestrianisation and traffic-calming solutions, the delivery problems do not exist. In the case of a full-time pedestrianisation should be found some solution. For example, "the delivery of supplies can take

30. Marilyn Oppezzo and Daniel L. Schwartz, *Give Your Ideas Some Legs: The Positive Effect of Walking on Creative Thinking*, *Journal of Experimental Psychology: Learning, Memory, and Cognition*, vol. 40, no. 4, 2014

31. Arup, *Cities Alive: Towards a walking world*, 2016, p.86

32. Arup, *Cities Alive: Towards a walking world*, 2016, p.96

33. Julián Sastre, Ana Sastre, Ana María Gamo, Tomás Gaztelu, *Economic impact of pedestrianisation in historic urban centre: the Valdemoro case study (Spain)*, in *2nd Conference of Transportation Research Group of India (2nd CTRG)*, Elsevier Ltd., 2013, p.738

34. European Commission Directorate-General for the Environment, *Reclaiming city streets for people: Chaos or quality of life?*, p.9

place on a time-restricted basis e.g. at night³⁵ as suggested by the stakeholders affected by a pedestrianisation project in Brisbane. Another solutions could be having a service lane running parallel to the pedestrian area, or organising the delivery activities from the back of the street affected by the pedestrianisation.

COMMERCIAL DECLINE. As we have already mentioned in the chapter about the benefits that the increased walkability could produce, against the expectations of the local merchants for a possible commercial decline and loss of revenues, it has been noted by various studies that the pedestrianisation, after some eventual initial downturn, turns out to be beneficial “for the commercial activity and therefore for the creation of jobs, due to an average increase in the number of visitors and in revenue”³⁶. The pedestrianiation actually “fosters the economic success of local shops and determines the increase of local independent businesses.”³⁷

So, in conclusion, we can say that even though all these fears are completely understandable, there are multiple solutions and strategies that could be implemented, after a careful analysis of the specific conditions, in order to prevent the area from these possible problems.

³⁵. Ayush Parajuli and Dorina Pojani, *Barriers to the pedestrianization of city centres: perspectives from the Global North and the Global South*, *Journal of Urban Design*, 23:1, 2017, p.156

³⁶. Michel Hubert, Eric Corijn, Julie Neuwels, Margaux Hardy, Sofie Vermeulen and Joost Vaesen, *From pedestrian area to urban and metropolitan project: assets and challenges for the centre of Brussels (new edition)*, in *The Journal of Research on Brussels*, Université Saint-Louis Bruxelles, 2020, p.5

³⁷. Arup, *Cities Alive: Towards a walking world*, 2016, p.56



“Get walkability right and so much of the rest will follow”

—Jeff Speck, “Walkable City”, 2012

04. REDESIGNING URBAN SPACE

TEMPORARY AND
TACTIC SOLUTIONS

4.1. REDESIGNING URBAN SPACE OVERVIEW

A very interesting approach that lately is becoming more and more popular all over the world and is being applied in a lot of European cities with the aim to revitalise misused spaces is the so-called Tactical Urbanism. This is an approach that also gives an opportunity to all the stakeholders' groups that could be interested in specific redesigning activity to interact in between each other and communicate in a creative way their ideas.

HOW DID IT EMERGE? The Tactical Urbanism starts being shaped as a concept in the last few decades and mainly in the beginning of the 21st century, in a challenging time period characterised by population shifting, economical difficulties and the always stronger presence of the technology in people lives. In a context like this, there were needed quick and low-cost interventions in the cities in order to make the living environment more liveable.

THE TACTICAL URBANISM IN HISTORY. Even though we can say that as a concept it has been shaped in the beginning of the 21st century, we can find its traces in the past already in 16th century. A good example are the Les Bouquinistes, a kind of pop-up shops, in the city of Paris which emerged when "unsanctioned booksellers began congregating along the banks of the Seine to hawk the latest bestsellers"³⁸. In the beginning, after some initial complaints from the part of the physical bookshop owners, these pop-up shops were banned but actually later they were officially allowed because of the popularity they have gained. Even, in 2007 they were officially pronounced as a UNESCO World Heritage. More recent examples are the initiative of the Play Streets and the creation of the Woonerfs, the Dutch concept of the shared street. The Play Streets is initiative which first started in 1914 and which consists in the occasional conversion of streets, usually used by the motorised vehicle mobility, in a public playground where people of all ages can be social and active. The Woonerf instead, emerged in the 1970s', for the first time in the city of Delft, whose citizens after getting frustrated by the pollution, congestion and the safety problems, started placing by night obstacles on the streets in order to make the cars slow down. In the beginning this bottom-up initiative wasn't taken in consideration by the officials but finally in 1976 the Woonerf concept was added into the city standards of urban design.

THE DEFINITION OF THE CONCEPT. For the first time the term Tactical Urbanism emerged in 2010 as an inspiration from a blog

³⁸. Mike Lydon, Dan Bartman, Tony Garcia, Russ Preston, Ronald Woudstra, *Tactical Urbanism Vol. 2, Short Term Action, Long Term Change*, 2012, p. 5



Fig.10. Children playing with a prototype of a newly designed, no-touch obstacle course to support safe, hands-free play for children on the streets, Play Street, New York, 2020

Source: <https://theurbanactivist.com/idea/play-streets-in-new-york-a-safe-haven-designed-to-thrive/>, last accessed: 10/09/2021



Fig.11. Example for the concept of the Woonerf, the living street

Source: <https://www.youtube.com/watch?v=bSBd-shn2tUM>, last accessed: 10/09/2021

post discussing the pedestrianisation of Times Square in New York. It is defined by Mike Lydon and Anthony Garcia, the founders of the "Street Plan - Better Streets, Better Places" firm, in their book "Tactical Urbanism: short-term Action for long-term Change" as a "an approach to neighbourhood building and activation using short-term, low-cost, and scalable interventions and policies"³⁹. For these kind of actions there are a lot of terms such as DIY Urbanism, Planning-by-Doing, Urban Acupuncture, Urban Prototyping, Pop-up Urbanism, City repair but we can say that the concept of the Tactical Urbanism encloses all of them under one definition. It is interesting because these kind of interventions can go from illegal, unsanctioned, bottom-up initiatives up to formal, city-led strategies and programs. So, we can say that it can be used by diverse range of actors - varying from the governmental institutions and the city's' council, different organisations and associations to the neighbourhood communities and individuals. As a conclusion we can say that "this approach refers to a city, organizational, and/or citizen-led approach to neighbourhood building using short-term, low-cost, and scalable interventions to catalyse long-term change."⁴⁰

CHARACTERISTICS. Usually the Tactical Urbanisms' actions are low-cost and temporary initiatives. Of course, some of them can also become permanent after some time and after the approval of the officials. The tactic interventions can vary in scale from micro to macro. When talking about the macro-scale, we consider grids, streets, block and it is even possible to arrive to city-planning level. Instead, some smaller actions "like retail, arts and recreation that respond to the urban street needs through more focused activities"⁴¹ are the one we consider as micro ones. Another very important feature of the Tactical Urbanism is that it is open to everyone and all people can participate in the decision-making process. Initiatives can be initiated by different type of actors, as already mentioned before, and on the basis of the practitioners in question three practices of tactics have been classified. The first type of practice is when the citizens are the initiators. This usually comes as a reaction to some regulations or unsatisfying situation. The second type is when the tactic is used by the city government as a tool for public involvement. In this way by the developing of some temporary project, the citizens are being introduced directly to the urban planning concepts and ideas instead of only discussing them. And the third type of action is the so-called

Implementation of "phase 0". This happens "when the planners and citizens collaborate with the city, by following the formal procedure of planning". This type that usually starts as a temporary action, can receive a lot of benefits such as some funding and organisational support and often is just the first step in the process of planning for some permanent, sanctioned intervention.

BENEFITS. One of the greatest benefits of the Tactical Urbanism is that it gives us the opportunity to create a laboratory for experimentation. It gives us the possibility to test ideas, using much smaller budget, before deciding if to proceed with the implementation of the permanent project and spending and investing a lot of resources. "If the project doesn't work as planned, the entire budget is not exhausted and future designs may be calibrated to absorb the lessons learned from what is surely a particular and dynamic context. If done well, such small-scale changes may be conceived as the first step in realizing lasting change."⁴² Another very important benefit is that the Tactical Urbanism gives the opportunity of citizens in a creative way to express their visions and ideas and get in touch with the cities' officials. On the other hand, it also gives the possibility to the city government to include the citizens in the decision-making and planning process building trust within the citizens and handling the eventual fear that may appear as a reaction to a specific change in the urban environment and system. So, we can say that "the tactical urbanism works on solving the conflict that may occur between the top-down and bottom-up approach, by creating understanding and harmony in between."⁴³

In conclusion, we can say that the Tactical Urbanism can be a very useful and effective tool, for both citizens and city government, to experiment, express ideas, react to specific situations in a temporary way, that later it could provoke permanent changes for better urban environment and public life.

39. Hend H. Yassin, *Livable city: An approach to pedestrianization through tactical urbanism*, in *Alexandria Engineering Journal* 58, 2019, p.254

40. *Tactical's Urbanist Guide, To Getting it Done, What is Tactical Urbanism?* Source: <http://tacticalurbanismguide.com/about/>, last accessed: 10/09/2021

41. Hend H. Yassin, *Livable city: An approach to pedestrianization through tactical urbanism*, in *Alexandria Engineering Journal* 58, 2019, p.255

42. Mike Lydon, Dan Bartman, Tony Garcia, Russ Preston, Ronald Woudstra, *Tactical Urbanism Vol. 2, Short Term Action, Long Term Change*, 2012, p. 2

43. Hend H. Yassin, *Livable city: An approach to pedestrianization through tactical urbanism*, in *Alexandria Engineering Journal* 58, 2019, p.256

4.2. REDESIGNING URBAN SPACE

EXAMPLES OF TACTIC INTERVENTIONS

INTERVENTION PAVEMENT TO PARKS (PARKLETS)

DESCRIPTION

The idea is to reclaim underutilized asphalt as public space without large capital expenditure by using moveable tables and chairs, painting asphalt, and the installation of inexpensive planters and re-purposed stone blocks.



Fig. 12. Architecture firm Gensler designs bright yellow "parklet" in D.C.
Source: <https://wtop.com/dc/2015/07/mini-park-occupies-parking-spots-d-c-neighborhood-photos/>, last accessed: 03/12/2021

INTERVENTION PARK(ING) DAY

DESCRIPTION

PARK(ing) Day is an annual event where on-street parking spaces are converted into park-like public spaces. The initiative is intended to draw attention to the sheer amount of space devoted to the storage of private automobiles.



Fig. 14. Park(ing) day in Turin, Italy, 2010
Source: <https://izmomade-together.wordpress.com/projects/parking-day/>, last accessed: 10/09/2021

INTERVENTION PAVEMENT TO PLAZA

DESCRIPTION

These interventions typically start by using temporary, inexpensive materials to re-assign excessive motor vehicle space for the use of pedestrians and/or bicyclists. The program was popularized by the pedestrianisation of Times Square in New York.



Fig. 13. The newly created piazza in NoLo neighbourhood, Milan, 2019
Source: https://milano.repubblica.it/cronaca/2019/09/20/foto/nuova_piazza_nolo_milano_inaugurazione-236400202/1/, last accessed: 10/09/2021

INTERVENTION POP-UP PARKS

DESCRIPTION

The main aim of this intervention is to add more neighborhood green space and to further activate streets with public seating.



Fig. 15. Pop-up park in Stockholm
Source: <https://inhabitat.com/candy-colored-pop-up-park-creates-a-relaxing-oasis-in-busy-stockholm/>, last accessed: 10/09/2021

4.3. REDESIGNING URBAN SPACE

TACTICAL URBANISM AS RESPONSE TO COVID-19 EMERGENCY

From the end of the 2019 the life of all people around the world changed completely due to the pandemic of Covid-19. The drastic changes that were being implemented, were happening extremely quickly and sometimes overnight, leaving the people with a very few time to realise how all those new rules will affect their life, very few time to adapt to the new circumstances and to try to make more liveable the situation which we were facing.

After almost two years from the beginning of the pandemic, even though we can say that the situation seems starting to resolve, we can notice that this specific period have had a permanent influence on the peoples' behaviour. One of the most common trends among the people from all around the world is that very often outdoor environment is being preferred for different kind of gatherings and social activities over the indoor one. So, we can say that "through these unprecedented times there is a unique opportunity to establish and lock in behavioural changes and new daily routines to create longer-term benefit and reallocate land currently given over to road space."⁴⁴ This period is giving a possibility for the city governance to take back the street space, to start "pushing against private car road space dominance to create more space for people to walk, cycle, live and play safely."⁴⁵ Since there is a tendency that, even after the end of the pandemic, the workers will continue to work from home for 2-3 days per week, which could result in a less-active lifestyle, the idea of giving back the streets to the people and of creating more liveable and attractive outdoor environment, will have a very good influence on peoples' health, level of physical activity and mental well-being.

And in a situation like this it comes the place of the tactical urbanism, which "encompasses changes and adaptations to our existing places and city systems in order to quickly meet the needs of communities"⁴⁶. It gives the opportunity to react quickly and with low-budget to the emerging needs of the society and to test the new ideas that have emerged in this period. But here we should also mention the "importance of linking the tactical and short-term with the strategic and long-term."⁴⁷

A lot of cities have started successfully to implement new strategies and innovative solutions regarding the public transportation, the sustainable non-motorised mobility, the creation of new pedestrian areas.

44. Joanne Carmichael, *Tactical Urbanism, Making it Happen*, Arup, 2020, p. 8

45. Joanne Carmichael, *Tactical Urbanism, Making it Happen*, Arup, 2020, p. 8

46. Joanne Carmichael, *Tactical Urbanism, Making it Happen*, Arup, 2020, p. 5

47. Joanne Carmichael, *Tactical Urbanism, Making it Happen*, Arup, 2020, p. 6

LOCATION
PARIS, FRANCE

INTERVENTION
NEW CYCLE LANES AND
CYCLE LANE WIDENING

DESCRIPTION
The city created 650km of cycleways, including a number of pop-up cycleways, to help citizens move around their city when lockdown measures began to ease, using semi-rigid delineator posts and traffic barricades.



Fig. 16. The newly created cycling lane in Paris
Source: https://www.c40knowledgehub.org/s/article/Prioritising-cyclists-and-pedestrians-for-a-safer-stronger-recovery?language=en_US, last accessed: 10/09/2021

LOCATION
LONDON, UNITED KINGDOM

INTERVENTION
PAVEMENT WIDENING

DESCRIPTION
Wider pavement went in overnight in Brixton to help people maintain appropriate social distancing in busy locations.



Fig. 17. Pallets become pavements on Brixton's Atlantic Road
Source: <https://brixtonblog.com/2020/10/pallets-become-pavements-on-brixtons-atlantic-road/?cn-reloaded=1>, last accessed: 10/09/2021

05. INVOLVING CITIZENS

PARTICIPATORY DESIGN

05. INVOLVING CITIZENS / PARTICIPATORY DESIGN OVERVIEW

In order to create more sustainable and resilient urban spaces and in order to respond effectively to the societies' needs, it is essential when working on the public realm to collaborate as much as possible from the very first phases of the decision-making process with the local communities and all the stakeholders that could be affected by the future intervention. Since, the pedestrianisation, as a process, could provoke a lot of discussions, conflicts and misunderstandings between the local government and the society, the participatory design and the community involvement can be very useful tools for managing the urban transformations on more undisturbed way. The participatory planning and design is an approach that gives the opportunity to create urban spaces, neighbourhoods, cities on a more human scale. "It provides undeniable advantages when compared to conventional processes managed solely by professionals. Since citizens are in the neighbourhood every day, they can provide observations and knowledge that are different from experts, there by enriching the analysis."⁴⁸ This leads to better understanding of the issues characterizing the place and to more appropriate design proposal. And as Lynch states, there should be connection between the urban forms and the values and need of the users.

THE BEGINNING OF THE PARTICIPATION IDEAS. "Participatory ideas and practices originated in the 1960's and 70's with the rise of post-war political and academic discourses criticizing the disconnection between experts' technical rationality and people's everyday needs."⁴⁹ In one of the first writing about communities' participation "A Ladder of Citizen Participation", Arnstein states that "participation of the governed in their government is, in theory, the cornerstone of democracy"⁵⁰ and it is simply a "categorical term of citizen power"⁵¹. True participation is the direct engagement of citizens in a partnership with their government, with the objective of solving community problems.

WHAT IS THE PARTICIPATORY PLANNING/DESIGN? As the city planner Justin Bishop says "Participatory design is a process, which implies the coordination of plural points of view, in order to create the best possible solution in terms of plans, projects and strategies. To cope with contemporary urban complexities, it is necessary to make interact different capabilities, competences and experiences". It is an approach that gives the opportunity to subjects that usually are excluded from the decision-making process, to interact and

share their ideas and knowledge between themselves, with the local authorities and the design professionals and come to a conjoined agreement. So, we can say that the participatory design it is an interactive design approach, consisting of different tools, which have practical implications and political meaning.

THE ACTORS INCLUDED IN THE PROCESS. Often designers do not have enough contact with the place that they design for, which results in insufficient understanding of its values and needs. So, the idea of the participatory design is to bring together all the user groups and all the stakeholders that could be affected by the intervention, which will contribute with their experiential knowledge, and the local authorities and the design professionals, which have professional and communicative knowledge. This would lead to a better solution for the otherwise very complex reality of the urban space.

WHEN TO USE THIS APPROACH? The participatory design can be used for finding solutions to design problem that is conflictual, complex and undetermined. It is also a tool to increase citizens' commitment in the management of an urban space and to anticipate oppositions to the design and to learn from confrontation.

THE PURPOSES. This new approach, more flexible and interactive, is a way to overcome the limitations of the traditional planning and design techniques and in the context of the rapid environmental, social and economical changes that are seriously affecting the urban qualities it can be extremely beneficial for the sustainable urban development⁵² by creating spaces that will resolve some of the existing problems and could help for the creation of a stronger society. One of the main purposes of the participatory approach, is that it gives the possibility to identify the top issues concerning the space, that are shared by most of the individuals and groups participating in the process. This means that the proposal will have a bigger ability to reflect their needs and concerns and subsequently create a greater sense of ownership and civic responsibility towards the space.

BENEFITS. One of the greatest benefits it is the creation of alliance between the local authorities and the community leaders. It also "promote democratic governance and support active citizenship"⁵³. It also leads to a stronger acceptability of the project by the citizens and its more willing adaptation by the community. It also gives the citizens a more realistic perspective about the time, budget and

48. Montréal Urban Ecology Centre, *Participatory Urban Planning, Planning the city with and for its citizens*, 2015, p.4

49. Camilo Calderon, *Unearthing the political: differences, conflicts and power in participatory urban design*, in *Journal of Urban Design*, 25:1, 50-64, 2019, p.51

50. Sherry R. Arnstein, *A Ladder Of Citizen Participation*, in *Journal of the American Institute of Planners*, 35:4, 216-224, Routledge, 1969, p. 216

51. Sherry R. Arnstein, *A Ladder Of Citizen Participation*, in *Journal of the American Institute of Planners*, 35:4, 216-224, Routledge, 1969, p. 216

52. Antje Kunze, Jan Halatsch, Carlos Vanegas, Martina Maldaner Jacobi, Benamy Turkienicz, Gerhard Schmitt, *A Conceptual Participatory Design Framework for Urban Planning* The case study workshop 'World Cup 2014 Urban Scenarios', Porto Alegre, Brazil, in *Respecting Fragile Places* Proceedings of the 29th Conference on Education in Computer Aided Architectural Design in Europe, 2011, p.896

53. Montréal Urban Ecology Centre, *Participatory Urban Planning, Planning the city with and for its citizens*, 2015, p.5

technical constraints characterising the initiative in question, which also leads to better understanding between the different parts involved in the process.

METHODOLOGY AND TOOLS. For an efficient participatory process it is of a great importance first of all to give all the necessary information about the planning/design idea to the citizens, to organise in advance the participatory activity and to use simple language understandable for all the parts included in the process. There are different approaches for participatory design, requiring different levels of involvement and effort by the ones participating. Choosing an appropriate approach depends on the specific expectations and aims. It is sometimes suggested the conjoined use of different tools for the better understanding of the needs. As it can be seen from the book "The community planning handbook, How people can shape their cities, towns and villages in any part of the world" by Nick Wates, numerous participatory methods exist⁵⁴, which can be used creatively and can be combined in more complex processes, coherent with the specific context we are working in. There are active listening tools that are techniques for dialogical communication, which can help practitioners to understand how problems are perceived from citizens, to enlarge professional understandings and to encourage the creative process. Some examples are the brainstorming activities, focus groups, outreach, interviews etc. And there are also constructive interaction tools which are methods for collective actions that can help all participants to interact and produce shared understandings and solutions. Examples for which are the Open Space technology, the Planning for Real, design and construction workshops etc.

In conclusion, we can say that the participatory design is an approach that can be very beneficial for the better understanding of the urgent needs of the city and the society. It gives us the opportunity to react to the emerging problems, that may have been invisible prior the participation process, and to create a stronger society with a greater civil power.

⁵⁴. Nick Wates, *The community planning handbook, How people can shape their cities, towns and villages in any part of the world*, Earthscan, 2006, p. 23



"Putting cities back on the political agenda is now fundamental. What's needed is greater emphasis on citizens' participation in city design and planning. We must put communal objectives centre-stage."

*- Sir Richard Rogers, Architect,
Reith Lecture, 1995*

06. **SUCCESSFUL CASE STUDIES**

AROUND THE WORLD

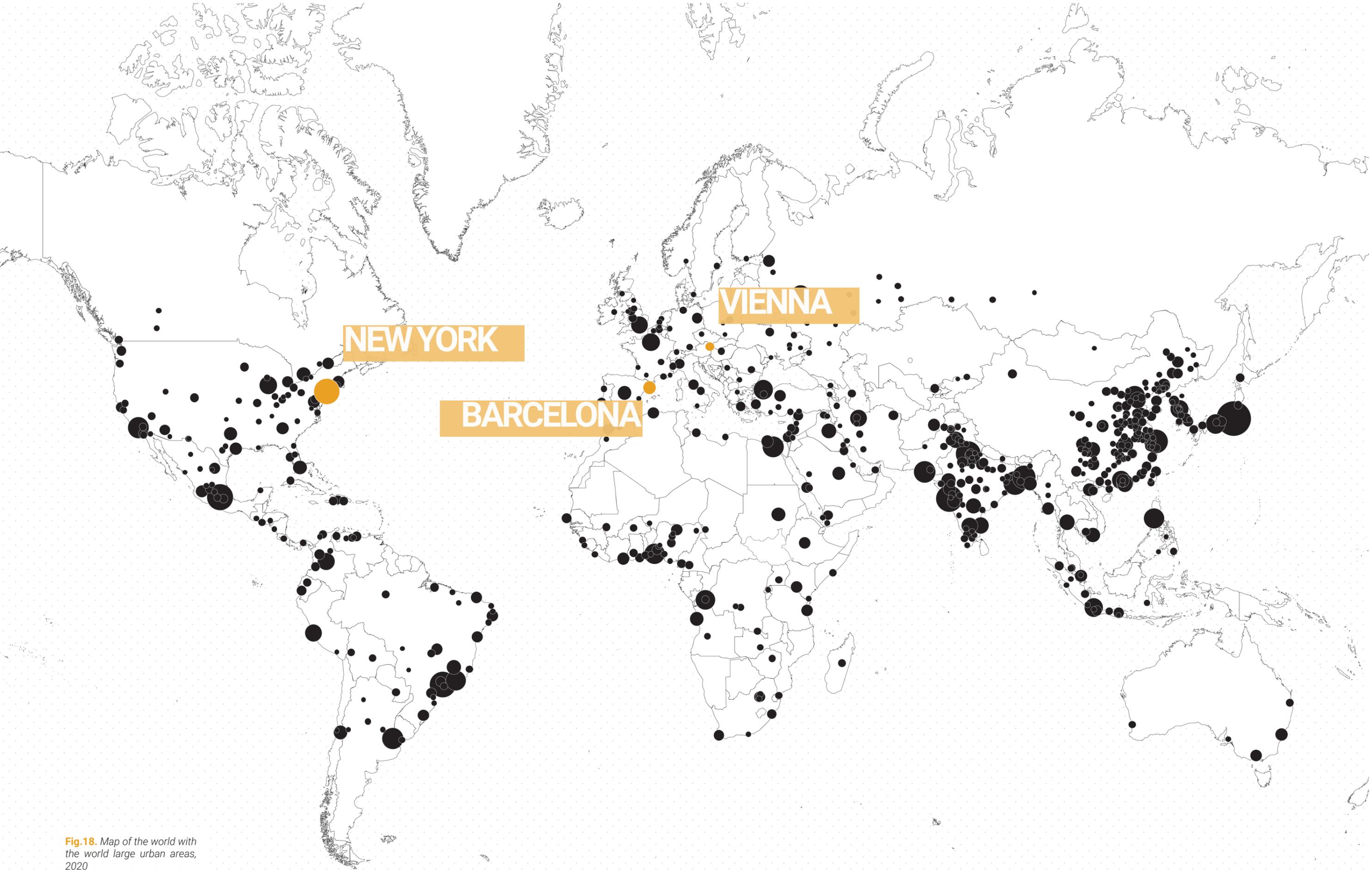


Fig.18. Map of the world with the world large urban areas, 2020

6.1. SUCCESSFUL CASE STUDIES AROUND THE WORLD

MARIAHILFERSTRASSE, VIENNA

NAME OF STREET/AREA: MARIAHILFERSTRASSE
LOCATION: VIENNA, AUSTRIA
LENGTH: 1,6 km
WIDTH: /
CONTEXT: MIXED-USED (RESIDENTIAL/COMMERCIAL)

THE PROJECT. Mariahilferstrasse in Vienna, which is the longest shopping street in Central Europe, has been transformed from a street of a heavy car traffic to a pedestrian-friendly area, creating a great public space for the people. The project started in October 2013 with a 7-months trial period of experimental temporary closing of the street and it was the first initiative in Vienna for creating a shared-space. The re-construction started in 2014 and it finished in 2015. "The 1,6 km long Mariahilferstrasse has been redesigned as a continuous shared space, divided into three zones."⁵⁵ The two outer zones, between Gürtel ring road and Andreasgasse and between Kirchengasse and Getreidemarkt, are designed as shared spaces, where simultaneously pedestrians, cyclists and motorised vehicles are using the street but in more conscious and responsible way. Instead, the central part of the street, between Andreasgasse and Kirchengasse, is designed as a pedestrian zone. "Local traffic, buses and suppliers are allowed in, but the street is blocked for cars passing through."⁵⁶

THE DESIGN. Now the street is paved from facade to facade on a single level. The subtle lines on the pavement marking the different zones and the choice of materials help for "the visual perception of the different traffic areas"⁵⁷. In the shared space zones, the central part of the street is dedicated to the faster movements, where still the traffic is ruled by the pedestrians, instead the bordering zones are for the slower movement. It has been created an asymmetrical profile in order to enhance the movement and to create different zones. "The essence of the spatial concept is a play between spaces of movement and spaces of rest."⁵⁸ Along the street, in the "rest spaces" a lot of urban furniture has been added - such as benches, water elements, planters, creating attractive "city lounges". These spaces become places for relaxation and social interaction, places to meet, stay and act. The already existing trees have been elegantly incorporated in the design and the lighting has been strongly improved. The design can be considered as extremely effective and attractive.

55. Mariahilfer Strasse, Landezine International Landscape Award
 Source: <https://landezine-award.com/mariahilfer-strasse/>, last accessed: 19/09/2021

56. Mariahilfer Strasse, Landezine International Landscape Award
 Source: <https://landezine-award.com/mariahilfer-strasse/>, last accessed: 19/09/2021

57. Johannes Blieweis, Redesign of Mariahilferstraße pedestrian zone, Vienna's largest pedestrian zone was given a new face, in World of PORR 167/2015, 2015, p.1

58. Mariahilfer Strasse, Vienna, Bureau B+B
 Source: <https://bplusb.nl/en/work/mariahilferstrasse/>, last accessed: 19/09/2021



Fig.19. Map of Vienna showing Mariahilferstrasse and the different types of pedestrianisation

THE BOULEVARD

IN THE **BEGINNING OF 20TH CENTURY** MARIAHILFERSTRASSE WAS A STREET FOR PEDESTRIANS WHO SHARED THE ROAD WITH TRAMS, WHICH WERE LATER REMOVED DUE TO SUBWAY CONSTRUCTION.



CAR DOMINANCE

LATER THE STREET WAS DOMINATED BY THE MOTORISED VEHICLES AND PEOPLE COULD ONLY CROSS THE COMMERCIAL STREET ON SPECIFIC FORMAL CROSSING POINTS.



THE TRIAL

IN **2013**, FOR THE PERIOD OF 7 MONTHS, THE STREET WAS EXPERIMENTALLY CLOSED. THE PEOPLE TOOK OVER THE STREET AND STARTED USING IT IN NEW WAYS.



HEALTHY STREET

THE FINAL TRANSFORMATION OF THE STREET WAS FINISHED IN **2015**. AND NOW IT IS CLASSIFIED AS THE EUROPE'S 12TH BUSIEST HIGH STREET.



59. *Mariahilfer Strasse, Vienna, Bureau B+B*
Source: <https://bplusb.nl/en/work/mariahilferstrasse/>, last accessed: 19/09/2021

60. *Mariahilfer Strasse, Landezine International Landscape Award*
Source: <https://landezine-award.com/mariahilferstrasse/>, last accessed: 19/09/2021

THE PARTICIPATION. For the people of Vienna, which are very used to driving, it took some time to get used to the idea of the shared space and of the fact that one of the main commercial street, characterised by the strong presence of motorised vehicles, would become pedestrian-friendly. There was also a general fear that this initiative could have a negative influence on the businesses present in the area. All these factors opened a fierce political debate. So, as a response the Municipality of Vienna together with their partner Stadtland organised a strong participatory program. They organised information meetings, together with the designers, discussions, public exhibitions about the ideas and the visions for the street, during which also the residents could express their wishes and opinions. The street was also experimentally closed for 7 months so the people could experience how the city life would be. "During this testing phase the street was fitted with prototypes of the new street furniture in order to give the residents of the city a feeling of the atmosphere. People immediately took over the street and started using it as the intended boulevard."⁵⁹ It was organised also a referendum, in which 53% of the people voted in favour of the project. It is very interesting that only half a year after the completion of the transformation, it was made a survey on how would people vote if the referendum was organised in that moment. It was astonishing that the positive feedback have had grown to 71%. Thanks to this strong initiative for the involvement of the citizens, the project had a huge success.

THE RESULTS. The project had several good impacts on the city. Thanks to the decrease of the traffic, there was less noise and air pollution in the area. Also by promoting the walking and cycling, it was also enhanced the public health and the active lifestyle. It is interesting that the business didn't perceive any difficulties and the shopkeepers were very positive about the transformation, with only 9% of them that perceived some negative influence⁶⁰. The new layout of the street invites the people to spend more time there, which results in spending more money. But in the same time, the new design gives the opportunity to relax and enjoy the public life without consuming. Although the initial difficulties, the project was a success and opened a new perspective for the public life in Vienna.

Fig.20. (next page) *Mariahilferstrasse after the pedestrianisation*
Source: <https://bplusb.nl/en/work/mariahilferstrasse/>, last accessed: 22/09/2021



6.2. SUCCESSFUL CASE STUDIES AROUND THE WORLD

THE SUPERBLOCK, BARCELONA

AREAS WHERE IMPLEMENTED: LES CORTS, PLAÇA DE LES GLORIES, SANT MARTÍ, EIXAMPLE AND HOSTAFRANCS
LOCATION: BARCELONA, SPAIN
CONTEXT: MIXED-USED (RESIDENTIAL/COMMERCIAL)

THE BACKGROUND. Barcelona is facing a lot of problems related to traffic and pollution. The air and noise pollution levels are very high, almost always exceeding the limits stabilized by WHO, causing a lot of health problems, premature deaths and costs to the economy. Barcelona is densely constructed city and the car-dominance is leaving very few spaces for green areas and public open spaces, and as a consequence the generation of anthropogenic heat is increasing.

THE PROJECT. The superblock project “represents an innovative planning approach for addressing urban challenges such as mobility, public space, biodiversity and social cohesion”⁶¹. It has been developed by the Municipality of Barcelona in collaboration with the Urban Ecology Agency. “Superblocks are territorial units imagined as bigger than one block of the dense Barcelona’s urban matrix with strict grid pattern, but still smaller than a whole neighbourhood.”⁶² It is a new spatial organisation unit with the approximate dimensions of 400mx400m, consisting of nine smaller blocks in a three-block by three-block mesh. This configuration is mainly implemented in the Eixample district, while in other parts of the city, the Superblock design can deviate. This new unit is a traffic-regulated cell, where the peripheral roads are for the motorised traffic, instead in the inner ones the priority is given to the pedestrian and cyclist but they are still open for traffic for residents, services, or emergency vehicles with maximum speed of 20km/h. A total of 503 superblocks have been identified and until now 5 of them have been implemented. The duration of the project was for 4 years, starting in 2014. “Each superblock project is being implemented with collaboration of local residents, different organisations and the city council. Meetings are held at different project levels, and interested citizens can participate directly in the vision creating process and decision-makings or contribute by taking specific actions.”⁶³

THE AIMS. The project have been developed to respond to several issues and to improve the environmental, economic, social and health related problems of the city and its population. One of the main aims is to improve the mobility, by reducing the traffic and the congestion,



Fig.21. Map of Vienna showing Mariahilferstrasse and the different types of pedestrianisation



61. Joanneum Research-Life: Centre for Climate, Energy & Society, UNDP Croatia, Smart City – Good Practice, Transport and Mobility, Governance, Biodiversity, Social Inclusion, Superblocks, 2016, p.1

62. Joanneum Research-Life: Centre for Climate, Energy & Society, UNDP Croatia, Smart City – Good Practice, Transport and Mobility, Governance, Biodiversity, Social Inclusion, Superblocks, 2016, p.1

63. Joanneum Research-Life: Centre for Climate, Energy & Society, UNDP Croatia, Smart City – Good Practice, Transport and Mobility, Governance, Biodiversity, Social Inclusion, Superblocks, 2016, p.2

TRADITIONAL MODEL



— basic traffic network

SUPERBLOCK MODEL



— basic traffic network
..... local traffic network
priority to pedestrians and cyclists,
restricted access to motor vehicles

6.3. SUCCESSFUL CASE STUDIES AROUND THE WORLD

GREEN LIGHT FOR MIDTOWN, NEW YORK

NAME OF STREET/AREA: ALONG BROADWAY
LOCATION: NEW YORK CITY, USA
LENGHT:
WIDTH: /
CONTEXT: MIXED-USED (RESIDENTIAL/COMMERCIAL)

THE BACKGROUND. Before the implementation of the project, Broadway has been considered as one of the most congested and dangerous areas for cyclist and pedestrians in the city of New York. "As it cuts through midtown Manhattan, Broadway creates complex multi-legged intersections with intensely active north-south avenues. This complexity was causing congestion and contributing to higher crash rates at these locations compared to other Manhattan avenue intersections."⁶⁶ The main issues of Broadway were the unbalanced use of space, the inadequate pedestrian facilities, the multi-legged intersections, the long crossroads, the padlocks and the confusing traffic pattern⁶⁷. Times Square was seen only as visual attraction, but nobody wanted to spend time there. To better understand the problematics of the area of and around Times Square and in order to try to reimagine the space, in 2006 The Times Square Alliance hired Project for Public Space to make a research on these topics. In order to gain more understanding of the district, the experts from PPS used "systematic observation techniques such as time-lapse film analysis, activity mapping, and tracking and user surveys"⁶⁸. They found out that the traffic, the inappropriate street design, the lack of flexible spaces didn't support the people's movement, their demands and their will to use the space. PPS also made a research on the best-practices from all around the world for dealing with the issues concerning Times Square. They developed programmatic recommendations, conceptual plan and photo simulations. "Recommendations included reconfiguration of streets to better accommodate foot traffic and reduce the negative impacts of traffic; architectural treatments and amenities to improve the pedestrian experience; retail strategies to diversify the district's attraction; and new public space programming, such as performances and markets."⁶⁹

THE TEMPORARY PROJECT. After this initial research, in 2009 the Green Light for Midtown initiative was launched, a pilot project of the New York City Department of Transportation (NYCDOT), which was part of a bigger program called The Plaza Program of New York City



Fig.23. Map of Manhatta showing Broadway and the position of Times Square and Herald Square along it

66. New York City DOT, Green Light for Midtown Evaluation Report, January 2010, 2010, p.4

67. New York City DOT, Green Light for Midtown Evaluation Report, January 2010, 2010, p.4

68. Re:Streets Initiative, Case Studies, Green Light for Midtown
Source: <https://www.restreets.org/case-studies/green-light-for-midtown>, last accessed: 21/09/2021

69. Re:Streets Initiative, Case Studies, Green Light for Midtown
Source: <https://www.restreets.org/case-studies/green-light-for-midtown>, last accessed: 21/09/2021

TEMPORARY



MOBILITY CHANGES



improved journey times
for taxis and buses

SAFETY CHANGES



-35% pedestrian injuries

-63% motorist and
passengers injuries

-80% pedestrians
walking on the road

SOCIAL CHANGES



+11% pedestrians Times Square
+6% pedestrians Herald square

+84% stationary activities

PERMANENT →

70. New York City DOT, *Green Light for Midtown Evaluation Report*, January 2010, 2010, p.5

71. New York City DOT, *Green Light for Midtown Evaluation Report*, January 2010, 2010, p.37

72. *Global Designing Cities Initiative and NACTO, Global Street Design Guide*, IslandPress, 2016, p.217

73. *Agile City, Greenlight for Midtown Project Piloting City Development*
Source: <https://agile-city.com/agile-city-research/green-light-for-midtown-project-piloting-city-development/>, last accessed: 21/09/2021

74. New York City DOT, *Green Light for Midtown Evaluation Report*, January 2010, 2010, p.28

which aim was to create cost-effective, high-quality public spaces in underutilized roadways throughout the city. The main objectives of the project Green Light for Midtown were to improve mobility and safety on the Broadway corridor, in Midtown Manhattan. The project consisted in creating two new pedestrian areas on Broadway, the first in Times Square, in between 47th to 42nd Streets, and the second one in Herald Square, in between 35th to 33rd Streets. It was planned also the implementation of safety improvements along the Broadway corridor. "Changes range from roadway geometry alterations to traffic signal timing adjustments, crosswalk shortenings and parking regulation changes."⁷⁰ Also some low-cost interventions took place - some movable outdoor chairs and urban furniture were added to the areas. The program was announced on February 2009, the implementation began in May and it was finished in late August 2009. "The project greatly benefited from the input and participation of numerous area stakeholders."⁷¹ The outreach consisted in numerous meeting with the stakeholders, press events, the distribution of flyers and brochures in order to inform as many people as possible and to obtain their feedback before the implementation of the project.

THE SUCCESS. It is interesting that in order to evaluate the intervention "the Department of Transportation collected extensive data in the months just prior to and just following project implementation, highlighting the impacts of these measures"⁷² after a year of the implementation of the project. Amazing improvements were noted. "Journey times for taxis and buses were improved for the area, even though there was a reduction in road space"⁷³. The pedestrian injuries decreased with 35%, instead the injuries to motorist and passengers dropped down with 63%⁷⁴. An impressive change is that 80% less of the pedestrians are walking on the road in the area of Times Square. It is interesting that the pedestrian volume increased with 11% on Times Square and with 6% on Herald Square. While 84% more people are staying in the two pedestrianised squares. It is also important that 74% of the surveyed population agreed that Times Square has been dramatically improved over the last year.

THE PERMANENT PROJECT. After recognising the huge success that the initiative had gained, it had been decided to make the pedestrianisation permanent. After the selection of a design for the permanent changes, the construction works started in 2012 and it was completed in December 2016.

Fig.24. (next page)
Times Square before and after the transformation
Source: <https://ny.curbed.com/2017/4/19/15358234/times-square-snohetta-before-after-photos>, last accessed 22/09/2021



07. STUDYING PUBLIC LIFE

JAN GEHL METODOLOGY

07. STUDYING PUBLIC LIFE

JAN GEHL METHODOLOGY

When we are talking about public space, whether it is newly created, requalified or pedestrianised, we should never forget about the public life that actually characterises it and constitutes its image. There has always been a strong interaction between those two entities and we should never forget to consider the correlation between them when we are working for the public realm. The study of the public life is of extreme importance for the decision-making process and for the evaluation of the quality of the space and its success among the citizens. It can be of a great help for understanding better the behaviour of the users of the space and as consequence for the creation of a better design for the area that can meet the needs of its users.

WHAT IS THE PUBLIC LIFE? The public space is actually all the green and built environment that surrounds us when we are outdoors - the streets, the squares, the parks, the buildings. Instead, the public life is everything happening in between the buildings. It is quite a complex and versatile entity that it is in a constant change. The public life is changing all the time - in the course of the day, the week, over the months and years passing. How a space is going to be used depends on a lot of factors - such as the sex, age, economical situation of the users, the culture, the historic moment that is being lived. And in order to understand the public life, it is only needed that we open our senses for it and start observing.

BACK IN THE HISTORY. It is interesting that "cities have grown gradually for hundreds of years, rooted in many years of experience and an intuitive feeling for human senses and scale. The organic growth of medieval cities encompassed a building tradition based on generations of experience in how to create cities with well-functioning interaction between life and space"⁷⁵. But later, in the late 19th and in the first half of 20th century, during the time of the industrialisation and the process of modernisation all this knowledge has been forgotten. This new tendency and the modernists' ideas led to alienated cities and urban spaces without any public life, losing the connection between the on-foot social life and the outdoor space. "Life between buildings had been forgotten, pushed aside by cars, large-scale thinking, and overly rationalized, specialized processes."⁷⁶ It was like this until the 60s' when a lot of scholars around the world, started criticizing this way of thinking and building cities completely out of the human-scale. The pioneers of the time started exploring

how to reinforce public spaces as the place where common life expands. Some of the people that were trying to study the interaction between people and their built environment and that criticized the alienation of people and spaces were Jane Jacobs, William H. Whyte, Kevin Lynch, Christopher Alexander and also Jan Gehl, who was one of the first to develop a methodology how actually to study public life.

HOW TO CREATE A SUCCESSFUL SPACE. Over the years of experience Jan Gehl with his team has developed a people-oriented approach for designing urban spaces. They believe that the empirical analysis stands in the basis of the understanding of the urban life and of the creation of a quality urban environment. Their methodology can be defined in four clear steps. First of all of a great importance is to establish the so-called Public Life Framework. At this step it is important to understand the challenges and the potential of the space, to set the goals and the visions, to identify and connect with the stakeholders and to make a workplan to follow. The next step is to measure and observe the public life. Census data is being used in order to understand on a bigger scale the dynamics and the context. Also, movement observations, user groups' observations and behavioural analysis are being made in order to understand more in detail the public life. After that in the next step, users' needs assessment is being made when the experts have to engage with people on an "eye-level", directly communicating with them. In this step some surveys, focus groups, workshops can be organised. And the last step is the step of planning and taking action. All the information obtained in the steps before should be analysed and a comparison with other case studies can be made. On this basis more specific strategies can be identified and plan for future development can be made. We can see that the study of the public life and the understanding of the peoples' needs have a central place in this design approach. So, it is of extreme importance to learn in what way we can study the public life.

THE QUESTIONS TO MAKE. We have to mention that "it is necessary to ask questions systematically and divide the variety of activities and people into subcategories in order to get specific and useful knowledge about the complex interaction of life and form in public space."⁷⁷ As Jan Gehl and Birgitte Svarre say in their book "How to study public life" the most basic and important questions to ask ourselves are "how many", "who", "where", "what" and "how long".

⁷⁵. Jan Gehl, Birgitte Svarre, *How to Study Public Life*, IslandPress, 2013, p. 3

⁷⁶. Jan Gehl, Birgitte Svarre, *How to Study Public Life*, IslandPress, 2013, p. 3

⁷⁷. Jan Gehl, Birgitte Svarre, *How to Study Public Life*, IslandPress, 2013, p. 11

Answering to them can give us an useful information about the patterns of activities and the common behaviour in the public space but also it can provide us information about some more specific issues.

HOW MANY? Almost anything can be counted but when we are trying to evaluate the city life, the most common thing to count is how many people are moving (pedestrian flow) and how many are staying in one place (stationary activity). It is interesting that the results can be compared but we should be careful that the studies are made in a comparable way. "Counting provides quantitative data, which can be used to qualify projects and as arguments one way or the other in decision-making processes. Indisputable measurements can often serve as convincing arguments."⁷⁸

WHO? It is important to identify in more detailed way which are the users of the space. It is not enough to say generally "people". It is meaningful to try to categorise at least the age and gender, so we have more precise information about the social groups using the space.

WHERE? Usually designer and architects create spaces on the basis of assumptions on where people are expected to pass through, to stay, to move. But often happens that the behaviour of the people differs from what was expected. For this reason is useful in order to create a successful public space to gather knowledge about the patterns of movement and staying of the users and according to this information to try to design the space. This study can also help to break barriers and create a quality space for everyone.

WHAT? "Mapping what happens in city space can provide specific knowledge of the types of activities in an area, such as staying, commercial or physical activities, and the requirements these various activities make on the physical environment."⁷⁹ In general, when talking about activities we can recognise three types of activities. The first two are the necessary activities and the optional activities, where usually the necessary ones can stimulate the optional one. The third category are the social ones that usually develop around the other two types of activities and they are conditional on the presence of other people. For the public life they are of special interest and it is very important to study them and create design that will enhance the social function of the public space.

HOW LONG? "The time dimension is essential to understanding life

in public spaces, which makes how long a key question."⁸⁰ We can measure peoples' walking speed and the amount of time they spend in a space, which is going to give us information about the quality of the physical space.

THE METHODS TO USE. There are a lot of different tools that can be used to answer to those 5 fundamental questions and to try to study and evaluate the public life of a space. The choice of the tools to use are specifically dependant on the space that we are studying and its characteristics, the purpose and the timing of the study. What is sure is that one tool is rarely sufficient and it is always better to use a combination of them in order to obtain more data and data of higher quality. There are manual and automated ways of registering data. "Automated registration makes it possible to process large amounts of data. It does not require the same manpower to conduct observations, but does require investments in equipment as well as in manpower to process the data collected."⁸¹ Also, it doesn't add any qualitative data to the study, while with the manual methods a lot of apart observations can be made. Generally, the tools used for the study of the public life are simple and don't require a big budget. The main ones are:

COUNTING. The counting tool is widely used in the studies of the public life and gives us a quantitative data on the basis of which we can also make comparisons over the time or with another projects. Most commonly are counted the number of people moving (the pedestrian flow) and the number of people staying in the space (the stationary activity). On the basis of this data can be evaluate the success of a project and it can used in a decision-making process as a strong argument.

MAPPING. Mapping or also called behaviour mapping is simply putting as symbols on a plan the actions and the activities that the people are making in the area. On the basis of this study we can understand the general patterns of behaviour of the users.

TRACING. The tracing instead, similarly to the mapping, is putting on a plan the movement of the people across and within the area of study. This tool gives us knowledge about the movement pattern of the users, the flows, the use of the entrances etc.

TRACKING. Instead of only standing and registering data, the observers can try following some selected users of the space in order to gather information about their moving speed, about the routes, the

⁷⁸. Jan Gehl, Birgitte Svarre, *How to Study Public Life*, IslandPress, 2013, p. 13

⁷⁹. Jan Gehl, Birgitte Svarre, *How to Study Public Life*, IslandPress, 2013, p. 17

⁸⁰. Jan Gehl, Birgitte Svarre, *How to Study Public Life*, IslandPress, 2013, p. 19

⁸¹. Jan Gehl, Birgitte Svarre, *How to Study Public Life*, IslandPress, 2013, p. 23

stops they make and the activities they perform along their path of movement.

LOOKING FOR TRACES. This method consists in searching for different traces of human activity in the space, such as litter or dirt patches, which is giving additional information about the behaviour of the users. The traces can be afterwards mapped, photographed or counted. The lack of traces in a space can indicate the lack of a strong public life.

PHOTOGRAPHING. "Photographing is an essential part of public life studies to document situations where urban life and form either interact or fail to interact after initiatives have been taken."⁸² Photography is used as a tool to document the urban life and also it is very effective for communicating information.

KEEPING A DIARY. Since all the other tools for studying the public life cannot always provide some details and nuances of the public life and represent only some fragments of it, keeping a diary is extremely useful tool to enrich with more qualitative data the study. Usually it consists in noting observations systematically over the time, registering anything that could be of importance for understanding the daily urban life.

TEST WALKS. The observer is deciding a path and making a walk that can be also repeated systematically, in order to understand what are the problems and the potentials of the public space along this specific selected path.

In conclusion, we can say that studying the public life is of great importance for the creation of quality urban spaces that are able to respond to the needs of the people using the space. Different types of methods have successfully been applied in different cities for years, such as Copenhagen, Melbourne, New York etc., and have proved to be very effective in measuring the public life and the success of the urban interventions.



"The study of public life represents a cross-disciplinary approach to planning and building cities, where the work is never finished, where you always take a second look, learn, and adjust – always putting people first. It is the essence of good urbanism."

- George Ferguson CBE, PPRIBA Mayor of City of Bristol, United Kingdom

⁸². Jan Gehl, Birgitte Svarre, *How to Study Public Life*, IslandPress, 2013, p. 24

SECTION TWO

/ANALYSIS OF STUDY AREAS,
SAN SALVARIO, TURIN/

01. TORINO MOBILITY LAB

1.1. TORINO MOBILITY LAB

PRESENTATION OF THE PROJECT

OVERVIEW. Torino Mobility Lab is an initiative of the City of Turin to facilitate walking and cycling in the neighbourhood of San Salvario, in particular in the area between Corso Vittorio Emanuele II, Via Nizza, Corso Bramante and Corso Massimo D'Azeglio. The project is in collaboration with Circostrizione 8 (San Salvario - Cavoretto - Borgo Po - Nizza Millefonti - Lingotto - Filadelfia) and the associations ONLUS Agenzia per lo Sviluppo Locale di San Salvario, Solco Onlus Soluzioni Libere per una Cooperazione, LAQUP Laboratorio Qualità Urbana e Partecipazione, Torino Urban Lab.

It was intended to facilitate and to be given a special attention to the travel from home to school and from home to work, on foot and by bicycle. So, with this project, the City of Turin participates in the "National Experimental Program of Sustainable home-school and home-work mobility" with the aim of launching actions to promote alternative mobility to the private car (see p.91).

The neighbourhood of San Salvario has been chosen by the City of Turin for the implementation of the project because of its high population density, its significant mix of functions on an urban scale and its current division of the mobility flows but also because there is a significant presence of very active stakeholders interested in the sustainable mobility. Also, the City took the opportunity to use the budget of another ongoing project in the neighbourhood that was about the creation of a new bike lane along via Nizza for the co-financing of Torino Mobility Lab. San Salvario is a mixed use neighbourhood with prevalent residential use where there are living around 35 600 residents. Anyway, the neighbourhood has strong commercial function, with a lot of cafes, bars and restaurants that are the base for the strong nightlife, the so-called movida. There are also present a lot of services, educational institutions, markets.

With the aim of making the entrances of various school buildings safer - the Bay and Lugaro kindergartens, the Pellico Elementary school, the High School Regina Margherita and the Manzoni Comprehensive school - the traffic of cars was limited along a series of streets and squares and pedestrian areas were planned to be created or to be enlarged (Fig.25.). The same measures were applied to other very popular areas such as the spaces in front of the Colosseum theater in via Madama Cristina and the ASAI association in via Lombroso.

The structural interventions of the Torino Mobility Lab also include the construction of the new Porta Nuova cycling station, currently under

WHAT IS THE NATIONAL EXPERIMENTAL PROGRAM OF SUSTAINABLE HOME-SCHOOL AND HOME-WORK MOBILITY?

It is an initiative launched by the Italian Ministry for the Environment and the Protection of the Territory and the Sea. With a law from December 2015 "Environmental provisions to promote green economy measures and to limit the excessive use of natural resources" it has been provided the definition of the "National Experimental Program of Sustainable home-school and home-work mobility" for the implementation of which 35 million euros have been allocated.

The Program provides:

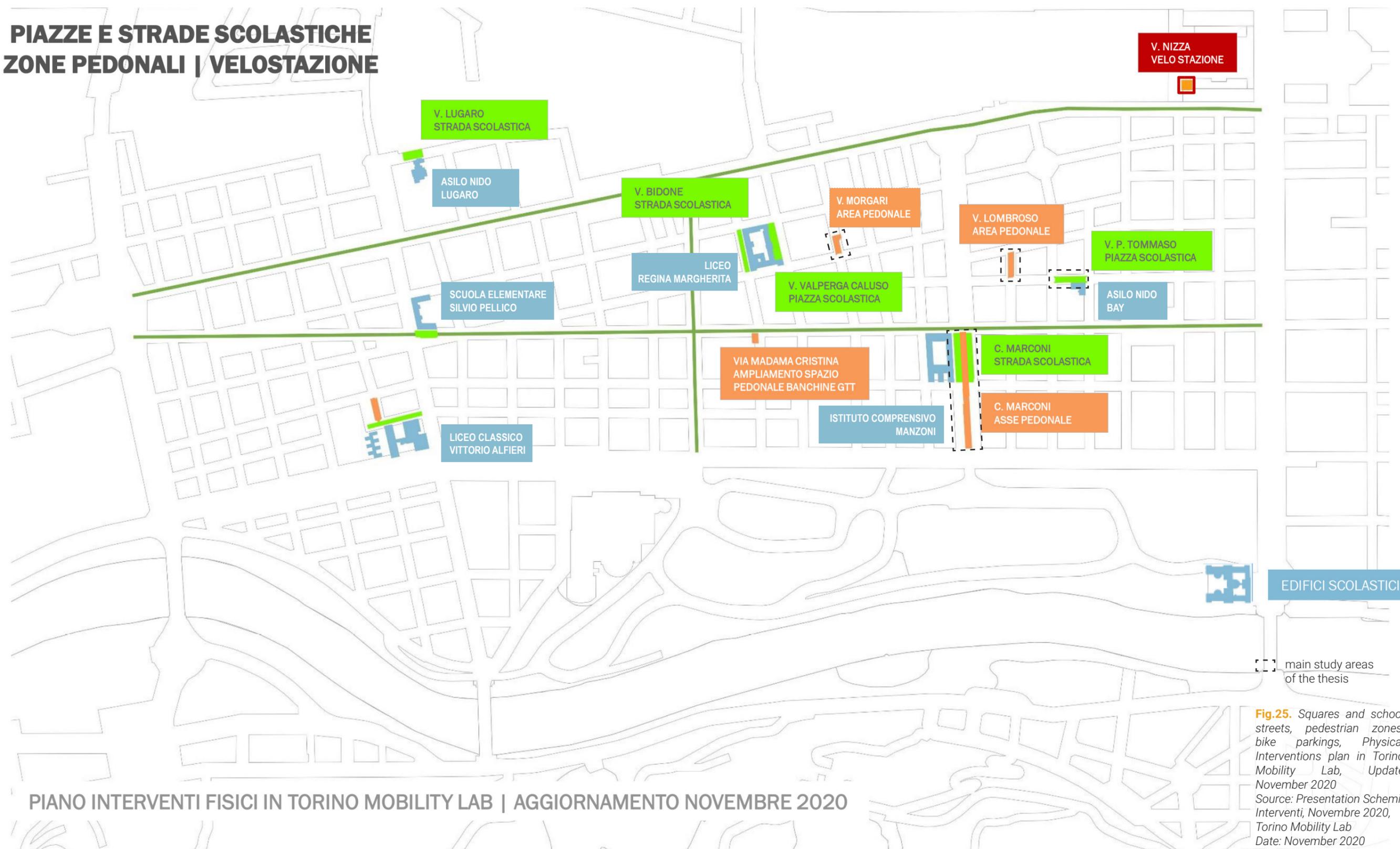
"the financing of projects, prepared by one or more local authorities and referring to a territorial area with a population greater than 100,000 inhabitants, aimed at encouraging sustainable mobility initiatives, including foot bus, car-pooling, car-sharing, bike-pooling and bike-sharing, the creation of protected routes for travel, including collective and guided, between home and school, on foot or by bicycle, workshops and educational outings with sustainable means, education programs and road safety, the reduction of traffic, pollution and the parking of vehicles near schools or workplaces, also in order to combat problems deriving from a sedentary lifestyle. Such programs may include the free transfer of 'mobility vouchers' to workers who use sustainable means of transport".⁸³

On July 2016 the Program have been approved and the procedures for submitting projects has been defined. The projects are co-financed by the Ministry of the Environment and the Protection of the Territory and the Sea with a percentage not exceeding 60% of the total eligible costs.

⁸³. Definition of the "National Experimental Program of Sustainable home-school and home-work mobility"

Source: Ministry of Ecological Transition, Italy
<https://www.mite.gov.it/pagina/programma-sperimentale-nazionale-di-mobilita-sostenibile-casa-scuola-e-casa-lavoro>
Last update: 30/01/2020

PIAZZE E STRADE SCOLASTICHE ZONE PEDONALI | VELOSTAZIONE



PIANO INTERVENTI FISICI IN TORINO MOBILITY LAB | AGGIORNAMENTO NOVEMBRE 2020

Fig.25. Squares and school streets, pedestrian zones, bike parking, Physical Interventions plan in Torino Mobility Lab, Update November 2020
Source: Presentation Schemi Interventi, Novembre 2020, Torino Mobility Lab
Date: November 2020

construction. It will be able to accommodate more than one hundred bicycles in double-height stalls, six electric bikes with the possibility of recharging and will be equipped with a bicycle workshop for small repairs. The building will have the entrance on via Nizza and it will be accessible 24 hours a day (Fig.25.).

THE MAIN DIRECTIONS. The initiative is developed around some main directions of intervention. One of them is to create structural interventions in favour of the sustainable mobility by using innovative mobility planning tools. It is wanted to strenghten the bike-sharing system and to enhance and stimulate the others soft-mobility tools. What is of special importance of the project is the involvement of the various local communities with participatory processes and actions of social enforcement, the awareness raising towards the more sustainable ways of planning, living and creating, the education for active citizenship and the widespread communication.

THE MAIN OBJECTIVES. The main objectives of the project can be summarised in three key words - reduce, experiment, promote. It is aimed to reduce as much as possible the greenhouse gas emissions, pollutant emissions, vehicle transit, road risks, architectural barriers in public spaces. With this project the City tries to experiment with new integrated planning tools for mobility and public space at the neighbourhood scale, creating a strong collaboration with local actors. It is tried to promote intervention models that integrate physical interventions, intangible actions, public communication and collaborative planning.

THE TIMING. The participatory service for the Torino Mobility Lab project began in the month November 2019 with a first meeting to discuss with the client and the work group. The months of December 2019 and January 2020 were dedicated to the start-up and project planning with the Municipality of Turin, data collection, preparation of the work of analysis and interaction with the territory, in addition to the elaboration of the visual identity of the project and a communication plan through which to spread it throughout the territory. The following months were dedicated to the development of the phase of the identification of needs, the definition of the graphic identity of the project and the planning of the public launch events of the project, then partially suspended due to the Corvid-19 emergency.

MAIN OBJECTIVES



greenhouse gas emissions
pollutant emissions
vehicle transit
road risks
architectural barriers



new integrated planning tools
collaboration with local actors



new intervention models,
that integrate action,
communication and
collaboration

1.2. TORINO MOBILITY LAB

MAIN STRATEGIC FRAMEWORK

THE FRAMEWORK. The strategic frame of the project has been based on a proposal for a new road hierarchy in the neighbourhood of San Salvario (Fig.26.). This new hierarchy has been constructed as follows:

PEDESTRIAN AREAS. These are areas where the priority is given to the pedestrians. Anyway, in these zones are allowed also bicycles, the micromobility vehicles and service vehicles.

ZONES 20. Those are streets of shared mobility. In these zones the priority is still given to the pedestrians and as in the pedestrian areas are allowed the bicycles, the micromobility vehicles, the service vehicles but it is also allowed the access of all other vehicles with certain speed limit (of 20km/h) and the parking.

DISTRICT ZONES 30. These are the local roads, with a speed limit of 30km/h. There is the possibility to make a pedestrian expansion. In these areas are allowed all kind of mobility - pedestrians, cyclists, the micromobility vehicles, the service vehicles, the engine vehicles with the above mentioned speed limit, the parking. Still, a priority is given to the cyclist in front of the engine vehicles.

NEIGHBOURHOOD STREETS. These are the internal connecting roads with the speed limit of 50km/h.

INTER-DISTRICT STREETS. These are the streets of connection and of faster crossing through the neighbourhood. As for the neighbourhood streets the speed limit is of 50km/h.

THE FOCUS. It is important to mention that a lot of the attention and of the work done have been concentrated mainly on 4 pedestrianised areas - two pedestrian school streets and two classic pedestrian areas (Fig.25.). The areas are: the area in front of Kindergarten Bay on a piece of via Principe Tommaso, the area on corso Marconi in between via Madama Cristina and corso Massimo D'Azeglio, the piece of via Lombroso between via Sant'Anselmo and via Principe Tommaso and the area in front of the church Sacro Cuore di Maria on via Morgari in continuity with the Ginzburg garden. Even after the official end of the experimentation period, the areas have remained pedestrianised and used by the residents. It is important to mention that during all the period of the implementation of the project a lot of tools have been used in order to better understand the public opinion about the project itself and to study the public life and the behaviour of the users.

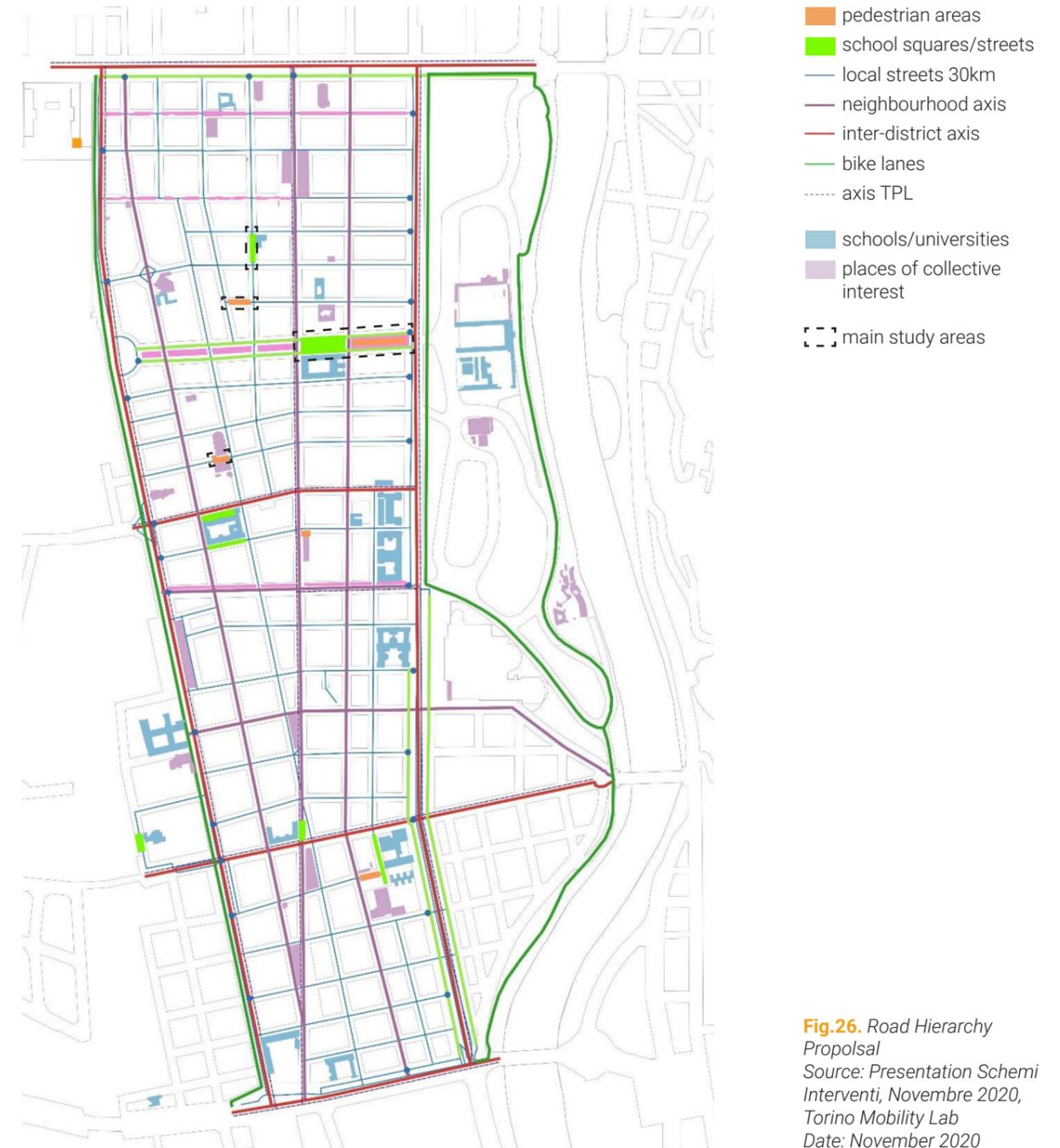


Fig.26. Road Hierarchy
Proposal
Source: Presentation Schemi
Interventi, Novembre 2020,
Torino Mobility Lab
Date: November 2020

02. URBAN ANALYSIS

DEMOGRAPHY /
GREEN AND PEDESTRIAN

URBAN ANALYSIS 2.1.

ON CITY SCALE

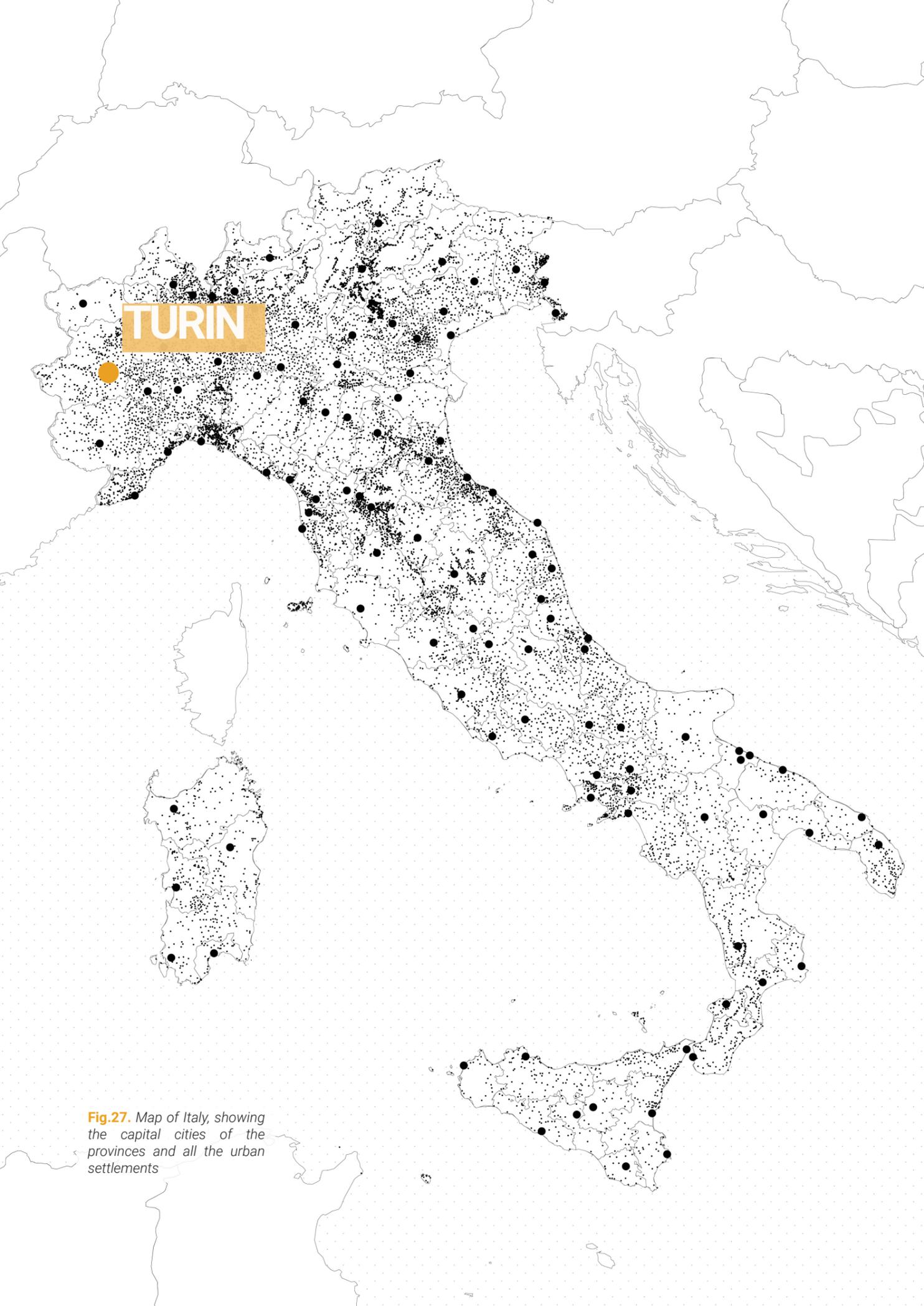


Fig.27. Map of Italy, showing the capital cities of the provinces and all the urban settlements

Turin, with its population of about 848 196 inhabitants⁸⁴, is the fourth biggest city in Italy after Rome, Milan and Naples. It is the capital city of the region of Piedmont, located in the North-West of the country. It is situated mainly on the West bank of river Po and on North and West is surrounded by the Alps. Turin is an important cultural, industrial and educational centre in Italy. With its area of 130,06 km², Turin has an average population density of 6 521 inhabitants/km², which makes it the fourth densest populated city in Italy.

POPULATION DENSITY. The population density along the city differs quite a lot. We can notice that the neighbourhood of San Salvario is one of the most populated neighbourhoods in the city, with density higher than the one for the city centre and much higher than the average for Turin (**Fig.1.**).

PEDESTRIAN AREAS. Turin has been classified on 19th position out of 104 examined cities in Italy for availability of public pedestrian area, with a values of 0,5 m²/inhabitant⁸⁵. Even though this can be considered as a very good performance, from **Fig.2.** we can conclude that the pedestrian areas are not equally distributed along the city. Most of the areas are situated in the city centre, where can be also noticed a good connectivity between the different areas, creating a continuous system of pedestrian public spaces. Instead, having a look on the neighbourhood of San Salvario, even though, very central, it shows almost a complete lack of these kind of areas.

GREEN AREAS. For the availability of public green areas, it has been classified on 54th position out of 104, with 22 569m²/inhabitant⁸⁶. This middle position can be explained by the industrial history of the city. From the beginning of 20th century until 70's, Turin experienced a rapid industrial growth that led to extreme greenfield loss. Even though Turin has a rich inheritance composed by large public parks from its baroque past. There is also a strong effort to protect its unique natural heritage represented by its rivers, hills, parks and gardens and to convert the brownfields to greenfields. Anyhow, in the neighbourhood of San Salvario, apart the big park Parco del Valentino, there are very few other green public spaces (**Fig. 2**).

In conclusion, we can say that Turin is a city with great heritage and future potentialities but both the pedestrian areas and the green public areas are not equally distributed throughout the city. Knowing that San Salvario has one of the highest population densities in the city but in the same time presents lack of these kind of spaces, we can say that there is a great need for action for the creation of a better urban environment for its inhabitants.

^{84.} Data source: ISTAT
Date: 01/01/2021

^{85.} Parametro Ambiente - Isole Pedonali, Rapporto Ecosistema urbano di Legambiente e Ambiente Italia
Data source: <https://lab24.ilsolo24ore.com/ecosistema-urbano/indexT.php>
Date: 2019

^{86.} Parametro Ambiente - Verde Urbano, Rapporto Ecosistema urbano di Legambiente e Ambiente Italia
Data source: <https://lab24.ilsolo24ore.com/ecosistema-urbano/indexT.php>
Date: 2019

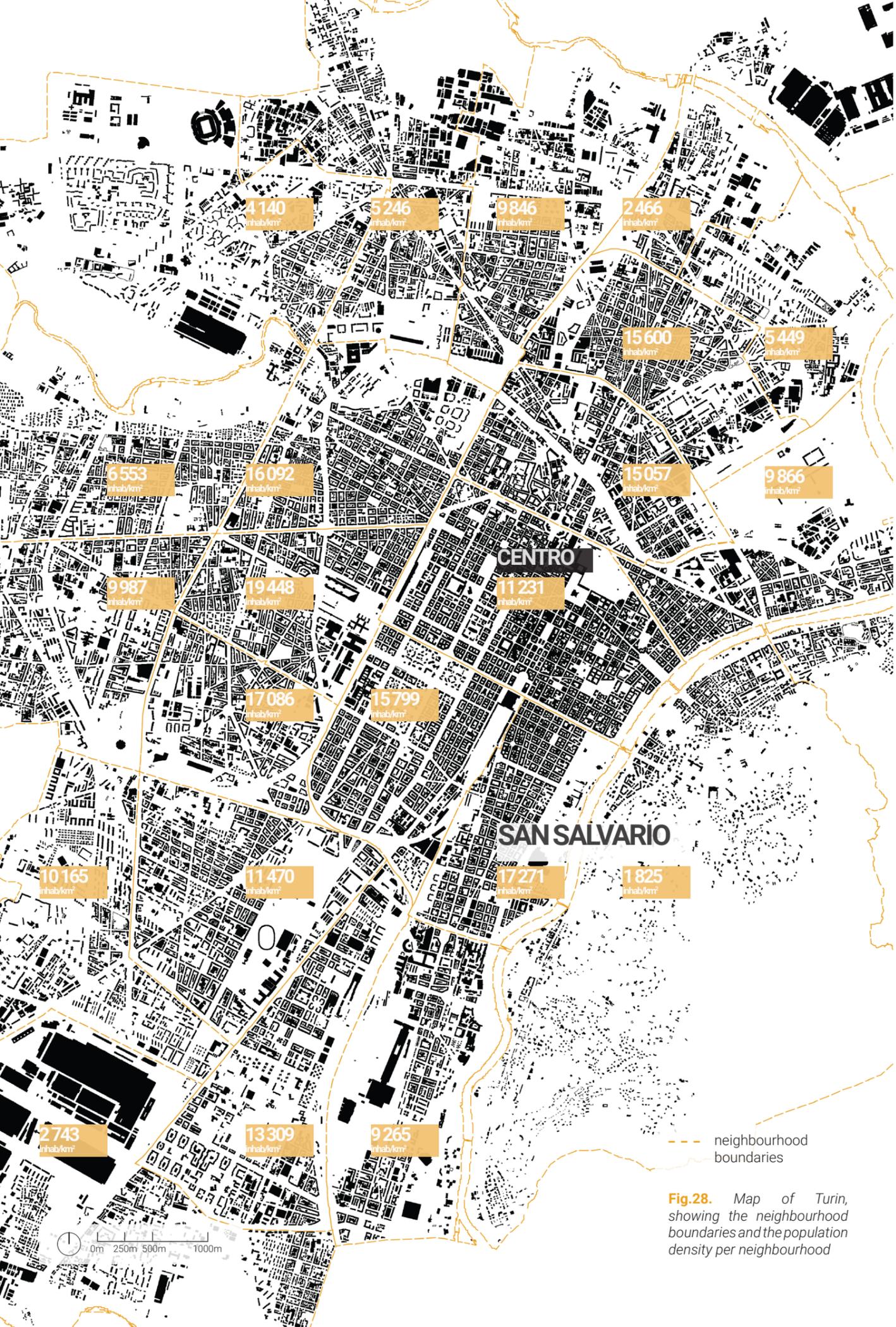
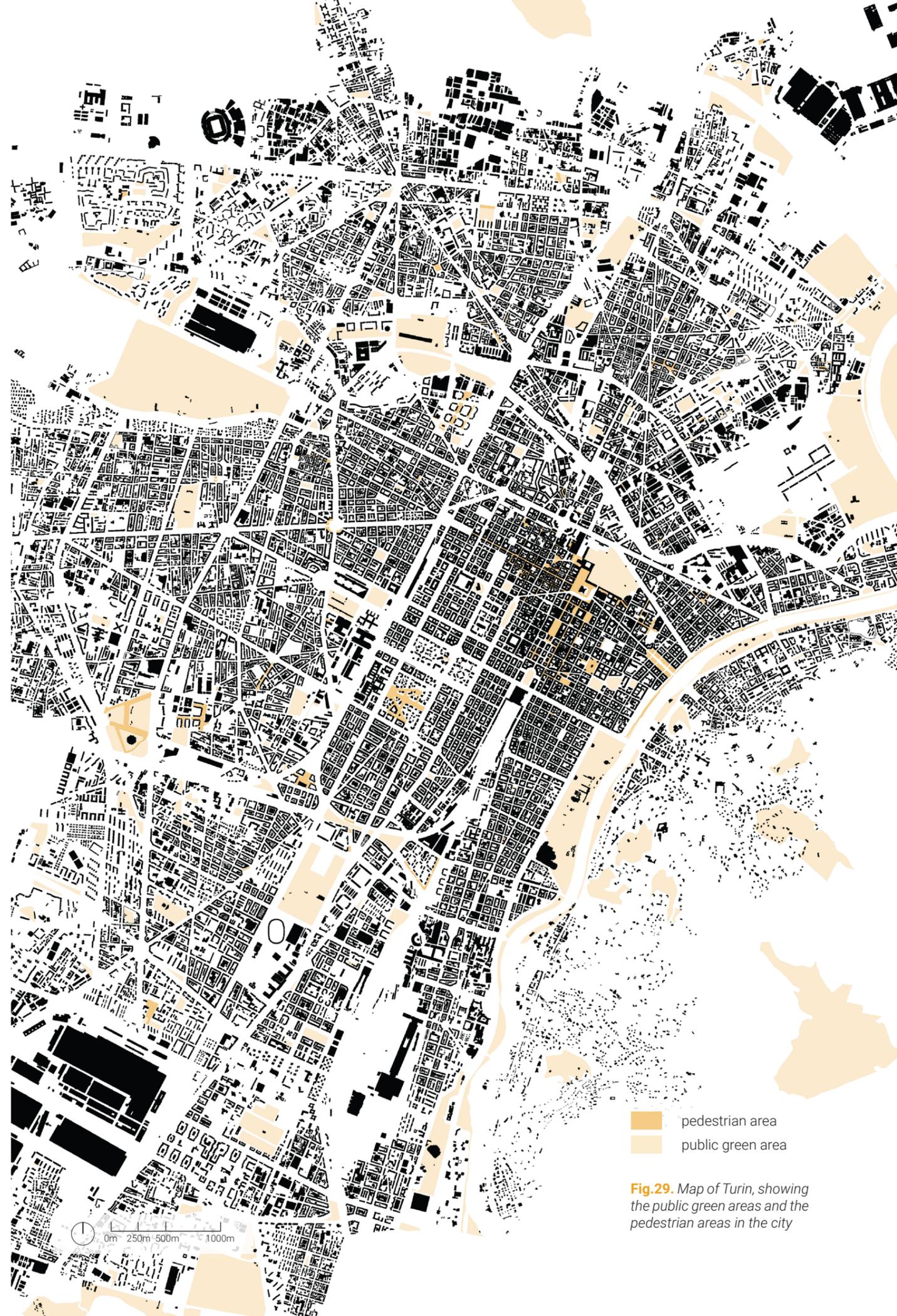


Fig.28. Map of Turin, showing the neighbourhood boundaries and the population density per neighbourhood



pedestrian area
public green area

Fig.29. Map of Turin, showing the public green areas and the pedestrian areas in the city

URBAN ANALYSIS 2.2. ON LOCAL SCALE



Fig.30. Map of the neighbourhood of San Salvario, showing the public green areas and the pedestrian areas

In order to understand in a better way the dynamics of the neighbourhood and of the areas in close proximity to the four study areas, it is crucial to study the demographics and the availability and spatial location of the already existing pedestrian and green areas.

POPULATION DENSITY. It is of extreme interest to notice that the population density around all four study areas is relatively high (Fig.31.). Also, knowing that in San Salvario there is a lack of pedestrian public areas, we can say that the creation of these new public outdoor areas could positively influence the life of relatively high number of people.

DEMOGRAPHICS. We can also notice that there is relatively high presence of foreigners around the study areas (Fig.32.), especially nearby the area on via Morgari and the area on via Lombroso. Also, there is high presence of female population (Fig.33.), which constitutes more than 50% of the total population per census tract, around the areas of corso Marconi and via Morgari. Not of less importance is the fact that the percentage of children population is quite high (Fig.34.), especially around via Morgari and corso Marconi. These statistics give us an important information about who are the potential users of the areas that we try to create.

PEDESTRIAN AREAS - SCHOOLS RELATION. After some analysis about the relation between the schools present in the neighbourhood (21 in total) and the pedestrian areas, it has been found that within a buffer zone of 250 m around the currently existing pedestrian areas, only seven schools are covered (Fig.35.). Instead, by implementing and creating more pedestrian areas within San Salvario, in this case by creating the four areas proposed by Torino Mobility Lab, nine more school could be covered (Fig.37.). This would give the possibility to the children to spent time together before and after school classes on these nearby areas, playing together on open air. It could also give the opportunity to the teachers to organise outdoor school activities.

PEDESTRIAN AREAS - LOCAL BUSINESSES RELATION. When creating pedestrian areas, it is also of extreme importance to take in consideration the commercial activities located nearby, since they can have a strong influence on this kind of areas. In the current state, within a buffer zone of 100m around the two existing pedestrian areas there are 228 commercial activities (Fig.36.). Within the same buffer zone around the four new areas are entering another 270 activities (Fig.38.). So, we can say that with the implementation of the new pedestrian areas, it is possible that the local economy gets stimulated.

Fig.31. (left) Population density per census tract
Data source: Comune di Torino
Date: 17/05/19

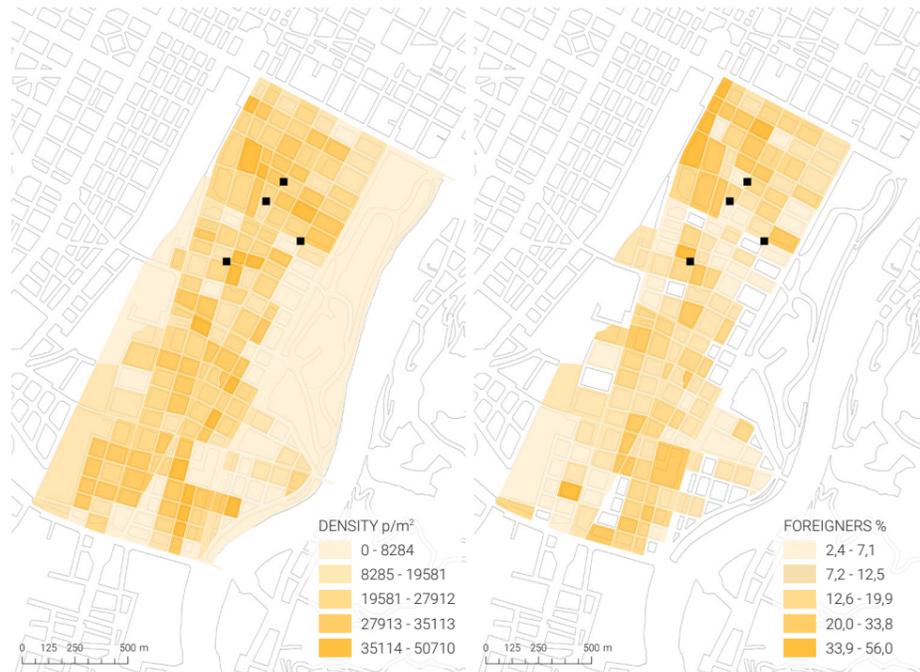


Fig.32. (right) Percentage of foreign population per census tract
Data source: Comune di Torino
Date: 17/05/19

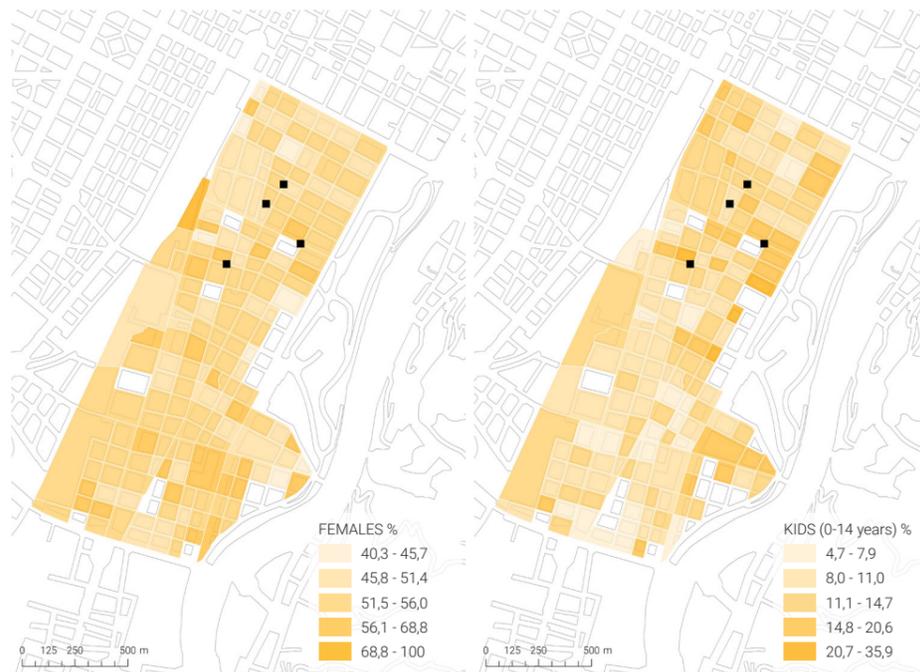


Fig.33. (left) Percentage female population per census tract
Data source: Comune di Torino
Date: 17/05/19

Fig.34. (right) Percentage of child (0-14 years) population per census tract
Data source: Comune di Torino
Date: 17/05/19



Fig.35. (left) Public green areas and pedestrian areas, San Salvario
Data source: Comune di Torino
Date: 17/05/19

Fig.36. (right) Buffer zones of 100m and 250m around the already existing pedestrian areas
Data source: Comune di Torino
Date: 17/05/19



Fig.37. (left) Schools contained by buffer zones of 100m and 250m around the four study areas
Data source: Comune di Torino
Date: 17/05/19

Fig.38. (right) Commercial activities contained by buffer zones of 100m around the four study areas
Data source: Comune di Torino
Date: 17/05/19

03. PRESENTATION OF THE FOUR STUDY AREAS

3.1. PRESENTATION OF THE AREAS

VIA MORGARI

The area of via Morgari that has been pedestrianised is on crucial position in between the church Sacro Cuore di Maria and the already existing Ginzburg garden.

From the demographic analysis, we can see that the blocks around the area are very densely populated, especially the ones situated on the right of the area. It can be noted that there is an also quite high presence of foreigners and kids. Instead, the ratio of male and female is around 50%. It is interesting that by the implementation of this new pedestrian area, it can be given the opportunity to another four schools to have a pedestrian area in the radius of 250m.

The zone around the area is characterised by a calm traffic. All the streets are one-way streets, which is a condition that in combination with the closure of one of them can create a traffic confusion among the people, especially the non-resident ones. It is positive that nearby there is bike parking and also the ToBike service available.

Its position in the neighbourhood it is in a calm part of it with prevalent residential use. Nearby, on via Belfiore there is the restaurant Molo 16 that contributes in some way to the public life of the area, more specifically in the evening. Very close to the pedestrianised area there are the office of the FARO Onlus foundation (on the left of the Ginzburg garden) and the Consulate of Morocco, which are the reason that often in the zone of close proximity there are people from different age and ethnic groups. The presence of the Casa Del Quartiere is essential, giving big potentiality for developing strong public life. They as an association organise a lot of outdoor activities, especially in the summer months. For this reason, in this period of the year a lot of families with children and young people are attracted to the zone.

At this point of the pedestrianisation project, it has been only closed and delimited by big divisionary flower pots. No benches or other urban furniture has been added to the area. Some design workshops were organised in order to understand better the vision of the users. One of the main issues of the area is the security. There is the presence of some drug dealers in the Ginzburg garden and sometimes in front of the church. The area in the past wasn't well lit during the night and it has been noticed that before the beginning of the project, very few female users were passing through the area by night.

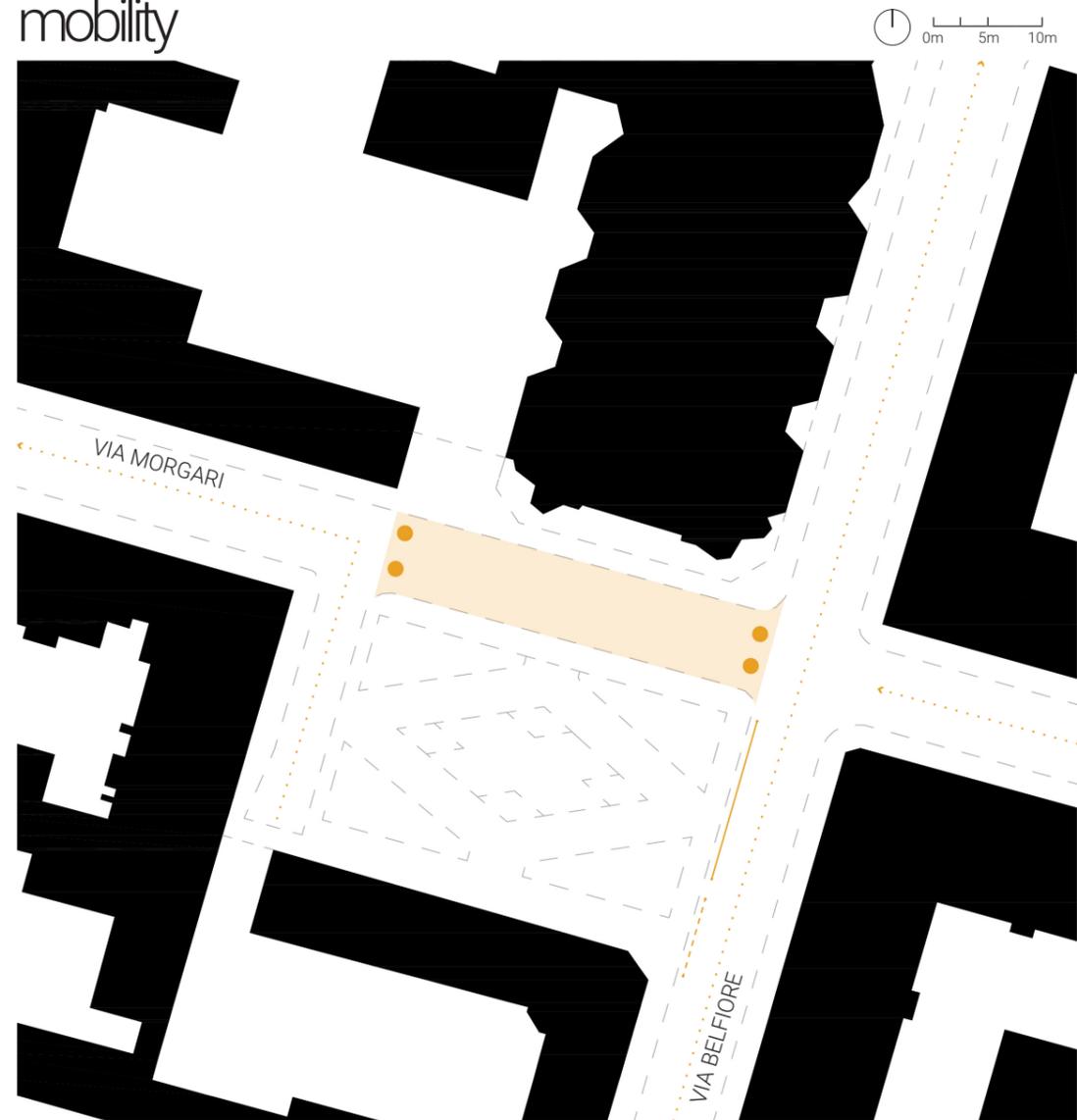
The area was officially sperimentally pedestrianised from 16th September 2020 to 31st December 2020. After that, the period was extended but only until 30th September 2021, when the area was given back to the traffic.



Fig.39.(up) Pedestrianized area on via Morgari seen from via Belfiore

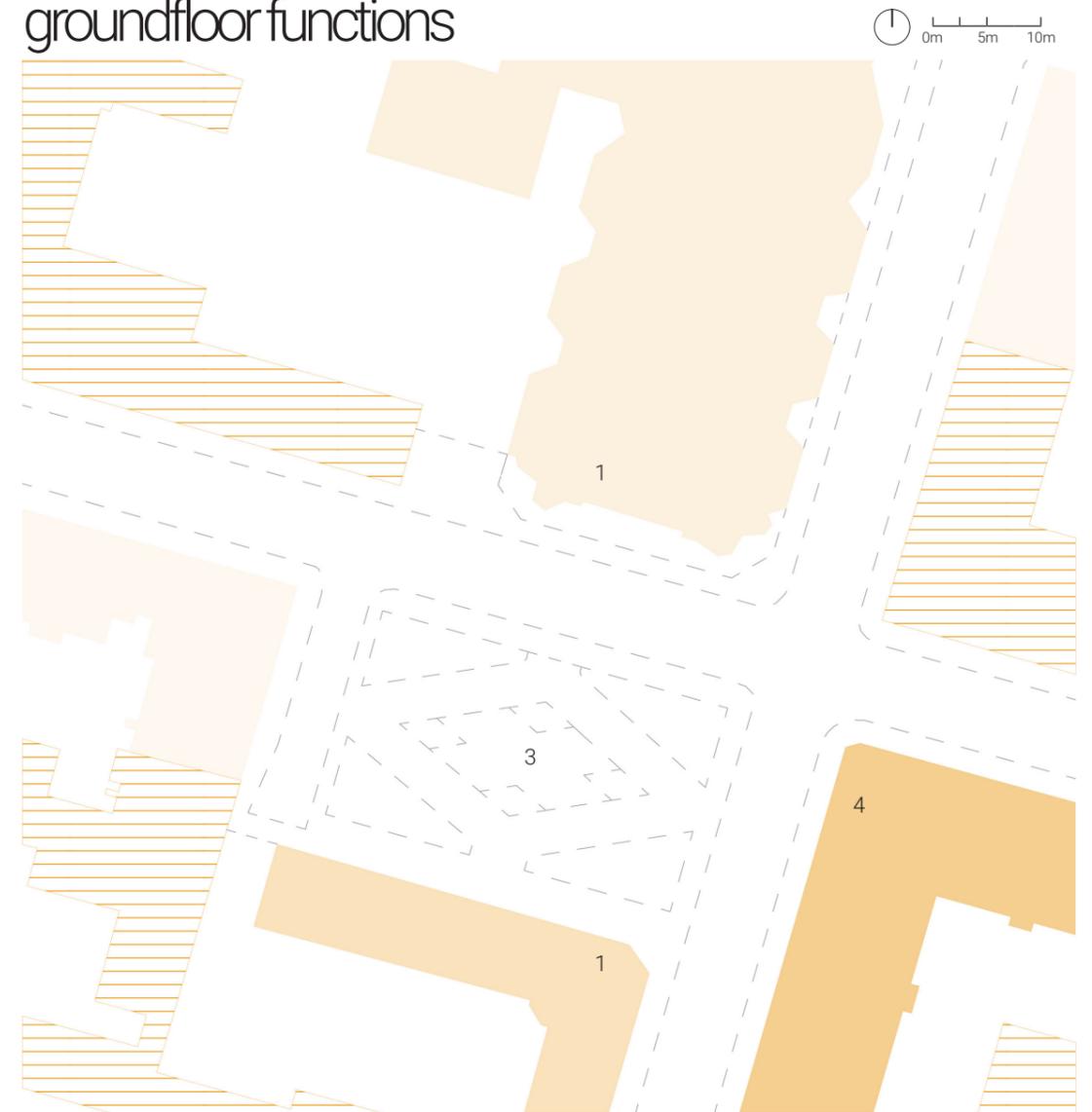
Fig.40.(down) Pedestrianized area on via Morgari seen from the entrance of the church Sacro Cuore di Maria

mobility



- pedestrianised area
- divisionary flower vase
- local street 30km/h
- ToBike parking
- bike parking

groundfloor functions



- residential
- commercial
- cultural
- ecclesiastic
- institutional

1. Casa del Quartiere
2. Church Sacro Cuore di Maria
3. Ginzburg garden
4. Restaurant Molo 16

3.2. PRESENTATION OF THE AREAS

VIA PRINCIPE TOMMASO

The part of via Principe Tommaso included in the pedestrianisation project it is situated in between via Baretta and via Silvio Pellico and it is in direct relation with the Kindergarten Bay. This positioning is of extreme importance for developing the idea of safe transition areas in front of the schools.

According to the demographic study the density of the surrounding area is quite high. It is also important that this is the area, of all four, situated closest to the blocks with the highest percentages of foreigners. The presence of women is slightly lower or almost equal as the one of men. It can be noted that the percentage of the kids is almost equal in all the surrounding blocks.

The area is characterised mainly by a calm traffic and all the streets are one-way streets. An issue that could emerge from the closure of the street could be the traffic confusion for the non-residents that come to the area to go out by night. A problem for the residents could be the lack of bike parking near this specific area.

This area is located in the mix-used part of the neighbourhood, where there are, apart from the residential buildings, a lot of restaurants, bars and cafes and where the movida during the night is happening. This feature of the space is also conferring it a potentiality to be used by a lot of different user groups and along different hours. Even though, almost all the commercial activities facing the pedestrian areas are shops, with the exception of the newly created restaurant Sora Gina. It opened only in August 2021 and had excessively conquered the pedestrianised area with its dehor until October when it was removed. It is interesting that a bar nearby, situated on the angle of via Baretta and via Silvio Pellico, even though, not directly facing the pedestrian street, during the month of May had expanded its outdoor area and have put some tables the pedestrian zone. It is interesting also that on the street there is the association Circolo Arci Sud, but in the last few months it haven't been very active, most probably due to the pandemic restrictions.

From when the project have started to the area has been added only one bench in front of the entrance of the Kindergarten and no other urban furniture that could help to attract more people to the area.

Some issues for the area could be the noise made by the movida in the late night hours that could be disturbing for the residents and also the dirtiness of the streets in the weekend.

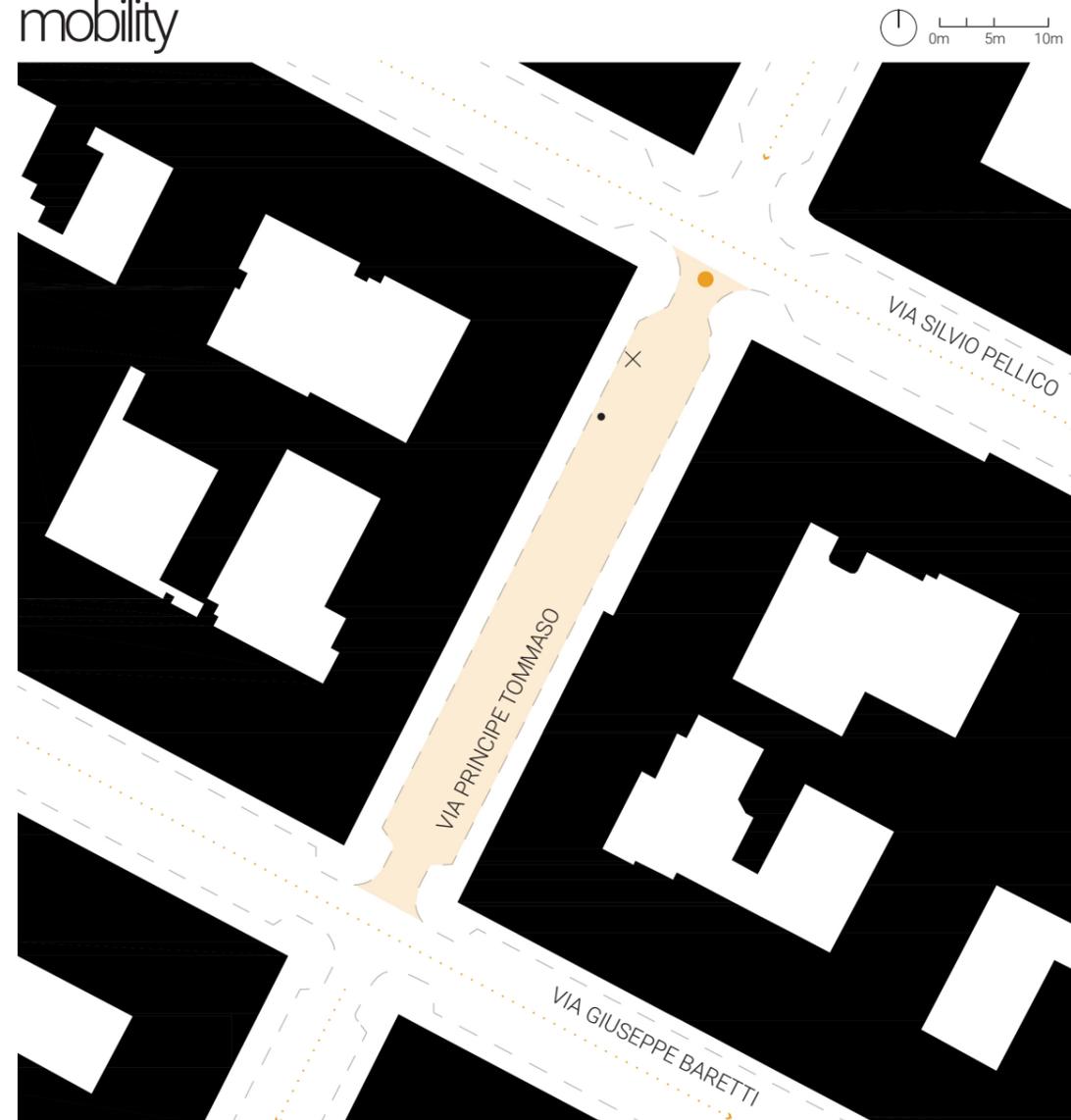
The area has been officially sperimentally pedestrianised from 30th July 2020 to 31st December 2020. After that the period had been extended until further notice.



Fig.41.(up) Pedestrianized area on via Principe Tommaso seen from via Baretta towards Silvio Pellico

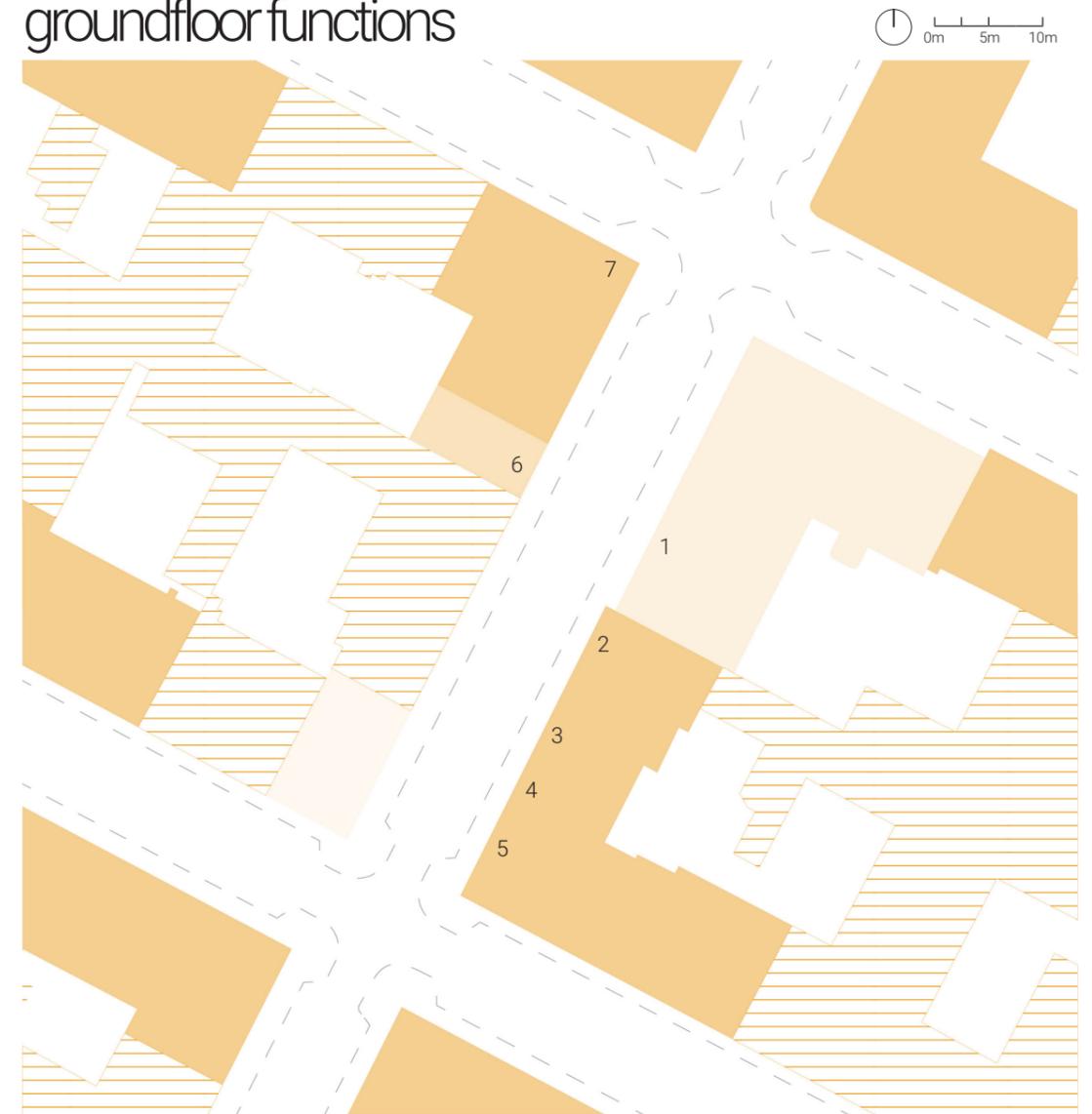
Fig.42.(down) Pedestrianized area on via Principe Tommaso seen from via Silvio Pellico towards via Baretta

mobility



- pedestrianised area
- divisionary flower vase
- local street 30km/h
- bench
- excessively expanded dehor

groundfloor functions



- residential
- commercial
- cultural
- educational
- service

1. Kindergarten Bay
2. Tailor shop Giunone Couture
3. Cloth shop Righe à pois
4. Hairdresser Stefano Polito
5. Tailor shop La Camelia
6. Association Circolo Arci Sud
7. Ristorante Sora Gina

3.3. PRESENTATION OF THE AREAS

CORSO MARCONI

The pedestrianisation of corso Marconi, in between via Madama Cristina and corso Massimo D'Azeglio, is of extreme importance because it is generating a beautiful promenade connecting the inner of the neighbourhood with Parco del Valentino. It is also in direct contact with the Comprehensive school Manzoni, giving space for more outdoor activities for the children and supporting the idea of the creation of safe spaces in front of the educational buildings.

The zone around the pedestrianised area presents quite high density, with exception of the building block where the school is situated. The distribution of the foreigners is polar, generally are present block with low percentage of foreign population with except one block. The distribution of men and women is almost equal. What is of great importance is the high presence of kids in all the nearby blocks.

The mobility of this zone is quite complex. It is characterised by the presence of corso Massimo D'Azeglio which is an inter-district axis, where the motor vehicles are passing through with a high speed, and by the presence of two neighbourhood axes - via Madama Cristina and via Ormea. A critical point of the implementation of the project could be the interruption of via Ormea by the pedestrian area, cutting in the traffic at that specific point. It has been tried to close the South counter-avenue in front of the school Manzoni, in between via Madama Cristina and via Ormea, but this might have created a bit of traffic confusion. It is important to notice that thanks to the public transportation and the nearby passing of tram 9 and 16 and bus 8 and 67, the area is well connected to the rest of the neighbourhood and the city.

This area is located in the mix-used part of the neighbourhood. There are a lot of commercial activities, especially in the North sidewalk facing the area. It has been noted that the restaurant Cibo Container and the bar Angelo e Galia have expanded on the pedestrian zone, showing high levels of occupancy of their outdoor area.

To the area have been added around 30 benches and the pavement of the area dividing the central lane and the adjacent South counter-avenue in between via Madama Cristina and via Ormea has been adjusted and changed with good gravel.

The area has been officially sperimentally pedestrianised from 28th August 2020 to 31st December 2020. From September 2020 to the pedestrianisation has been added also the South counter-avenue that later on the summer 2021 has been re-opened to cars again. The rest of the initiative has been extended in the time.

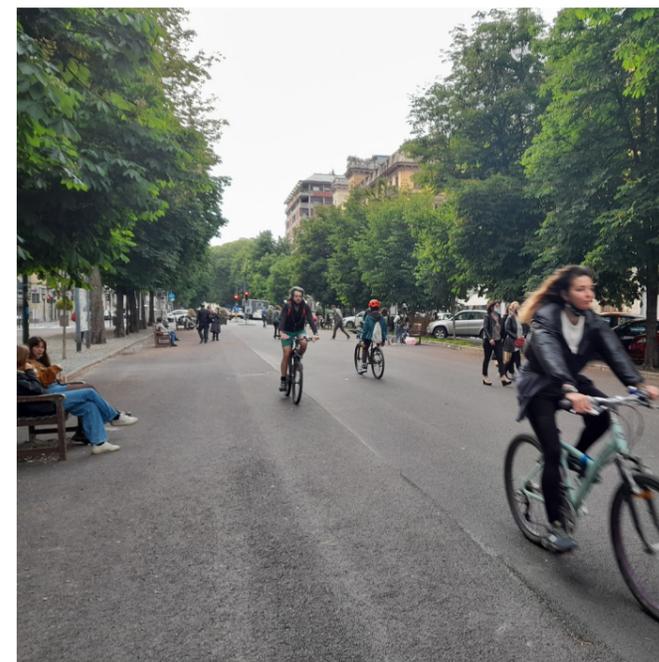
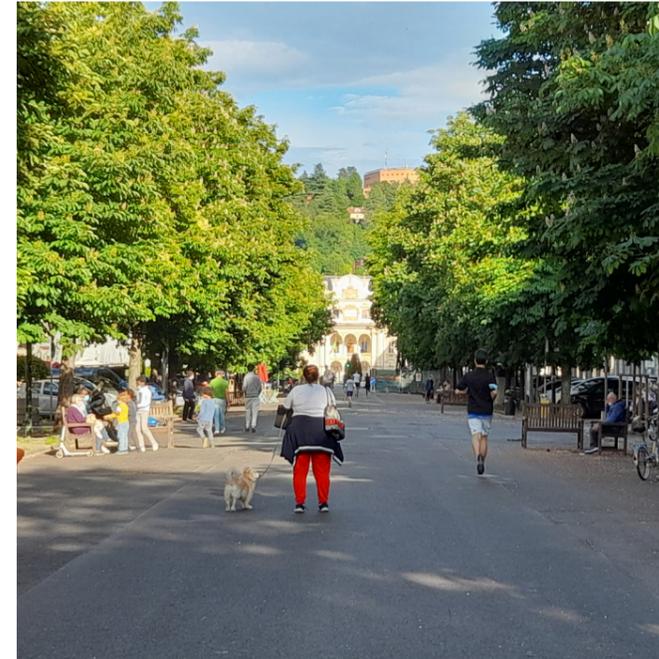


Fig.43.(up) Pedestrianized area on corso Marconi seen from the middle of the area towards corso Massimo D'Azeglio

Fig.44.(down) Pedestrianized area on corso Marconi seen from the middle of the area towards via Madama Cristina

mobility



- pedestrianised area
- pedestrianised counter-avenue (09/20 - 08/21)
- divisionary flower vase
- bench
- local street 30km/h
- neighbourhood axis
- inter-district axis
- public transport line

groundfloor functions



- residential
 - commercial
 - cultural
 - educational
 - institutional
- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Elementary school Manzoni 2. Tabacchi Marconi 3. Gelateria Ottimo 4. Pizza Kebab Marconi 5. Vet Fabio Spano 6. Caffetteria Elite 7. La Padieneria degli Artisti | <ol style="list-style-type: none"> 8. Fruits and Vegetables 9. Hairdresser 10. Restaurant Cibo Container 11. Driving school 12. Bar Angelo e Galia 13. Beauty salon Santa Clara 14. Caffetteria dell'Università |
|--|--|

3.4. PRESENTATION OF THE AREAS

VIA LOMBROSO

The part of via Lombroso that has been pedestrianised is in between via Sant'Anselmo and via Principe Tommaso and it is actually the end of the street that makes it a natural decisions for the pedestrianisation project.

The area is surrounded by building blocks of different population densities. The distribution of the foreigners in the nearby blocks is polar. There are some with very high percentage of foreign population and there are some with a very low one. The presence of the women is a little lower or equal as the one of the men. About the presence of kids, we can notice that in the immediate vicinity their percentage is relatively low, but very near there are block with a high percentage. The area is characterised by calm traffic and all the surrounding streets are one-way streets. What is of extreme importance is the fact that the entrances of the garages of the residential buildings are facing the pedestrianised area and as well the commercial activities on the street have no other space to charge the goods they need. So, some compromise should be found to support all the needs of the local businesses and of the residents of the street. There is a little bike parking in the area that it shows not to be enough for the demand of the area.

The space is located in the zone of the neighbourhood where the movida during the night is happening but still the street itself can be characterised as a very calm one. The pedestrianised part is little as dimension but it is filled with different commercial activities. The presence of the ASAI association, which works with minors and families living in situations of risk and social exclusion, is conferring it big potentiality for a strong and diverse public life. The association is often organising events for the people they work with, so the area can be of help for these kind of activities. Instead, the bar present on the angle with via Principe Tommaso have extended outside.

From the beginning of the initiative it hasn't been added any bench or other type of urban furniture to the area. ASAI association has produced an interesting pavement drawing.

One of the main issues of the area is the fact that it is impossible make it fully pedestrian since the entrances for the garages of the residential buildings are facing the street and there is a need for organising the delivery for the local businesses.

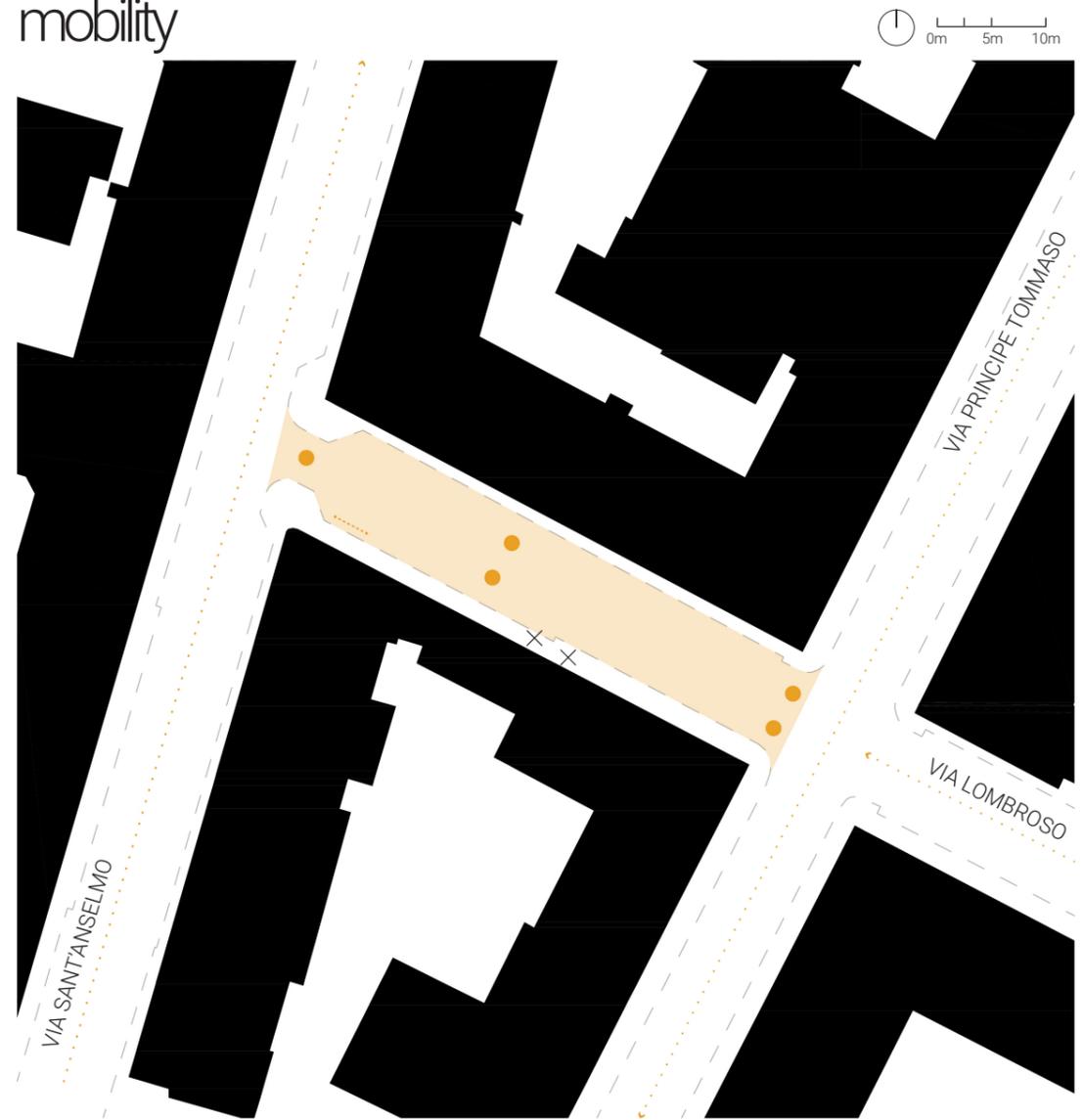
The area has been officially sperimentally pedestrianised from 16th September 2020 to 31st December 2020. After that the period had been extended until further notice.



Fig.45.(up) Pedestrianized area on via Lombroso seen from via Sant'Anselmo towards via Principe Tommaso

Fig.46.(down) Pedestrianized area on via Lombroso seen from via Principe Tommaso towards via Sant'Anselmo

mobility



- pedestrianised area
- divisionary flower vase
- local street 30km/h
- bike parking
- garage entrance

groundfloor functions



- residential
 - commercial
 - cultural
1. Association ASAI
 2. Hairdresser Maria
 3. Fruits and Vegetables shop
 4. Restauration Atelier Des Pampilles
 5. Bar Bicierin Ciclofficina con Cucina

04. STUDYING PUBLIC LIFE

4.1. STUDYING PUBLIC LIFE

INTRODUCTION

TOOLS. As one of the pioneers on the urban planning and design stage, Jan Gehl, says in one of his books:

"Good architecture ensures good interaction between public space and public life. But while architects and urban planners have been dealing with space, the other side of the coin – life – has often been forgotten. Perhaps this is because it is considerably easier to work with and communicate about form and space, while life is ephemeral and therefore difficult to describe."⁸⁷

Even though there is a great difficulty to study the public life, which is also constantly changing in the course of the days, weeks, months, its examination is of a great importance for the better understanding of our cities, for their future development, for the creation of new public spaces and for the physical and psychological well-being of the residents and of the community.

One of the main questions we should ask when studying the public life are 'how many', 'who', 'where', 'what' and 'how long'. To be able to answer to those questions different tools were developed as already presented in the chapter "Studying the Public Life. The Jan Gehl Methodology". Since a single tool is rarely sufficient to understand completely the behaviour of people, it is suggested to use a combination of various tools⁸⁸.

For the study of the public life of the four study areas in San Salvario, five tools were selected. This decision was based on the fact that the Agenzia of San Salvario already used them in the past months - October, November and December 2020, to perform the same study. So, in order to obtain data of a good quality and comparable information, it was decided to use the exact same tools and methodology as the one adopted before. In this way a statistics about the flows, the levels of activities and about the changes of the public life over the months could be constructed.

The tools that were used for the investigation of the four study areas located in San Salvario are:

COUNTING. There were performed two types of counting - People Moving Count and Stationary Activity Count. These tools are widely used, because they give an information on the basis of which a statistics can be constructed and comparison over time can be made. They give information how busy is a space, how well connected it is

and the general behaviour of people.

MAPPING. It consists of mapping the location and the posture of the people where they are doing some activity. This tool gives us a general pattern of the users' behaviour.

TRACING. It consists of drawing the people movement within or across the study area. It gives information about the flow of the people and their moving patterns.

PHOTOGRAPHING. It is used to document particular situations where people interact with the space or the lack of this interaction. Photographs are good way of interaction and they also can give us information about complex city situations that are difficult to fully comprehend in the exact moment.

KEEPING A DIARY. It consists of writing down observations in real time and systematically. It gives us the possibilities to register details and nuances about the interaction between people and space.

All of the tools and activities were performed manually and on paper, which gave the opportunity to collect as much as possible qualitative information about the public life. The rich data collected was later on digitalized and analysed.

⁸⁷. How to study public life, Jan Gehl and Birgitte Svarre, Islandpress, 2013, p.2.

⁸⁸. How to study public life, Jan Gehl and Birgitte Svarre, Islandpress, 2013, p.22.

METHODOLOGY. As already mentioned before, the methodology adopted is the same one as the one used by the Agenzia di San Salvario that performed the same study of the public life in the months of October, November and December 2020.

For performing the People Moving Count and Stationary Activity Count before everything it was necessary to create a calendar with all the monitoring sessions that are needed to be executed. As recommended by Jan Gehl and as decided by the Agenzia di San Salvario, it was necessary to examine three characteristic days of the week - one day in between Monday and Thursday, that represents the typical work day, one day between Friday and Saturday, that represent the end of the week and the time when people are going out more, and a Sunday. For each of the days were made three monitoring sessions - one in the morning, one in the afternoon and one on the evening, in order to fully understand people's behaviour and the public life all along the day. The time range of the sessions in the morning and in the afternoon was determined as the one of the previous studies performed in the months of October, November and December - in the morning in between 8:00 and 9:00 with a tolerance of 30 minutes, in the afternoon in between 18:00 and 19:00 with a tolerance of 30 minutes. Instead for the evening sessions the time range was shifted from the range in between 22:00 and 23:00 to the range in between 21:00 and 22:00 due to the curfew limitation, imposed for fighting against the spreading of the Covid-19. The sessions were performed as follow:

VIA MORGARI. Sunday 2nd May, Tuesday 4th May, Friday 7th May
 VIA PRINCIPE TOMMASO. Wednesday 5th May, Saturday 8th May, Sunday 9th May, Saturday 22nd May
 CORSO MARCONI. Wednesday 12th May, Saturday 15th May, Sunday 16th May
 VIA LOMBROSO. Friday 14th May, Tuesday 18th May, Friday 21st May, Sunday 23rd May

The counting for the People Moving Count was performed for the time of 10 minutes instead the counting for the Stationary Activities Count for the time of 1 hour. All the other tools were used while carrying out the counting activities and were useful to collect more qualitative data.



Fig.47.(next page) Collage with some of the paper documents obtained from the study

4.2. STUDYING PUBLIC LIFE

ANALYSIS - VIA MORGARI

MOVING PEOPLE COUNT. For all the nine sessions there were registered a total of **173** passages, which is equivalent to a flow of **1,92** person/minute.

A lot of people still use the sidewalk but anyway we cannot not notice that there is also a great part of the users that walk through the middle of the area, recognising it as a pedestrian public space.

Most of the people moving across the area were pedestrians (83% of all people that passed), while 14% were cyclist and only 3% used scooters as a mean of transportation.

The area is mostly used during the week days, with a slow decline in the weekend and a drastic one on Sundays (**Fig.48**). This tendency can also be noticed from the tracing of peoples' movement. We can see how the density of lines is much lower in the weekend in comparison with the week days (**p.133**).

Another interesting characteristic of the public life of the area is its much lower usage in the evening hours. As during the afternoon a lot of people from all age groups can be noticed in the area, only few hours later the area becomes empty and without life. It is important to mention that exists a general image for this area - it is seen as unsafe area due to the presence of drug dealers. This could explain the behaviour of the general mass of people, but still a very interesting phenomenon was noticed - various times young children were passing through the area by their own, alone. From this we could conclude that an overall process of regaining the "trust" in the area has started. Still, more of the users of the space are male with 52% against 48% for the female side.

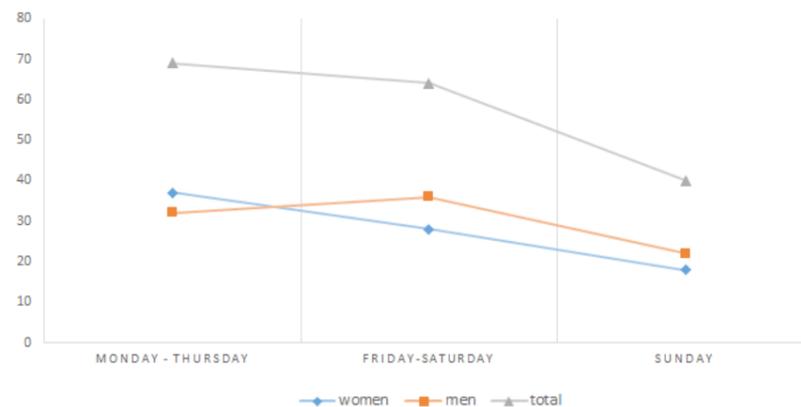
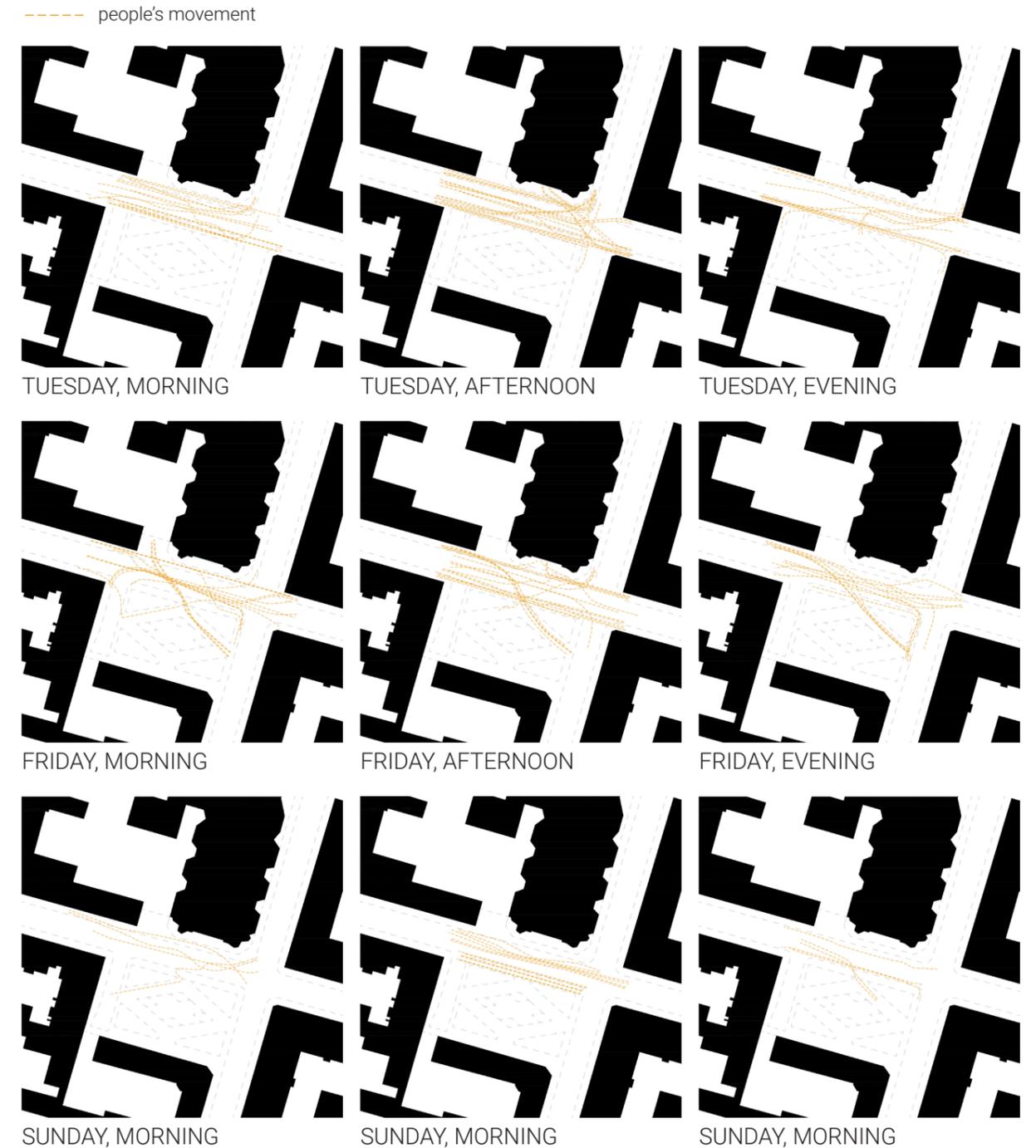


Fig.48. General trend of usage of the area by the day of the week, according MOVING PEOPLE COUNTING, via Morgari



STATIONARY ACTIVITIES COUNT. For all the nine sessions there were registered a total of **75** stationary activities, which is equivalent to a flow of **8,33** activities/hour.

This area is mostly used in the end of the week (according to the measurements taken on Friday). It is interesting that in this part of the week the space is almost equally used in the afternoon and evening. During the week days there is very big decrease in the use in the night hours, instead on Sundays it appears to be almost only used on the afternoons (Fig.49.). The reason for this trend again most probably is due to the common perception that exists among the residents - that the area is not so safe. It is necessary to notice that pedestrianised area it is not perceived as a unique area with the Ginzburg garden. During the nights when there was almost no activity on the area of study, in the garden there were present groups of people.

Considering the behaviour of the people on the space, we can notice that most of the people are staying on the perimeter of the area (p.135). The central part is usually used only by the kids or kids and parents that are using that space to play together. It is very interesting that for the nine sessions of monitoring it has been noticed that quite a lot of parents have been bringing their children to the area with the intention to stay there and play. Also, another interesting phenomenon is that a lot of people from different age groups were using the steps in front of the church as sitting places and they were staying there for a talk or to read. This observation gives us information about two things - the fact that there are missing sitting places in the area but also that the people have the will to use the space for some recreational activities and it maybe has great potential if well designed in the future.

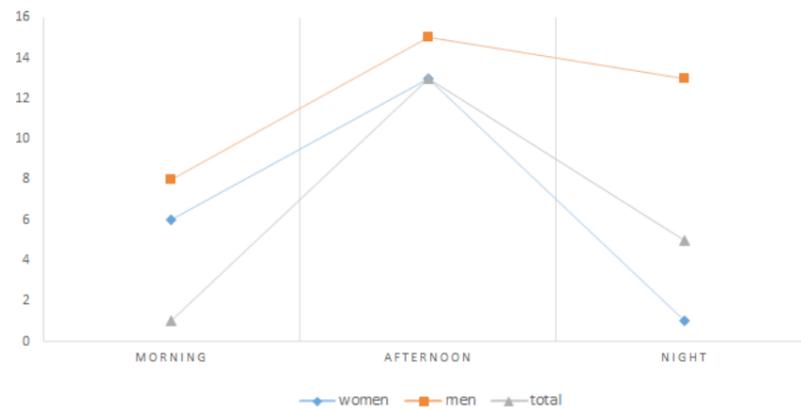
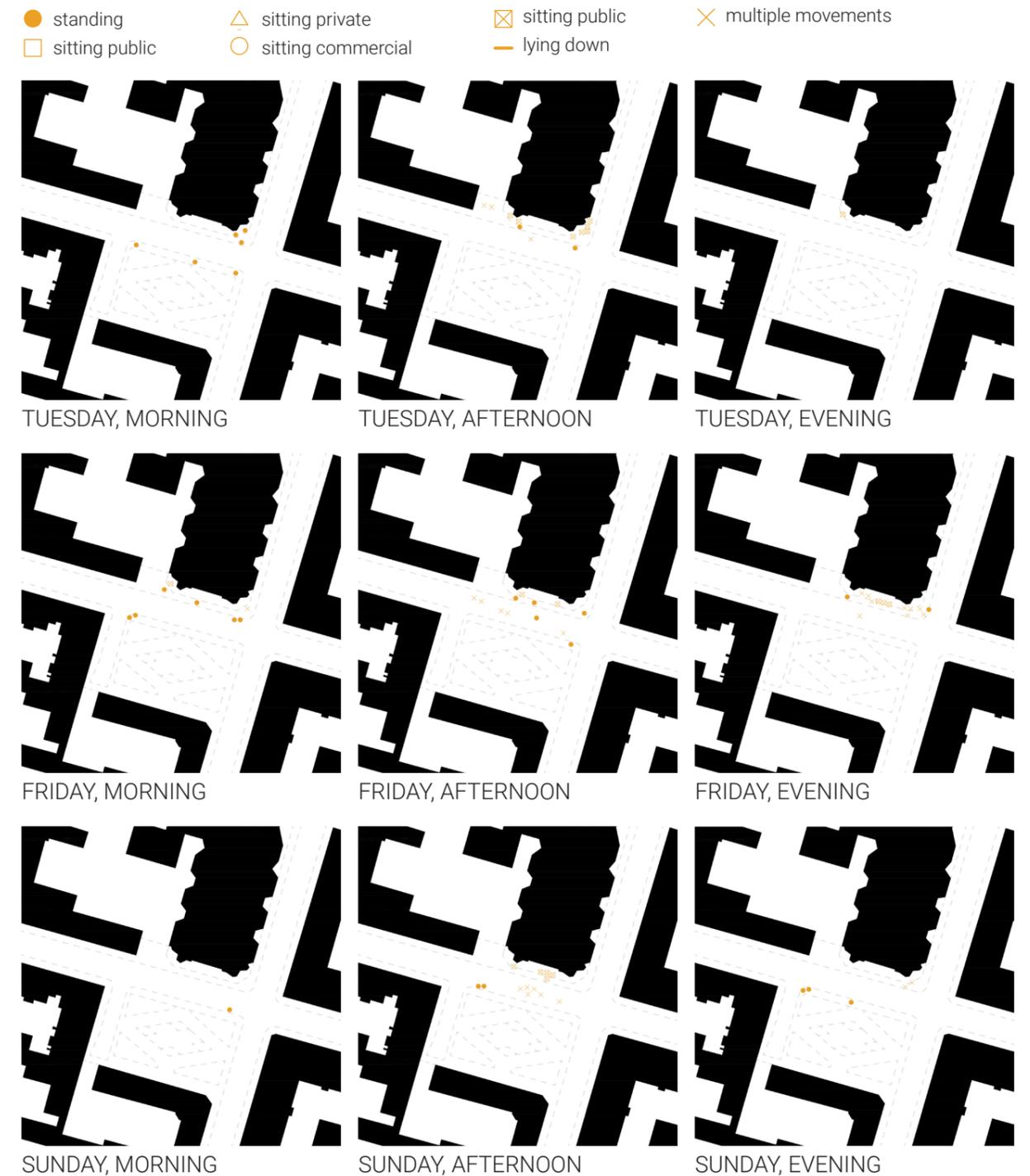


Fig.49. General trend of usage of the area by the day and part of the day, according STATIONARY ACTIVITY COUNTING, via Morgari



CONCLUSIONS. Considering the indexes for the flow of people moving and the indexes for the level of stationary activities obtained during the four months of monitoring, we can conclude that the area is being used more and more over the time.

We can see that regarding the people moving count, there has been an important increase from the month of October with index of 1,10 person/minute up to 1,92 in May, with some intermediate decreases in the months of November and December (Fig.50.), most probably due to the Covid-19 restrictions. Regarding the index of the stationary activities, we can notice a similar trend as the one for the people moving (Fig.50.). This behaviour can be explained by three reasons - the ease of some of the restrictions against Covid-19, the presence of better weather and the presence of already built habits of the residents to use the newly pedestrianised areas.

During the execution of the monitoring some problems have been encountered. Some of the main ones are the lack of sitting places, the occasional presence of trash bins full of garbage that can create unpleasant image of the site, the presence of parked cars near the limits of the pedestrianised area that can block the entrance, obstruct the visuals towards the space and make it less welcoming. Another very important problem is the frequent passing through the area by motorcycles, sometimes also with very high speed. This could be very dangerous for the people using the area, especially if there are small children that could react unexpectedly and get harmed. Also the presence of drug dealers in the afternoon and during the night is making some people to feel insecure.

There are also some positives tendencies that have been noticed. The area is being used by all age groups and also for different activities - playing, resting, eating, talking ecc. A lot of parents bringing intentionally their children to the area and supporting the project for the pedestrianisation. Thanks to the presence of the Casa del Quartiere facing the Ginzburg garden and restaurant on via Belfiore, a very lively atmosphere is created that just has to be enhanced more by good design decisions.

	OCTOBER	NOVEMBER	DECEMBER	MAY
moving flow (person/minute)	1,10	0,86	0,81	1,92
activity level (person/hour)	7,33	2,78	1,78	8,33

Fig.50. General trends of usage of the pedestrianised area, comparison over time, via Morgari



Fig.51. People using the public space, Tuesday 4th May, 6p.m.



Fig.52. Box with drawing tools and toys for the kids, made by the local parents

4.2. STUDYING PUBLIC LIFE

ANALYSIS - VIA PRINCIPE TOMMASO

PEOPLE MOVING COUNT. For all the sessions there were registered a total of **383** passages, equivalent to a flow of **4,26** person/minute. Most of the passages are made by pedestrians (87%) while only 13% by cyclist. For all the nine sessions of observations only one person crossed the area by scooter.

From the tracing of the peoples' movement along the area we can conclude that the space it is still perceived as a street instead as a pedestrian public space. Most of the people are still using the sidewalk. Through the centre mainly pass only cyclist and people with dogs. An exception from this behaviour happens in the evening hours, when people are more willing to pass through the middle of the space making a slow walks enjoying their time (p.139).

It is interesting to notice that the space is most used in the end of the week, most probably thanks to the presence of the "movida" on Friday and Saturday night. Also during the week it is highly used, due to the presence of the "Bay" kindergarten, while we can notice that on Sundays there is a huge decrease on the flow of people (Fig.53.). Another very interesting information is that the space is most used in the evening hours (156 passages). For the afternoon hours we registered very similar flow of people (149 passages), while in the morning the space gets much less used.

The area seems to be perceived as safe (there have been noticed also young kids walking by their own) but still there is a big difference between the amount of male users (55%) and the female users (45%). It has been notice that the female presence decrease a lot in the morning and night hours, with the exception of Saturday night when the presence of males and females it is almost the same.

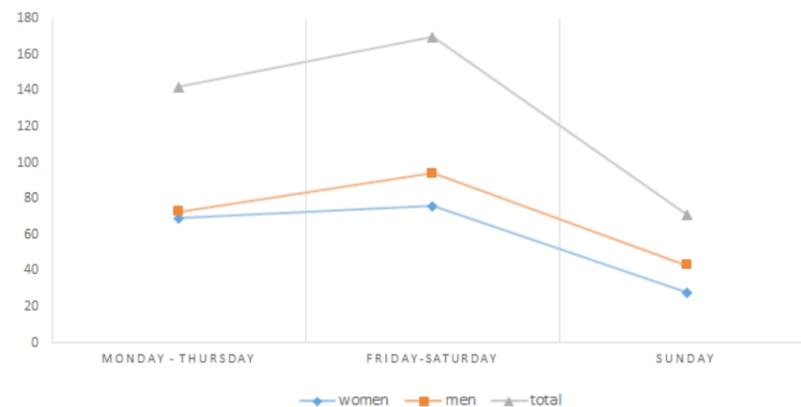
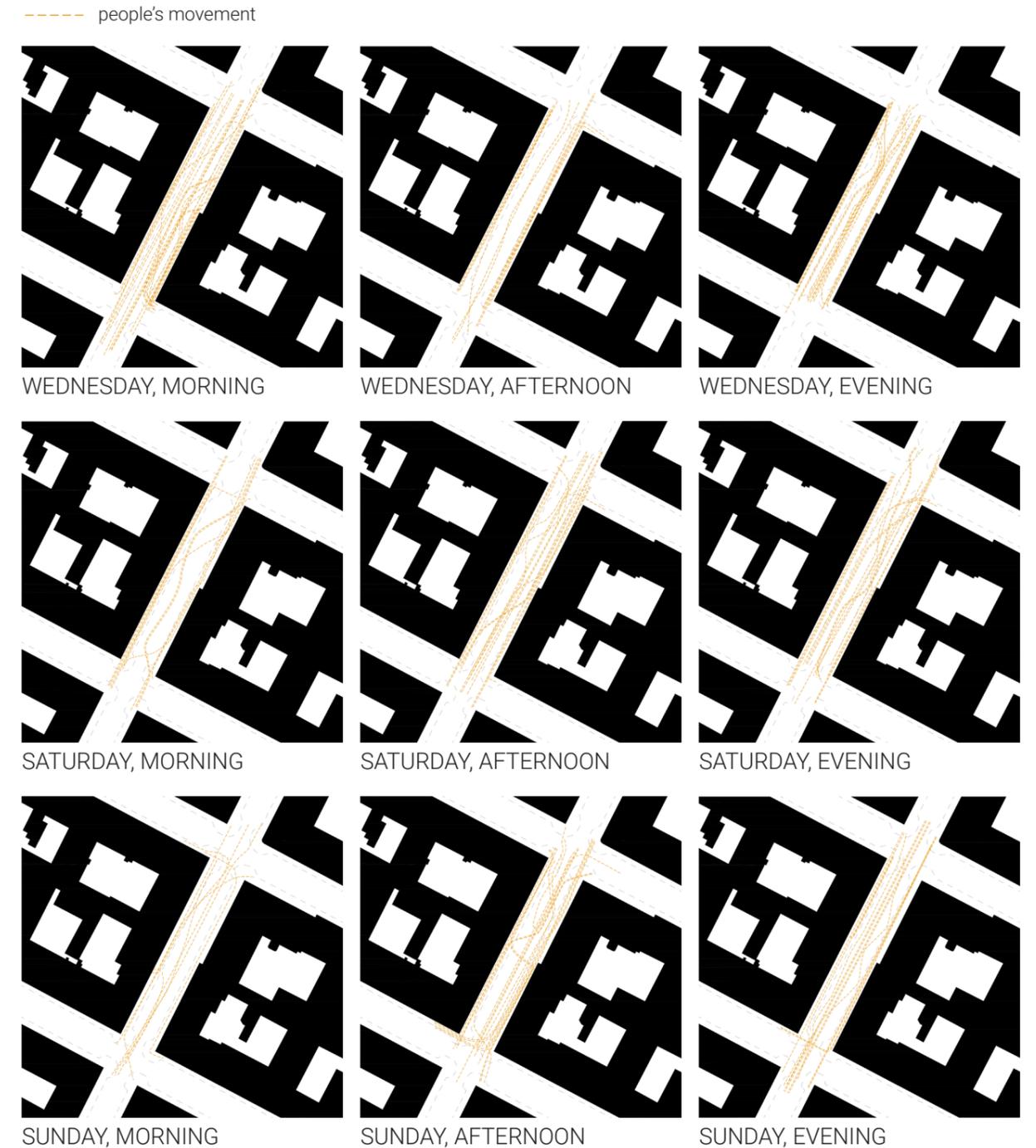


Fig.53. General trend of usage of the area by the day of the week, according MOVING PEOPLE COUNTING, via Principe Tommaso



STATIONARY ACTIVITIES COUNT. For all the nine sessions there were registered a total of **252** stationary activities, which is equivalent to a flow of **28,00** activities/hour.

Considering the total of activities registered during the three days of study, we can see that the space gets most used on Saturday (end of the week). There is also good, stable tendency of usage also during the week days while on Sundays the level of stationary activities monitored is the lowest that can also be clearly perceived by the mapping of the activities on the area (p.141). The space is mostly used in the afternoon, which is a moment of the day when there are a lot of parents with their kids playing around the area. Exception of this trend is Saturday night, when we have registered the peak of the usage of the area, probably thanks to the presence of the “movida” (Fig.54.).

Most of the people doing shorter stationary activities, like standing and talking in small groups, are usually staying on the perimeter of the area. In the hours when there are a lot of children playing, usually the kids use the central part of the area while their parents are staying in small groups mostly in the part in front of the kindergarten. Since there is only one bench in the area, most of the parents are standing or sitting informally on the sidewalks and the niches of the buildings. It is interesting to notice that since some of the Covid-19 restrictions were eased, a bar that is facing on via Baretti, which is the lower limit of the study area, has expanded and has placed tables also on the pedestrianised area itself. It was noticed that the presence of this commercial activity attracts even more people to the area.

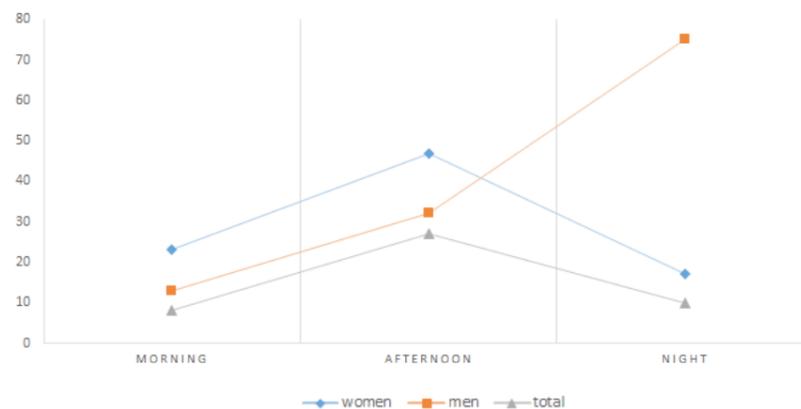
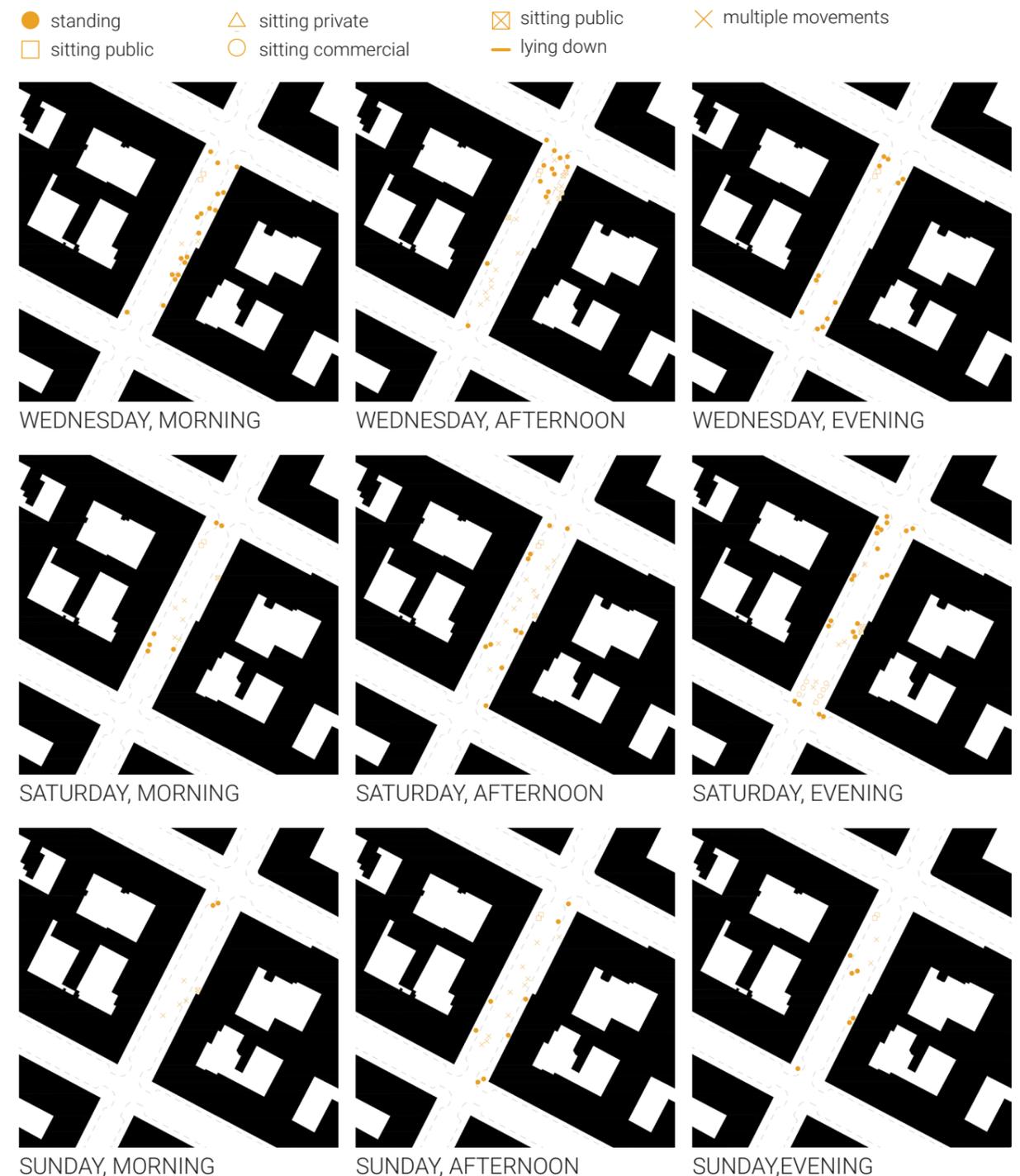


Fig.54. General trend of usage of the area by the day and part of the day, according STATIONARY ACTIVITY COUNTING, via Principe Tommaso



CONCLUSIONS. Observing the data about the level of usage of the area, we can notice that in May it has experienced a significant increase for both - the people moving flow and the stationary activity level, in comparison with the indexes from December. As in the case of via Morgari, also this area has experienced some decline of the usage in the months of November and December that now in spring time has been overcome most likely thanks to the slow ease of the Covid-19 restrictions and the good weather.

During the monitoring activities some problems have been noticed. One of the main ones is the lack of sitting places which is circumstance that doesn't permit most of the people to stay within the area and enjoy it and it is limiting the public life within the area. The crossing of the space by motorcycles is quite frequent and it could be highly dangerous for the users of the area. Also occasionally cars are parked near the limits of the area or within the area itself. There is a lack of bicycle parking that in reality could be of a great help since it was noticed that a great part of the parents that are bringing their children to the kindergarten are using the bicycle as mean of transportation. It is also a great way to promote the slow mobility in the neighbourhood. And not on last place, another very important problems was the dirtiness of the street on the weekend. There was presence of garbage that wasn't collected and removed by anyone.

On the other hand, it is very positive that the area is being used by almost all age groups - with an exception of the elderly that are less present. It was noticed also the existence of a strong community within the residents that are always greeting each other or even stopping for a short talk.

Considering the increasing levels of usage of the areas and the observations made, we can conclude that this area is very liveable, very appreciated by the parents and families in general and it has a great potential of becoming a beautiful place for meeting for the young, space for playing after school for the kids and for recreation for the parents. It is also a great example how a commercial activity can bring even more life to an already very lively area.

	OCTOBER	NOVEMBER	DECEMBER	MAY
moving flow (person/minute)	3,69	2,53	2,91	4,26
activity level (person/hour)	8,75	4,22	5,78	28,00

Fig.55. General trends of usage of the pedestrianised area, comparison over time, via Principe Tommaso



Fig.56. Children riding bicycles and playing around, Wednesday 5th May, 6p.m.



Fig.57. Organised games for kids, organiser ASAI association, Saturday 8th May, 9a.m.

4.2. STUDYING PUBLIC LIFE

ANALYSIS - CORSO MARCONI

MOVING PEOPLE COUNT. For all sessions there were registered a total of **410** passages, equivalent to a flow of **4,56** person/minute.

As in the other areas of study most of the passages are made by pedestrians (74%) but we should notice that in this case we have a relatively high percentage (26%) of movements made by people using slow mobility means of transportation - bicycles (22%) and scooters (4%). A particularity that we noticed is that all the passages made by scooters (14 passages) are made by men.

From the tracing activity we can understand that the people passing through and using this area are perceiving it as a real pedestrianised public area (p.145). Most of them are passing along the middle part of it, walking through it as a promenade. While a great part of people are still using the sidewalk in front of Rayneri and Manzoni school, very few of them are actually passing through the road along this sidewalk which is actually part of the pedestrianised area.

It is very interesting that the area is being used almost equally during the whole week with a very small decrease towards the weekend. The space is almost equally used during the morning and evening hours and the peak of frequency was registered for the afternoon hours (202 passages - nearly 50%). This could be explained by the fact that in that time range there are a lot of people that are finishing work or their lessons going back home or just taking a slow walk.

The area is being used from all age groups - there are children, young people and students, adults and a lot of families and also plenty of elderly. While this is a very positive fact, the ratio between male and female users that we obtained (58% against 42%) is the most worrying one for the all four study areas.

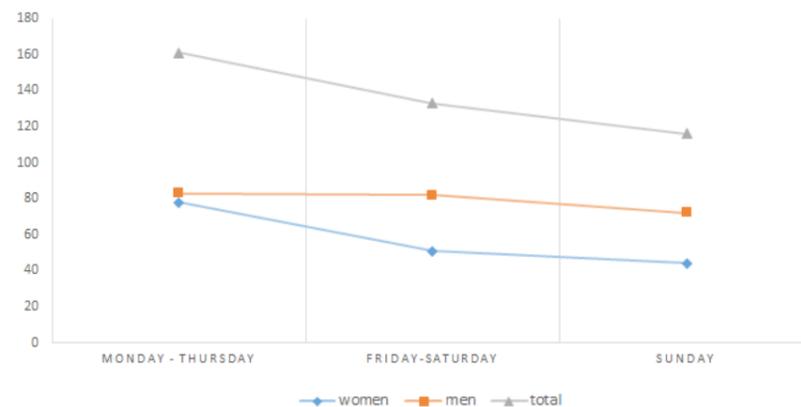
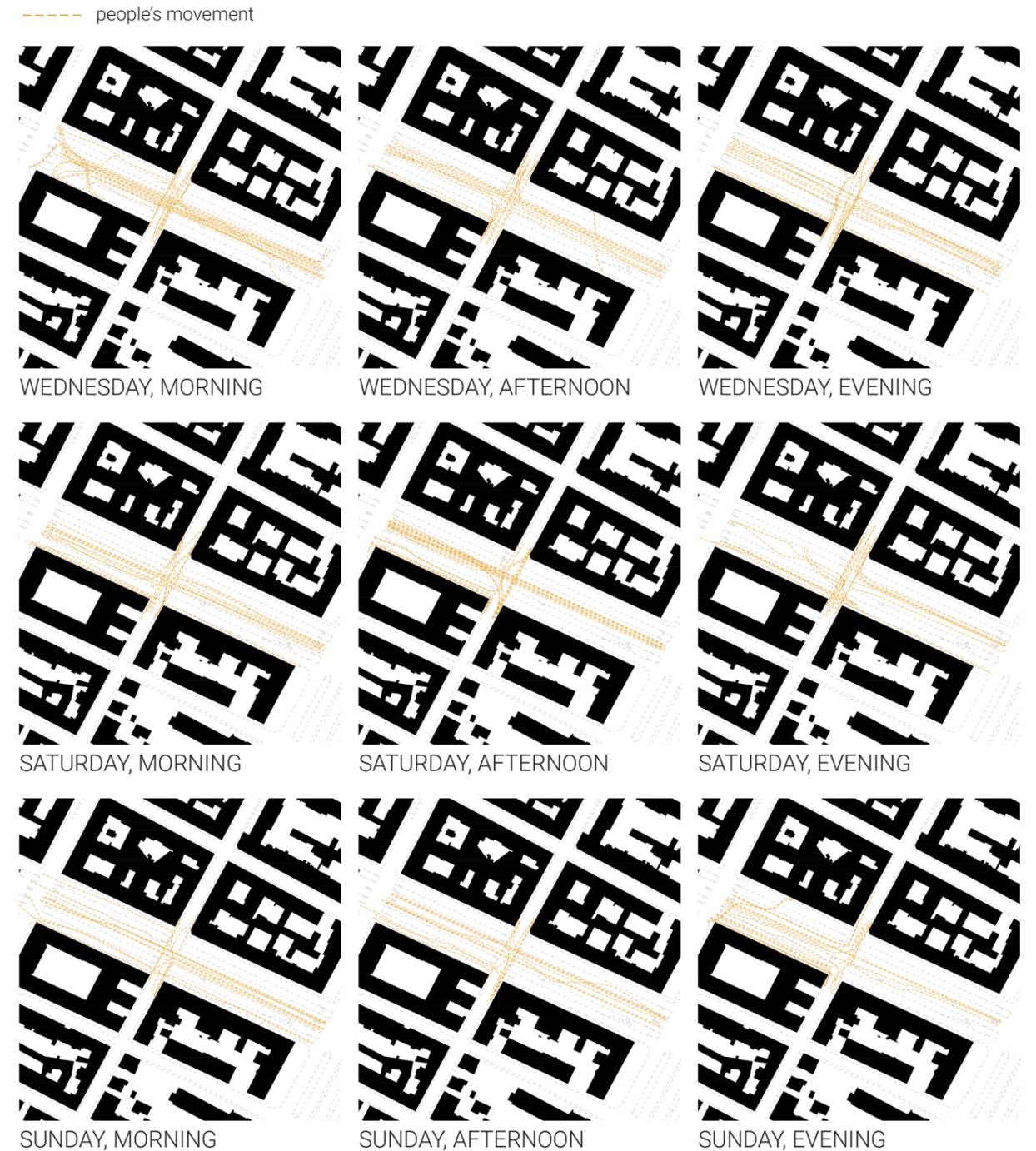


Fig.58. General trend of usage of the area by the day of the week, according MOVING PEOPLE COUNTING, corso Marconi



STATIONARY ACTIVITIES COUNT. For all the nine sessions there were registered a total of **898** stationary activities, which is equivalent to a flow of **99,78** activities/hour.

It is very interesting that for this study area we have observed quite different dynamics of usage for the three days of study (Fig.59). During the week days we can see that the peak is during the morning, due to the fact that before the start of the classes a lot of children and parents are gathering on the space in front of the school. While waiting, the kids are playing instead the parents are forming groups and talking. On Saturday it is interesting that on the morning the level of usage is low but later during the day and evening we have quite stable indicators. This tendency is most probably thanks to the "movida" and also thanks to the presence of two restaurants on the part in between via Ormea and corso Massimo D'Azeglio, always full of customers during the weekend. This study area is an extended area that gives the opportunity to be used by different groups of people for a lot of different activities. On Sundays, the morning and evening hours of study present low indicators but the peak on the afternoon is quite high. Even though there are some differences of the dynamics for the three examined days, in general the area is most used on the afternoons with 403 activities registered in total.

It can be noticed that the part of the area in between via Ormea and via Madama Cristina is more used than the other half. In the afternoons and evening the sitting places were almost always full. The kids are playing mainly along the central part of the area but also in the space in front of the school. People with dogs are usually using along the lines with the trees.

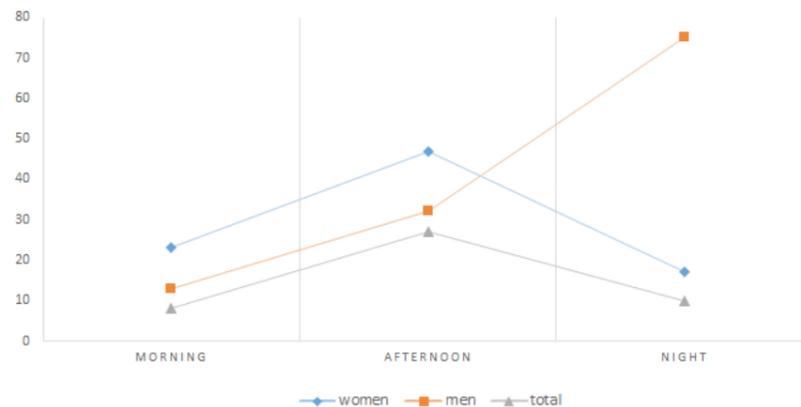
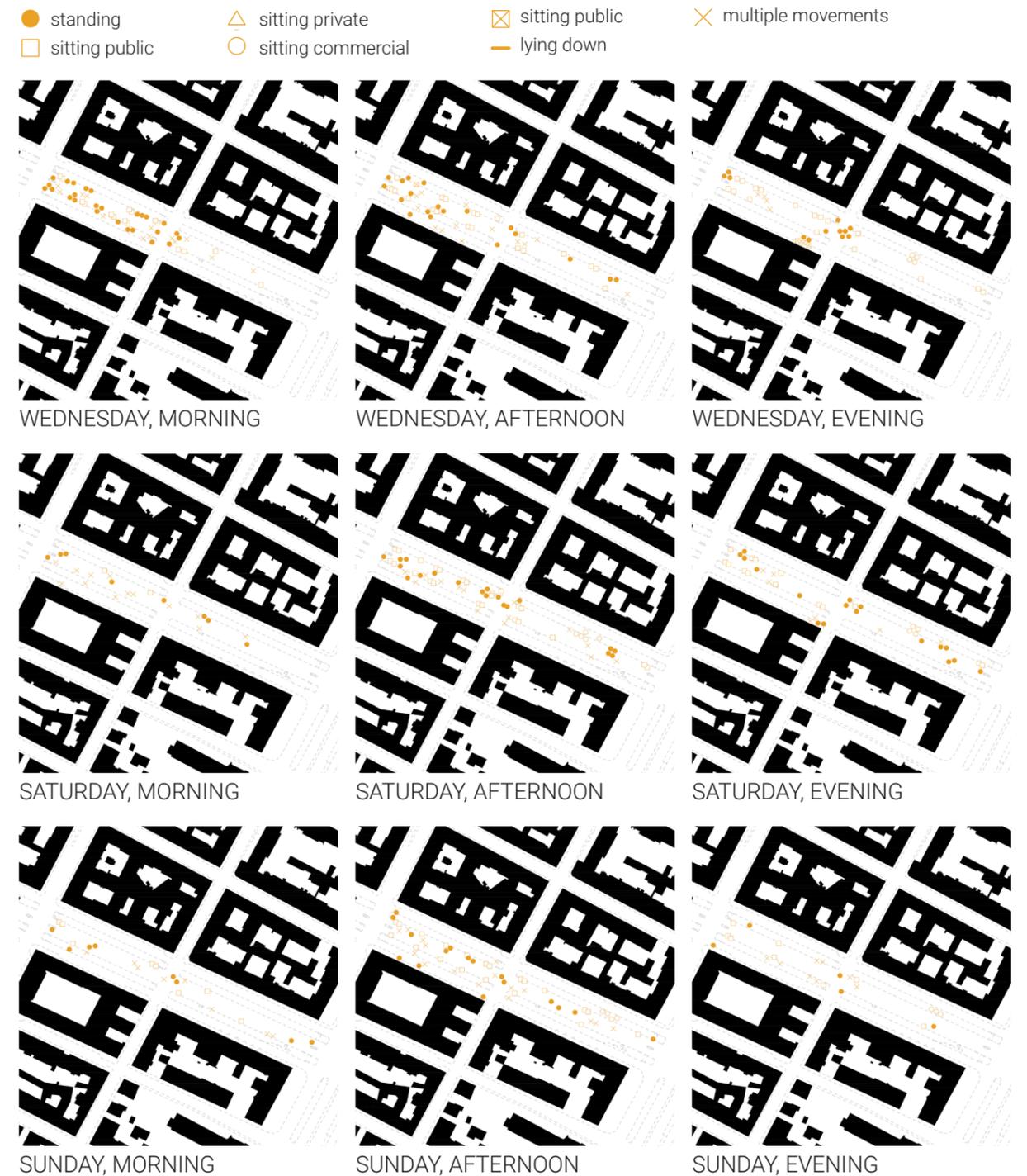


Fig.59. General trend of usage of the area by the day and part of the day, according STATIONARY ACTIVITY COUNTING, corso Marconi



CONCLUSIONS. Looking at the trend for the people moving flow we can notice a similar dynamics as for the other study areas - with a small decrease for the months of November and December and later with a significant increase in May that overcomes also the index for the month of October. Having a look at the index for the activity level, we can notice an incredible increase of the level of usage in May - of around 336% in comparison with the index for October. This could be explained with the ease of the Covid-19 restrictions, the return of the students to school in presence and without doubts with the presence of good weather. For the months that the project about the pedestrianisation has been on act, the residents have built a habit of using the newly created public areas and living under specific circumstances influenced by the pandemic of Covid-19 they have started feeling the need of spending more time outside.

During the monitoring, one of the issues that has been noticed is that there are not enough sitting places, especially on the afternoon hours when there were noticed groups of standing people surrounding the benches. Another issue is that the area in front of the school and the area in between via Ormea and corso Massimo D'Azeglio seem underused. A problem that sometimes is present is the dirtiness of the street, more noticeable on Sundays.

Even though, there are some issues that have to be resolved, this area presents a lot of positive tendencies. It is used by all types of people and age groups, which is making it very liveable, enjoyable and colourful. There are a lot of kids that enjoy using the space for games, running, cycling and even drawing on the pavement. A lot of the people using the area know each other and often they stop within the area for a short talk. It is interesting also, that the presence of the commercial activities nearby contribute to the liveliness of the space. It seems that the commercial activities themselves are benefiting of the pedestrianisation as they are often full in the outside area.

In conclusion it can be said that after fixing some issues and providing the area with better design, it can become a beautiful promenade for the neighbourhood.

	OCTOBER	NOVEMBER	DECEMBER	MAY
moving flow (person/minute)	3,70	2,63	3,74	4,56
activity level (person/hour)	29,69	36,56	30,00	99,78

Fig.60. General trends of usage of the pedestrianised area, comparison over time, corso Marconi



Fig.61. Children and parents waiting for the school to start, Wednesday 12th May, 8:30 a.m.



Fig.62. Kids playing on the area, Saturday 15th May, 9p.m.

4.2. STUDYING PUBLIC LIFE

ANALYSIS - VIA LOMBROSO

MOVING PEOPLE COUNT. For all sessions there were registered a total of **158** passages, which is equivalent to a flow of **1,76** person/minute.

Most of the people still pass through the area mainly using the sidewalk, not perceiving the space as truly pedestrian one. Of course, there are the cyclists and some people, walking their dogs or just enjoying, that are passing along the central part but, taking in consideration some observations made, the presence of the division flower vases in the centre of the area is obstructing the flowability of the area.

Most of the passages through the site are made by pedestrians (90%). Only 7% were made by cyclist but it was noticed that the bike parking stand present in the area is very frequently used and often full. Instead 3% of the passages were made by scooters.

It is very interesting that this area is almost equally used during all the days of the week (Fig.63). For the week days and Sundays we have almost the same indicators, instead for the end of the week days (in this case - Friday) there is a little increase of peoples presence in the area. Also, the level of the usage through the day is having a stable behaviour, with some little peaks for the afternoons. Exception of this trend is noticeable only on Sunday morning and on the week days evenings, when there are much less people crossing the area.

The area seems to be perceived as safe. All range of age groups are using it and it is interesting that 59% of the users are female, against 41% for male, which makes it the only one of the four study areas with a prevalence of female presences.

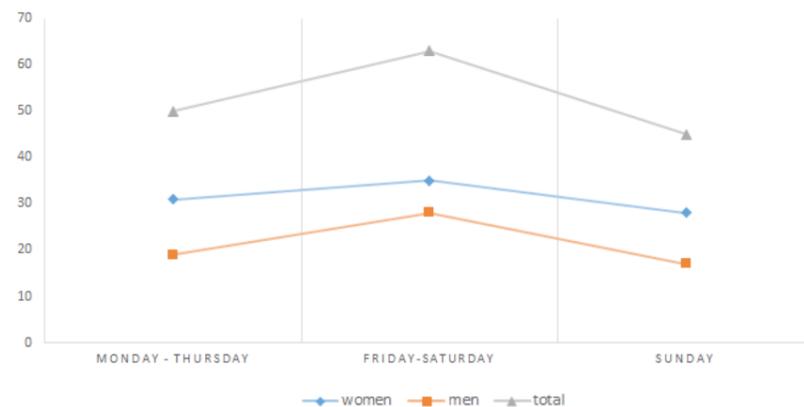
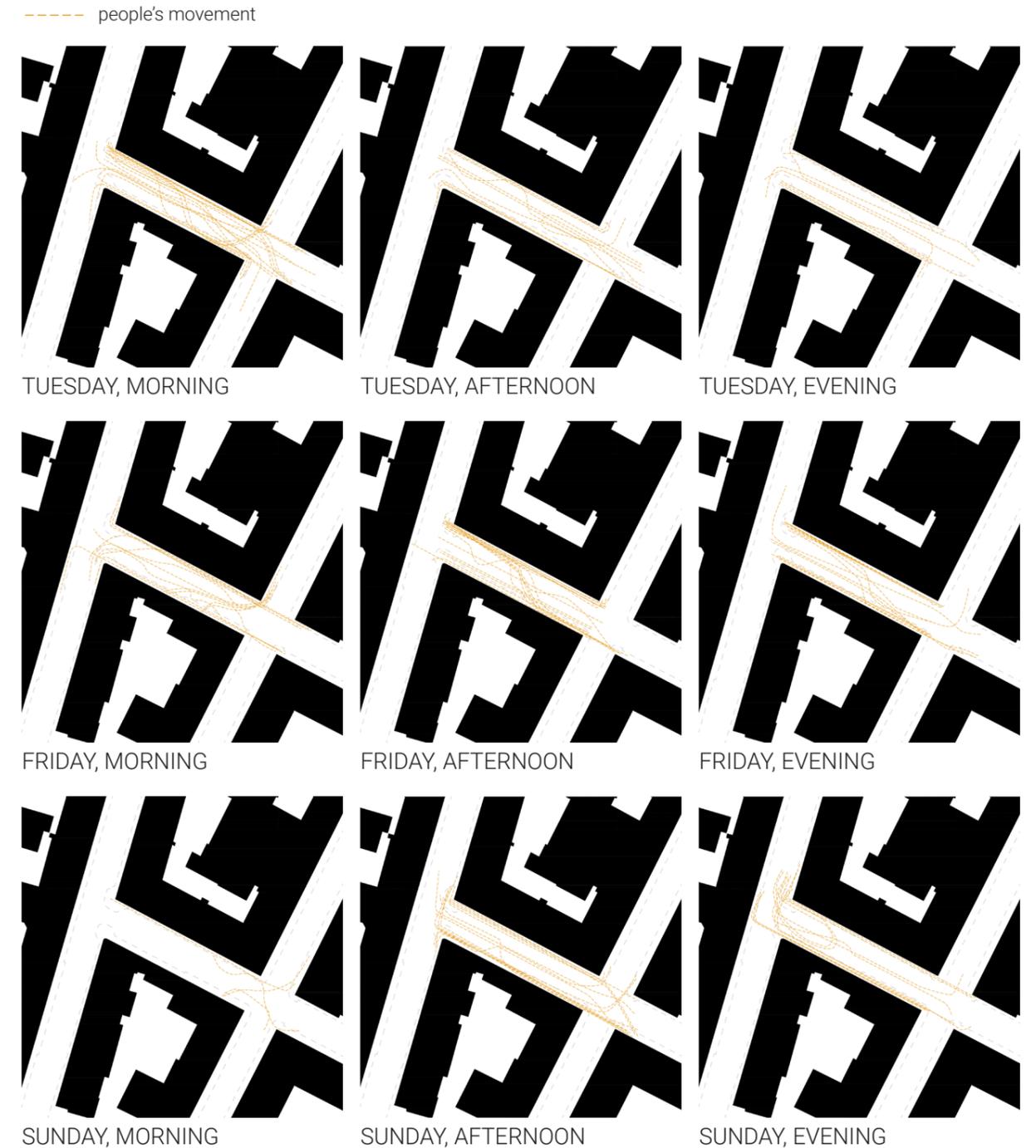


Fig.63. General trend of usage of the area by the day of the week, according MOVING PEOPLE COUNTING, via Lombroso



STATIONARY ACTIVITIES COUNT. For all the nine sessions there were registered a total of **358** stationary activities, which is equivalent to a flow of **39,78** activities/hour.

It is interesting that the trends for the week days and Sundays are having almost the same behaviour - remaining almost stable all through the day with small increase in the afternoon, with the difference that the week days (Tuesday) present higher number of presence in comparison with Sunday (Fig.64). Instead, for the end of the week days (Friday) we observe a very high peak in the afternoon and also considerably high number of people on the evening. This most probably can be explained by the presence of the “movida” and also the presence of the bar on the angle with via Principe Tommaso, which is very frequented by families and big groups of friends.

Also for this area as for the other three we examined, we can notice that most of the people stay on its perimeter (p.153). Even though we can also see that there is a considerable number of activities performed in the central part of the area, near the central flower vases used as division. This may be explained by the presence of the greengrocery in this part of the area but also by the fact that people feel more secure when they are standing near some stationary objects. Often in the afternoon were noticed little kids playing and drawing in the middles of the area, near the bar, while their parents are having a meal or beverage.

Even though, this is a small area, due to the presence of a lot and diverse commercial activities and of the ASAI association it gives the impression to be very vivid and full of life.

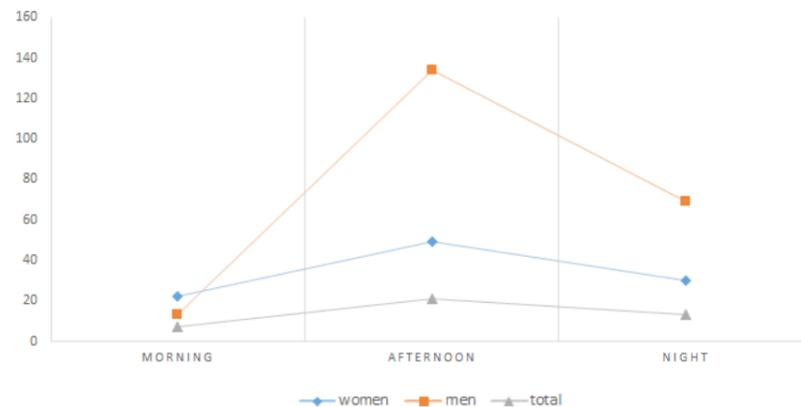
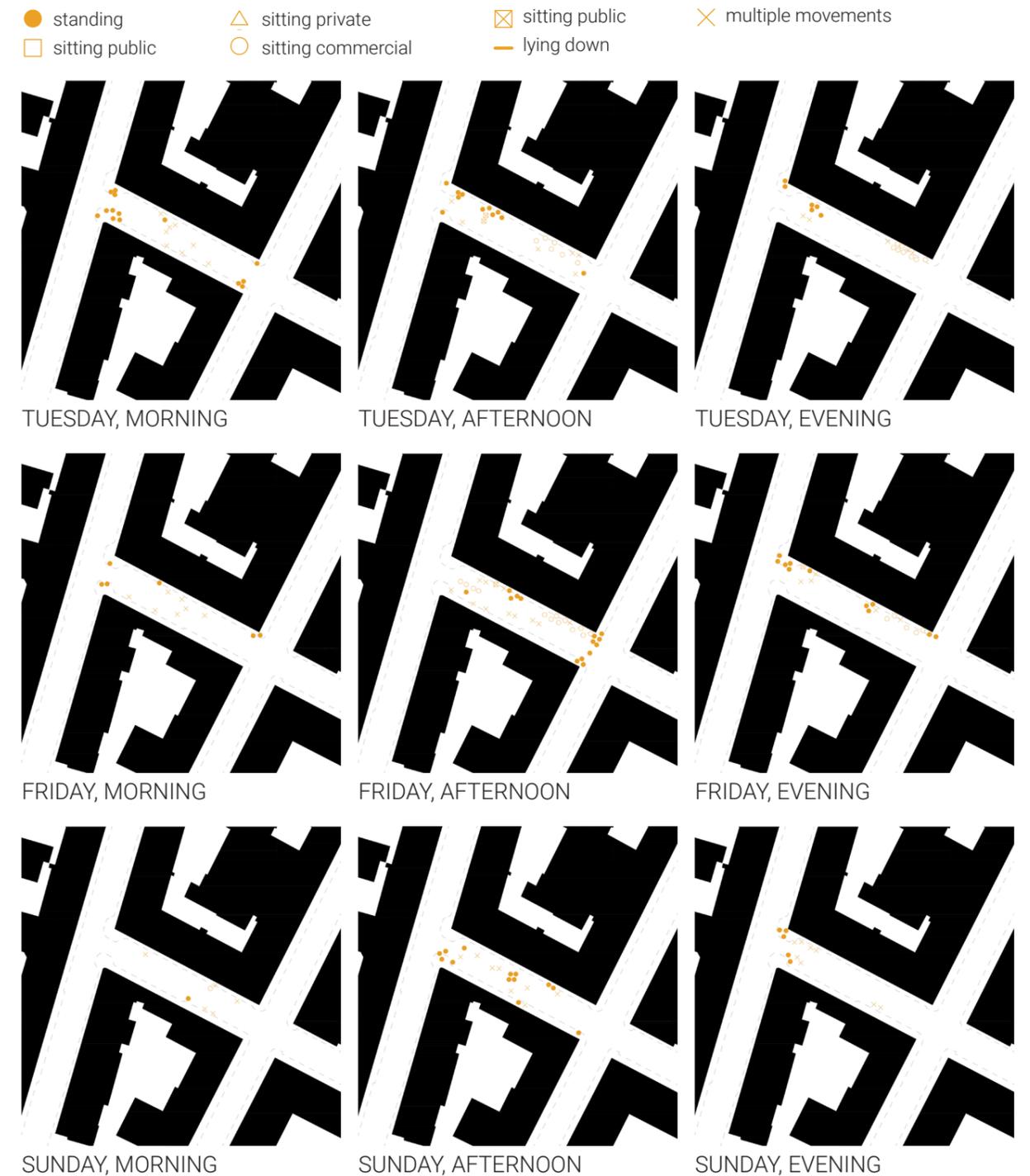


Fig.64. General trend of usage of the area by the day and part of the day, according STATIONARY ACTIVITY COUNTING, via Lombroso



CONCLUSIONS. Looking at the trends for the people moving flow, we can observe quite similar behaviour of the people as for the other three study areas - there is a noticeable increase of the flow. More interesting indications is giving us the activity level index which increased immensely in the month of May (Fig.65). Most probably as for the other areas this phenomenon is due to the ease of the Covid-19 restrictions and also the strong presence of commercial activities that were enabled to reopen again. It was noticed that the space is truly full of life almost during the whole week, with exception of Sunday when the commercial activities are closed and there are much less that the area could offer to potential users.

One of the greatest issue for this area is the fact that cars are accessing the site and they should continue in the future to have access to it due to the fact that the entrances for the garages of the residential buildings are facing the area and also because of the need of occasional deliveries for the commercial activities. The planning and the design of the area should be built on the basis of these need. A great problem is that a lot of people park their cars in the limit of the area with via Principe Tommaso and also in the area itself. This makes the area less enjoyable and the entrance the visuals towards the space get blocked, so it becomes much less attractive to potential users. Another problem is the garbage often present on the street and the overall dirtiness on Sundays. The presence of the two central flower vases are seen as too strong division of the space that loses its continuity.

It is very positive that the area gets used by all age groups and that is used almost equally during the whole week, which is very good indicator for the potential and the versatility of the area. The presence of the diverse commercial activities and the ASAI association are giving life to the area and it is giving the opportunity to be frequented by diverse population. This area is great example how the commercial activity can stimulate the public life and how the pedestrianisation can stimulate the commercial activity itself.

Fig.65. General trends of usage of the pedestrianised area, comparison over time, via Lombroso

	OCTOBER	NOVEMBER	DECEMBER	MAY
moving flow (person/minute)	1,64	0,61	0,84	1,76
activity level (person/hour)	6,25	2,89	2,67	39,78



Fig.66. A gathering event organised by ASAI association, Friday 21st May, 06:30 p.m.



Fig.67. People enjoying their time in the café on the area, present also traces of childrens' drawings, Friday 21st May, 06:30 p.m.

4.3. STUDYING PUBLIC LIFE

CONCLUSIONS

Making an overall observations about the indexes of usage of the four study areas we can conclude that all areas have lived an increase of the intensity of their public life. More in detail, talking about the index of the people moving flow we can see that for each of the areas there is a slight increase for each of them for the month of May making comparison with the previous months when the study was performed. What is incredibly interesting is that the areas experienced very high increase in the stationary activities levels. This trend could be explained by the fact that with the time the residents get used to the areas and their behaviour changes, but also it could be influenced by the warmer season and by the lossening of the measures against the spreading of the Covid-19. In fact the usage of the areas on via Principe Tommaso and on via Lombroso have increased more than three times and even more for the corso Marconi. An exception makes only the area on via Morgari that present increased indexes but not of such a high degree.

It is very positive the attitude of the residents towards the project of the pedestrianisation of those four areas in the neighbourhood of San Salvario. After making some informal interviews during the observational study (see Annex 1), it was found that the general idea it is very strongly supported by the people but the current execution is not satisfactory. People believe that these spaces have future and they are much needed in the pandemic and post-pandemic period that we are living in. They could be good integration to the current state of the neighbourhood offering comfortable spaces for socialisation and recreation.

It was also very interesting to observe the relationship between the public spaces in question and the commercial activities located nearby. It was noticed during the observation sessions that the commercial activities have the ability to boost the public life. Good example is via Lombroso where on the angle with via Principe Tommaso is present a bar that attracts a lot of people to the area and creates a vibrant atmosphere. Another interesting phenomenon was observed on 22nd May on via Principe Tommaso, where a nearby bar had extended its outdoor spaces on the pedestrianised area and in this way had enhanced even more the already vivid public life of the pedestrianised area. There are also two restaurants facing corso Marconi, that had expanded on the pedestrianised area and that presented quite high level of busyness. So, it can be suggested that

also the pedestrianisation gives its good impact on the commercial activities.

Considering the diversity of users, we can say that all four areas where being used by wide range of people from different age groups. It is very stimulating the fact that in all of the areas there were noticed a lot of kids playing, drawing and enjoying they time outdoors. This is a very good trend that should be stimulated and enriched.

What is considered to be necessary at these point is a better planning and design of the areas. It is needed a design that is going to evocate the areas and their potentialities, a design that has something to offer to the people and that is going to be able to attract more and diverse possible users. It is important to create an equilibrated design that can give the opportunity for the execution of different activities that is going to confer to the areas more versatility through the time.

Some common needs for all the areas are the better maintenance and cleaning, more public sitting places, which on their hand will increase the levels of the stationary activities, more bike parking stands, that could boost the sustainable mobility through the neighbourhood, more security in terms of physical appearance, that will give more tranquillity to the parents to leave their children play, but also security in terms of social equity, that eventually will equilibrate the misbalance between the male and female users.

More specifically, one of the main issues connected to the space on via Morgari is how to make the area more secure and create a continuity with the space of the Ginzburg garden. For via Principe Tommaso it could be a good to integrate more green, more sittings and some play facilities for children. Since the area on corso Marconi it is quite extended and it seems that the part in between via Ormea and via Madam Cristina is most used, it should be found a way how to enhance the area in front of the school and how to bring life also to the area between via Ormea and corso Massimo D'Azeglio. Instead the main issues for via Lombroso are the addition of more green and the integration of the pedestrianisation and the need of occasional vehicle access to the area.

In conclusion, we can say that all four areas with the time are being more and more appreciated by the population and present big potentialities of being an integral part of the daily life of the residents, converting them in spaces of physical and psychological well-being.

4.4. STUDYING PUBLIC LIFE

ANNEX 1 - URBAN DIARY

VIA MORGARI

DATE: 02/05/21
DAY: SUNDAY
TIME: 08:25
WEATHER: after rain but sunny, light wind

PEOPLE MOVING: 5
ACTIVITIES: 1

OBSERVATIONS:

1. It is early Sunday morning. In general, there are not a lot of people on the streets.
2. Most of the people that passed during the monitoring sessions were passing on the sidewalk along the Ginzburg garden.
3. In the area there is a box with drawing tools for the children, most probably made by the parents living nearby the area of study.
4. On one of the benches in the Ginzburg garden, there is a homeless man sleeping and probably living there.

OBSERVATIONS:

1. A man with four children (three boys and one girl) came intentionally to the area to play with the children. They started playing football in the center of the area.
2. In one moment it seemed that one of the boys and the girl didn't want to play anymore football, so they took the drawing tools from the box (see Diary, day 02/05/21, time 8:25), lay down on the pavement and started drawing.
3. The presence of the dad and four children in the area was attracting the attention of more and more people, especially of other children.
4. In the area there was a group of people that seemed like drug dealers.

INFORMAL INTERVIEW:

Interviewed: dad, 30/40 years old, live near the area

Q: Do you come often to the area?

A: Yes.

Q: Would you like it if the area becomes permanently pedestrianized?

A: Absolutely. Most of the parents like very much the project for the pedestrianisation of the four selected areas in San Salvario.

Q: What would you like to have in/to be this area?

A: There is enough of green because of the presence of the Ginzburg garden but I would like to have a little bit more of sitting places. But the most important thing for me as a parent is the security. The problem is that the children don't perceive the flower vases, which are put in the area to delimitate the pedestrian area from the road, as separation. So, if they are playing in the area, they can easily run beyond that "limit" and be endangered by the road traffic. It would be nice if the space is designed so the children stay within the limits of the pedestrian area.

Q: Are there any problems with the lighting during the night?

A: No, not anymore. After led lights were installed in the area is much better than before.

Q: Is the pedestrianisation of the area and the closure of this part of the street creating any problem with traffic on your opinion?

A: No. Actually in the beginning the non-residents were a little confused how to pass through this part of the neighborhood but now there is no problem at all.

OBSERVATIONS:

1. Around 21:45 there was a big flow of people moving, most probably going home right before the curfew.
2. In front of the Casa del Quartiere there are two big groups of young people talking and laughing.
3. In the Ginzburg garden again there was the group of the drug dealers. They noticed my presence and that I had returned again to the area. I felt observed.

OBSERVATIONS:

1. A lot of mums with children are passing through the area.
2. The dynamics of the benches in the Ginzburg garden:
- 8:15 – 3 benches are occupied, one of them by the homeless person that is always there.

DATE: 02/05/21
DAY: SUNDAY
TIME: 21:00
WEATHER: warm

PEOPLE MOVING: 10
ACTIVITIES: 5

DATE: 04/05/21
DAY: TUESDAY
TIME: 08:15
WEATHER: cloudy but with some occasional sunlight

PEOPLE MOVING: 10
ACTIVITIES: 5

- 8:35 – 5 benches are occupied of 8 in total
- 8:55 – 6 benches are occupied of 8 in total
- 9:05 – 7 benches are occupied of 8 in total

After that they started getting empty. But looking that dynamics we can say that in some moment of the day most probably there are not enough sitting places for all the area.

3. A lot of the people passing through the area were greeting each other. It seems that the residents living nearby know each other.
4. A man with a motorcycle crossed the area nevertheless it is delimited as pedestrian. This action can be dangerous in case there are children.
5. Next to the pedestrian area, on the edge with via Belfiore, twice car parked for few minutes. The interesting was that they didn't created any problem with the flow of the traffic.
6. It was interesting to notice that two people used the parking of ToBike next to the Ginzburg garden.
7. A lot of elderly were coming to bring old clothes to the church.

OBSERVATIONS:

1. A lot of the people passing through the area were actually passing from its middle. It seems that great part of the residents perceive the area as real pedestrian area.
2. A man with a motorcycle crossed the area nevertheless it is delimited as pedestrian. This action can be dangerous in case there are children.
3. The paper trash bin was put very near to the area, on the left of the church and it was full of garbage. A little later, two women brought also another trash bin. Their presence next to the area and the abundance of garbage is creating not a very pleasant perception for the space.
4. The two flower vases, put on the area to separate the pedestrian space and the road, were moved far from one another, most probably to make space for a car to pass.
5. The sidewalk along the Ginzburg garden is much more used than the one in front of the church.
6. A lot of people are sitting informally on the steps in front of the church.

DATE: 04/05/21
DAY: TUESDAY
TIME: 17:50
WEATHER: warm, cloudy, light wind

PEOPLE MOVING: 33
 ACTIVITIES: 13

7. In the Ginzburg garden, as every time, there was again the homeless person. This time he was with another homeless person.

8. In the Ginzburg garden there was again the group of the drug dealers. They were observing me suspiciously and I felt insecure. So, I thought that I should show them in a way that I am not coming to the site to observe them, even though this time I sit purposely on a place that didn't look over them so they are not in my observation view. So, I took a paper and I started sketching the church. It was interesting because immediately after this action of mine there was a reaction from one of them. He started speaking with me and asked me about the drawing, seeming relieved that I am not a "threat" for them.

OBSERVATIONS:

1. A car is parked again near the West entrance of the area.
2. In the garden there are two groups of young people but only boys.
3. There are again the group of the drug dealers and the homeless man.
4. In this evening in general very few people are passing nearby the area.
5. There were a lot of birds, singing, creating very nice atmosphere.
6. A child, around 10 years old, is passing through the area alone, most probably going home. Only five minutes later another child is passing also. It seems that the parents are perceiving the area as a safe place.
7. A couple with a motorcycle crossed the area nevertheless it is delimited as pedestrian. This action can be dangerous in case there are children.

OBSERVATIONS:

1. A lot of birds are singing.
2. A man with motorcycle crossed the area. Later another two man did the same.
3. A lot of people are walking their dogs in the area and in the Ginzburg garden.

DATE: 04/05/21
DAY: TUESDAY
TIME: 20:50
WEATHER: warm, light wind

PEOPLE MOVING: 16
 ACTIVITIES: 1

DATE: 07/05/21
DAY: FRIDAY
TIME: 08:05
WEATHER: sunny, warm

PEOPLE MOVING: 22
 ACTIVITIES: 08

4. This morning there are not a lot of people on the benches. In the beginning they were empty, later only 3 of them got occupied.
6. A lot of people passing are talking to each other or just greeting each other.
7. A group of professionals had organized a meeting in the Ginzburg garden.

DATE: 07/05/21
DAY: FRIDAY
TIME: 17:50
WEATHER: warm, very windy

PEOPLE MOVING: 30
 ACTIVITIES: 15

OBSERVATIONS:

1. Twice happened that a person on motorcycle crossed the area.
2. In the Ginzburg garden were present again the homeless person the drug dealers.
3. It can be heard that there were a lot of children in Casa del Quartiere. They were playing and laughing.
4. It happens again that a small child, around 10 years old, is passing through the area alone.
5. A mother brought her children to play in the area.
6. Because of the presence of the drug dealers, I felt insecure again and felt the need to sketch something.

OBSERVATIONS:

1. There was very calm and pleasant atmosphere. The pizzeria nearby was open and there were people.
2. A man on motorcycle crossed the area with very high speed.
3. There is group of three mothers with their children, that are playing around them.
4. There are a lot of people on the pizzeria and in the Casa del Quartiere.
5. There are a lot of young people passing.
6. A family was approaching the area. Their little daughter liked a lot the area and started running all around it.

DATE: 07/05/21
DAY: FRIDAY
TIME: 21:00
WEATHER: chill, windy

PEOPLE MOVING: 12
 ACTIVITIES: 14

VIA PRINCIPE TOMMASO

OBSERVATIONS:

1. It was possible to notice three flows of people – at 8:10, 8:20 and at 8:45.
2. A lot of people pass through the middle part of the area.
3. The sidewalk along the kindergarten and the commercial activities seemed more used than the other one.
4. One car entered the area. It was one of the mothers that brought her child to the kindergarten.
5. During the monitoring time it happened twice that parents run together with their children in the middle of the area as a game before leaving them at the kindergarten.
6. In the area there were various small groups of people standing and talking between each other.
7. A lot of parents came by bike to leave their children to the kindergarten. But in the area there is no bike parking.

DATE: 05/05/21
DAY: WEDNESDAY
TIME: 08:00
WEATHER: fresh, sunny

PEOPLE MOVING: 56
 ACTIVITIES: 23

OBSERVATIONS:

1. At 18:10 the area became full of people.
2. There were a lot of parents bringing their children to play in the area. There were around 7/8 families.
3. At one moment a big group of girls with few parents came to the area. It seemed that it was the Birthday of one of the girls, that they celebrated nearby and they came to the site to play together.
4. A great part of the people were knowing each other. Even though they weren't coming together in the area, when they saw someone they know they were stopping and starting a conversation. It seems there is a strong community in the neighborhood.
5. In the beginning the big group of girls were playing near the edge of the pedestrian area with via Baretto but after a while one of the parents asked them to move in the more central part of the area for more security.
6. Since in the area there is only one bench, a lot of parents were

DATE: 05/05/21
DAY: WEDNESDAY
TIME: 18:00
WEATHER: sunny, very wind

PEOPLE MOVING: 46
 ACTIVITIES: 47

standing or sitting on the sidewalk or on the niches of the buildings. There is a huge necessity of more sitting places.

INFORMAL INTERVIEW:

Interviewed: mum, around 40 years old

Q: Do you visit often this pedestrian area?

A: Yes. We live nearby, in the neighborhood.

Q: Would you like if this area becomes permanently pedestrianized?

A: Yes, for sure. Also Marconi is very nice area, even though the opinions about it are controversial. The parents and residents in general like it but the people that have some commercial activities on it are not so satisfied.

Q: What would you prefer to have this pedestrian area?

A: For sure more benches for sitting, just one is not enough, even if they are placed only near the kindergarten part of the area. Apart this – green. People, especially in this situation with the Covid pandemic, need more relaxing atmosphere.

OBSERVATIONS:

1. Even later in the night a lot of families with small children are passing.
2. One child ran very fast towards the limit of the pedestrian area. Its mum was very scared because of the traffic on the road. It seems that little children don't perceive the division with the flower vase as a limit of the two different areas. It is needed a design that would indicate better this limit.
3. A man on motorcycle crossed the area, which also can be very dangerous.
4. A young boy, around 10 years old, was walking its dog alone. The area must be perceived as secure.
5. Later, another two young boys came alone and spent some time in the area sitting on the bench.

DATE: 05/05/21
DAY: WEDNESDAY
TIME: 20:50
WEATHER: chill, light wind

PEOPLE MOVING: 41
ACTIVITIES: 17

OBSERVATIONS:

1. The area is very calm and birds are singing.
2. A lot of people (more women) are passing with shopping trolleys, most probably going to the market.
3. The people have brought a chair because they are insufficient sitting places.
4. A lot of people are just walking slowly and enjoying their walks and time.
5. Around 8:55 it seemed that the neighborhood is waking up. There were more people, noises, cars.
6. People are greeting each other.
7. An old man came and sit on a niche near the kindergarten. He spent some time relaxing and then left.
8. Around 9:15 happened something very interesting. It arrived a big group of children (22 kids – 13 boys and 9 girls) supervised by two adults. They brought chairs with them ordered them and started playing some specific games.
9. It was interesting to see that a lot of other passing children were attracted by the big group of kids.

INFORMAL INTERVIEW:

interviewed: man, one of the two supervisors of the big group of children, in his 20s, part of the association ASAI

Q: Do you often come to the area with the kids?

A: Yes. Actually, we are from ASAI association and we organize this every Saturday morning.

Q: If the areas that are now temporary pedestrianized become permanently pedestrian, how do you imagine these spaces?

A: Well, in the area of vie Lombroso, near ASAI, there is a drawing on the pavement that we made, which is very creative and it also represent us as association, our values but it also represents what the residents wanted. So, I would say that for all these areas I imagine something very creative but which in the same time represents all the people living and working nearby.

DATE: 08/05/21
DAY: SATURDAY
TIME: 08:10
WEATHER: fresh, calm

PEOPLE MOVING: 14
ACTIVITIES: 13

DATE: 08/05/21
DAY: SATURDAY
TIME: 18:15
WEATHER: warm, calm, cloudy

PEOPLE MOVING: 66
ACTIVITIES: 31

OBSERVATIONS:

1. There is a group of children playing in the area.
2. A family is passing through the area and in one moment their child is starting running happy all across the area.
3. A lot of people are walking their dogs.
4. A lot of small and big groups of young people are passing across the area.
5. People are walking slowly enjoying their time.
6. A couple on motorcycle is crossing the area.

DATE: 09/05/21
DAY: SUNDAY
TIME: 08:20
WEATHER: chill, calm, cloudy

PEOPLE MOVING: 9
ACTIVITIES: 8

OBSERVATIONS:

1. Birds are singing.
2. Around 8:30 it is still very quite.
3. There is garbage on the street and the trash bins are full.
4. An old man came to the area and sit on a niche near the kindergarten. He stayed there for couple of minutes and went away. He made the same thing couple of days ago.
5. People are greeting each other.

DATE: 09/05/21
DAY: SUNDAY
TIME: 18:10
WEATHER: calm, fresh

PEOPLE MOVING: 36
ACTIVITIES: 27

OBSERVATIONS:

1. A lot of people were walking their dogs.
2. There was a very calm and pleasurable atmosphere. A lot of people are walking slowly without hurrying.
3. There were a lot of young people.
4. It could be noticed that around 18:50 remained very few people in the area. On the other parts of via Principe Tommaso there were much more people due to the fact that there are more commercial activities.

OBSERVATIONS:

1. There were two parked cars inside the area, near via Baretto. A little before the curfew the owners came from the nearby restaurants and came back home.
2. A lot of people on bicycles were passing.
3. There were various flows of young people.
4. The trash bin and garbage presents already on the morning still haven't been cleaned.

OBSERVATIONS:

1. Big groups of people (young and families) are passing.
2. The bad "La Locanda Clandestina" has expanded on the pedestrian area.
3. A man on motorcycle crosses the area.

DATE: 09/05/21
DAY: SUNDAY
TIME: 21:00
WEATHER: warm, calm

PEOPLE MOVING: 26
ACTIVITIES: 10

DATE: 22/05/21
DAY: SATURDAY
TIME: 20:50
WEATHER: warm, calm

PEOPLE MOVING: 89
ACTIVITIES: 75

CORSO MARCONI

DATE: 12/05/21
DAY: WEDNESDAY
TIME: 07:55
WEATHER: fresh, after rain, sunny

PEOPLE MOVING: 56
ACTIVITIES: 237

OBSERVATIONS:

1. A lot of people are passing on bicycle.
2. A lot of children, maybe from the middle school, are passing through the area alone to go to school. It seems that the area is perceived as very secure.
3. The part of the area in between via Ormea and corso Massimo D'Azeglio is much less used.
4. A lot of children with their parents came to the area. The parents are waiting for the entrance of their children in school forming big groups and talking. In the meanwhile the kids are also talking in between each other or playing around.
5. A lot of people are just walking slowly, enjoying their time.

OBSERVATIONS:

1. A lot of people are passing with bicycles.
2. Children are also playing in the counter-avenue near the school.
3. There are big groups of elderly sitting and talking.
4. There are a lot of mothers with babies.

OBSERVATIONS:

1. The atmosphere is very calm.
2. There are a lot of young people, in their 20s, in the area.
3. It was interesting to notice all the tables of the restaurant that are situated on the pedestrian area are occupied, instead the ones in the dehor are empty.
4. Motorcycles are not crossing the area.

DATE: 12/05/21
DAY: WEDNESDAY
TIME: 18:00
WEATHER: sunny, warm

PEOPLE MOVING: 70
ACTIVITIES: 121

DATE: 12/05/21
DAY: WEDNESDAY
TIME: 21:00
WEATHER: chill, windy

PEOPLE MOVING: 35
ACTIVITIES: 65

OBSERVATIONS:

1. There are very few people in the area.
2. A man from the cleaning service of the city comes to me and explains that the differences in the levels of the pavement and the fixed benches are obstacles to clean effectively.
3. Birds are singing, but generally this area is more noisy than the other ones of the project.
4. Around 8:50 the are started being more alive.
5. A lot of the people with dogs are using the areas under the trees.

OBSERVATIONS:

1. There are a lot of families with children.
2. A big family is making a big meeting and informal aperitivo on two of the benches.
3. There are a lot of people with dogs.
4. People are greeting each other also in this area.

OBSERVATIONS:

1. There are a lot of people in the restaurant that has expanded on part of the pedestrian area (more precisely the part in between via Ormea and corso Massimo D'Azeglio). It is full with big families with children.
2. A lot of children play near the restaurant.
3. One of the mothers that is sitting in the restaurant starts playing with the children and in one moment they started drawing on the asphalt.
4. Later, even more families are coming and a lot of children started running along the area.

DATE: 15/05/21
DAY: SATURDAY
TIME: 08:10
WEATHER: chill, cloudy

PEOPLE MOVING: 25
ACTIVITIES: 24

DATE: 15/05/21
DAY: SATURDAY
TIME: 18:20
WEATHER: a little cold, very cloudy

PEOPLE MOVING: 77
ACTIVITIES: 92

DATE: 15/05/21
DAY: SATURDAY
TIME: 18:20
WEATHER: a little cold, very cloudy

PEOPLE MOVING: 77
ACTIVITIES: 92

DATE: 16/05/21
DAY: SUNDAY
TIME: 08:30
WEATHER: fresh, calm

PEOPLE MOVING: 25
ACTIVITIES: 29

OBSERVATIONS:

1. It is very calm
2. Around 9:05 more people are going out.
3. A lot of people are walking dog

DATE: 16/05/21
DAY: SUNDAY
TIME: 18:10
WEATHER: warm, cloudy

PEOPLE MOVING: 56
ACTIVITIES: 185

OBSERVATIONS:

1. A motorcycle crosses the area perpendicularly, along via Ormea.
2. A lot of people and different families are starting conversations between each other.
3. There are a lot of children playing.
4. There are very big fluxes of people around 18:20 and 18:40.
5. A woman from one of the big groups present in the area sit on the pavement and starts drawing with the children.

DATE: 16/05/21
DAY: SUNDAY
TIME: 21:00
WEATHER: warm, calm

PEOPLE MOVING: 36
ACTIVITIES: 51

OBSERVATIONS:

1. There are very few people.
2. Different people, that are walking their dogs, stop and start talking between each other.

VIA LOMBROSO

OBSERVATIONS:

1. There is one parked car near the edge with via Principe Tommaso.
2. Mostly are passing people with dogs.
3. A woman with a car is entering the area because has to access the garages.
4. All type of people are passing through the area – elderly, middle age, parents with children, a lot of people with dogs.
5. There is very nice perspective towards the hills of Turin.
6. Since in the street, even though it is very short, there are a lot and various commercial activities, vehicles entered the area in order to make some deliveries for those activities. They are very quick, after doing the necessary work they are immediately going out of the area.
7. It is small street but actually full of life and potentiality.

INFORMAL INTERVIEW:

Interviewed 1: two woman from the shop for renovating old furniture, 30/40 years old

Q: Do you like the idea of pedestrianisation of the area?

A: So, in the beginning yes, and we very much like the idea but not executed in this way. We have done also some meeting with Casa del Quartiere to discuss some alternatives how it could become better the area.

Q: So if a good design gets proposed, you would like it to be permanently pedestrianised?

A: Yes, absolutely, but well designed and thought as a whole. And if it is taken care of the area, because right now they have closed the area but actually nobody from the municipality is taking care of the area. The cleaning is a problem, Monday morning there is always a lot of garbage and we are the ones to clean every time. Also for the plants they placed, we are the ones taking care of them.

Also, there is another problem. In the beginning from the municipality they asked us to decorate a little bit the space so to make it more

DATE: 14/05/21
DAY: FRIDAY
TIME: 08:25
WEATHER: warm, calm

PEOPLE MOVING: 20
ACTIVITIES: 13

livable and attractive. But two problems appeared after a while. The first one was caused by the fact that each of the commercial activities decorated with something different so at the end the street didn't appear so aesthetic as expected. And the second problem was that after some time some people from the municipality came and they made us fines for the urban furniture and decoration that we had put (on their request). All this work should be collaborative. We are the first to support the project, also because we live in the neighborhood and we are moving by walking but we should also say that some compromise should be found in connection with the viability of the street. We believe that some exceptions should be made for the delivery needed for the different commercial activities, as ours. We cannot ask our customers to park further their cars and then bring by foot their furniture. In similar situation is also the owner of the shop for fruits and vegetables. He got fined also for parking in the area while he was delivering stock for the shop. So, the question about the viability it should be taken in consideration.

Q: What would you prefer to have in the area more?

A: For sure more green.

Q: Do you consider that there is some problem connected with the lighting?

A: Yes, for sure, it should be much more illuminated.

Interviewed 2: hairdresser from the salon on the street, 50/60 years old

Q: Do you like the pedestrianized area?

A: Executed in this way – no.

Q: And would you like it if it gets permanently pedestrianized?

A: If it is well made - yes. Like this – no. In the beginning from the Municipality they also asked us to decorate and put some furniture. We were all very excited and we all did it but after they came and made us fines.

Q: What would you enjoy to be more present in the area?

A: More benches, more green, more lighting. Like via Monferrato. I

really like it. I have to admit there is something I don't like – the people from ASAI associations are getting together on the weekends and sitting on the ground. With all my respect for their work, this behavior is not appropriate on my opinion. This area should be designed and maintained as public.

OBSERVATIONS:

1. There is one parked car in the beginning of the street, near via Principe Tommaso.
2. A woman with car is entering the area in order to enter the garage of one of the residential buildings facing on the area. Later, also another two people with cars entered the area to approach the garages.
3. There is garbage in the flower vases.
4. A lot of people are using the bike parking..
5. The police came to make a fine for the car that was parked on the area.
6. In one moment a minibus also entered the area to make a delivery for the hairdressing salon.

OBSERVATIONS:

1. Very nice lively atmosphere.
2. Two families are sitting on the café on the angle and their children are playing around in the area.

OBSERVATIONS:

1. There are five cars parked in the area.
2. The café is almost completely full.

INFORMAL INTERVIEW:

Interviewed: two young girls working at the café, in their 20s

Q: Do you like the pedestrian area?

A: Yes, we do a lot, actually it gives us the opportunity to expand

DATE: 18/05/21
DAY: TUESDAY
TIME: 08:15
WEATHER: warm, calm, sunny

PEOPLE MOVING: 22
ACTIVITIES: 22

DATE: 18/05/21
DAY: TUESDAY
TIME: 18:20
WEATHER: warm, light rain

PEOPLE MOVING: 22
ACTIVITIES: 49

DATE: 18/05/21
DAY: TUESDAY
TIME: 20:45
WEATHER: warm, calm

PEOPLE MOVING: 7
ACTIVITIES: 29

our space and also it is very nice when families are coming – there is space for their kids to play around. The only problem is that some people don't respect the area and park their cars, but I think this happens because they don't see the signs for indicating that is pedestrian area.

Q: So, you would be happy if the street is transformed for permanently?
A: Yes, for sure.

Q: Have you noticed some change of the levels of your commercial activity from when the street is closed?

A: Yes, I am not sure if it is due to the pedestrianisation, but lately we have noticed that the café is always full.

Q: And is there something that you would like to have in the area?

A: More bike parking.

OBSERVATIONS:

1. It is full of people.
2. ASAI has organized a big event, taken out some tables and people are celebrating something.
3. There are three parked cars in the area.
4. People passing near are very attracted by all the people present in the area.
5. A lot of people are coming to the café.
6. There are some drawings from kids on the pavement.
7. An old person from the residential building is closing his windows irritated, because of the noise.

OBSERVATIONS:

1. All the neighborhood is full of people.
2. Most of the people stayed where they were, even though a light rain started.
3. The café is full.
4. Three cars are parked.
5. Twice happened that a car entered the area and immediately

DATE: 21/05/21
DAY: FRIDAY
TIME: 18:30
WEATHER: fresh, occasional light rain

PEOPLE MOVING: 23
ACTIVITIES: 134

DATE: 21/05/21
DAY: FRIDAY
TIME: 21:00
WEATHER: fresh, light rain

PEOPLE MOVING: 21
ACTIVITIES: 69

turned back. It seems like they don't see the signs indicating that it is pedestrian area before they enter it.

OBSERVATIONS:

1. There are a lot of birds singing.
2. Generally, in the neighborhood there is almost anyone.
3. There is garbage around.

OBSERVATIONS:

1. The street is very dirty. The garbage from the morning is still there.
2. At one moment there were six parked cars in the area.

OBSERVATIONS:

1. There are still six parked cars.
2. A couple on motorcycle crossed the area.
3. Still very dirty.

DATE: 23/05/21
DAY: SUNDAY
TIME: 08:15
WEATHER: warm, sunny, fresh

PEOPLE MOVING: 4
ACTIVITIES: 7

DATE: 23/05/21
DAY: SUNDAY
TIME: 18:10
WEATHER: warm, calm

PEOPLE MOVING: 20
ACTIVITIES: 21

DATE: 23/05/21
DAY: SUNDAY
TIME: 20:45
WEATHER: warm, calm

PEOPLE MOVING: 21
ACTIVITIES: 13

4.5. STUDYING PUBLIC LIFE

ANNEX 2 - PHOTO COLLECTION

VIA MORGARI

Fig.68. (left) The area is empty, Sunday 2nd May, 9a.m.



Fig.69. (right) The area is empty, Sunday 2nd May, 9p.m.



Fig.70. (left) Tracing of childrens' drawings, Tuesday 4th May, 9a.m.



Fig.71. (right) People sitting informally and talking, Tuesday 4th May, 6p.m.

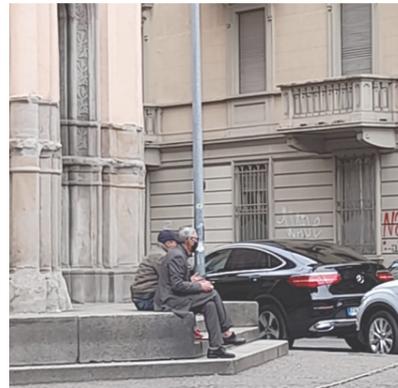
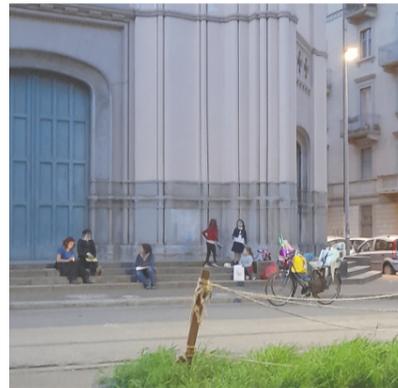


Fig.72. (left) Person sitting informally and reading, Tuesday 4th May, 6p.m.



Fig.73. (right) Three mothers and their kids, Friday 7th May, 9p.m.



VIA PRINCIPE TOMMASO



Fig.74. (left) Dad bringing her daughter to kindergarted by bicycle, Wednesday 5th May, 8a.m.

Fig.75. (right) Kids playing on the area, Wednesday 5th May, 6p.m.

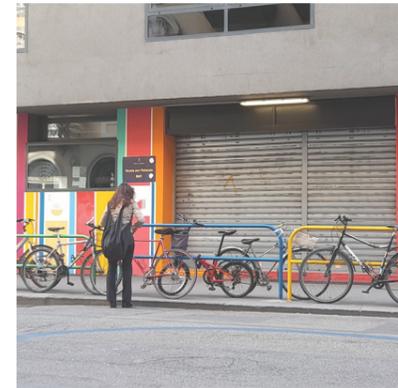


Fig.76. (left) Bicycles parked in front of the kindergarten, Saturday 8th May, 9a.m.

Fig.77. (right) People crossing the area, Saturday 8th May, 7p.m.



Fig.78. (left) Full trash bin, that wasn't emptied all day, Sunday 9th May, 8a.m.

Fig.79. (right) The area full of life, Saturday 22th May, 9p.m.

CORSO MARCONI

Fig.80. (left) A lot of parents and children waiting for the beginning of the classes, Wednesday 12th May, 08:30 a.m.



Fig.81. (right) Kids playing in the space in front of the school, Wednesday 12th May, 6p.m.



Fig.82. (left) People doing different activities on the area, Wednesday 12th May, 6p.m.

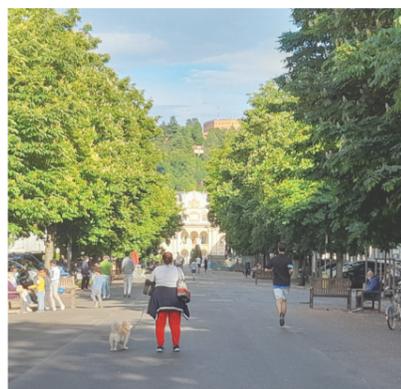


Fig.83. (right) People sitting on the outdoor tables of the restaurants, Wednesday 12th May, 9p.m.



Fig.84. (left) Traces of children's drawings, Sunday 16th May, 08:30 a.m.



Fig.85. (right) People cycling and walking along the area, Sunday 16th May, 06:30 p.m.



VIA LOMBROSO



Fig.86. (left) Trash left in the flower vases, Tuesday 18th May, 8 a.m.

Fig.87. (right) Traces of children's drawings, Tuesday 18th May, 8 a.m.



Fig.88. (left) People enjoying their time in the café in the area, Tuesday 18th May, 06:30 p.m.

Fig.89. (right) Children playing, Tuesday 18th May, 06:30 p.m.

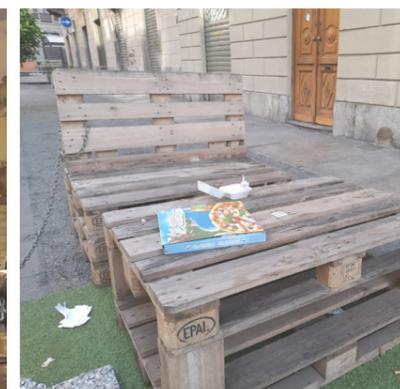


Fig.90. (left) People enjoying their time in the café even though it started raining, Friday 21st May, 9 p.m.

Fig.91. (right) Garbage left, Sunday 23rd May, 8a.m.

05. STUDYING PUBLIC OPINION

PARTICIPATION THROUGH
INTERVIEWS

5.1. STUDYING THE PUBLIC OPINION

INTRODUCTION

After carefully studying the public life and the general behaviour of the people and analysing the various patterns and tendencies that were observed during the execution of the study, it is of great importance to try to reach and establish a closer contact with the potential users of the spaces. As the experts from the studio Gehl-Making Cities for People founded by Jan Gehl suggest in their publication "Public Life Booklet", we as designers but also as kind of social scientists should try to engage with people at eye-level and try to perform user needs' assessment⁸⁹. Using the survey and the interview as a tool to get in contact with the potential users, we can ask them questions they are experts in - what are the peoples' needs in that specific context and what is their attitude towards the initiative in question. Since the public spaces are being created for the people, this step is of great importance, in order to create attractive, liveable space able to satisfy the needs of the community. But the purpose of this kind of research activity is not only to increase the knowledge about one or more themes related to the social structure and problems in the specific spatial context, but also to stimulate the participation of the population or a specific social group concerned in defining a plan, or a project, and - subsequently - in its implementation⁹⁰.

METHODOLOGY. In order to understand the specific needs and the attitude of the most significant potential users of the four study areas towards the initiative of Torino Mobility Lab, it was decided to perform formal interviews with some of the main actors present in the areas - or also the so-called interviews with "qualified witnesses". This method of analysis consists in conducting interviews with a sample of subjects, chosen not with statistical representativeness criteria, but as particularly suitable for providing in-depth information on the subject of the survey. The subjects are, therefore, chosen as "witnesses" of a specific phenomenon and are considered "qualified" as it is believed that, due to the role played or their knowledge of the context, they possess detailed knowledge and are also able to express, more than others, critical evaluations, proposals, etc. In studies conducted in view of design or planning operations, this approach is particularly suitable for investigations that concern the problems of delimited territorial areas, as an urban neighborhood, a small-medium sized municipality, etc. An attempt was made to reproduce in the sample the variety of roles and attitudes presumably present in the context and to include among the interviewees people

who - although in any case experts in the problem in question - belong to heterogeneous environments and can testify to different aspects of the phenomenon studied.

For every study area were selected two main actors present in the close proximity to the space that also could act as a representatives of specific and strongly present community or user type. In addition, a supplementary interview was planned with an urban expert with experience in placemaking and city imagining not engaged in any way in the project in order to try to obtain a more neutral but still an expert opinion about the initiative and the process of pedestrianisation in general. It was decided to construct the interviews on a common base composed by questions that are valid and important for all four study areas. In this way the answers obtained from the study could be comparable and an analysis between the similarities and the differences of the needs and attitude of the various actors could be performed. The body of the interviews were based on the eight following questions:

- *What is your opinion on the pedestrianisation process in general, and more specifically on the experimental pedestrianisation that is taking place in the San Salvario neighbourhood? Are you in favour of these initiatives?*
- *From your observations, what effects, positive as well as negative, has the project of the pedestrianisation had on the area and on the public life of the area?*
- *From your observations, what are the types of people who use the areas the most and which less? In your opinion, what are the reasons for this type of tendency?*
- *Were the areas seen as safe spaces before the pedestrianisation? If not, what were the reasons for not being it? Has the perception of the safety of the areas changed after their transformation?*
- *According to your observations, what influence did the pedestrianisation have on the commercial activities in vicinity. And instead, have you noticed what influence the commercial activities have on the pedestrianised areas?*
- *Did these pedestrianisations give you the opportunity to organize outdoor activities or to make use of the pedestrianised space in some*

⁸⁹. Gehl - Making Cities for People, Public Life Booklet, 2018, p.11

⁹⁰. Luisa Debernardi, Alfredo Mela, Luca Davico, Francesca Rota, Dispense scritte nel quadro del Progetto Rafforzamento Lauree Professionalizzanti, promosso dalla Regione Piemonte, dal Fondo Sociale Europeo dell'Unione Europea e dal Ministero del Lavoro e della Previdenza Sociale, p.6

other way? If so, how did you use the space? If not, what are the reasons that prevented you from using it?

- According to your point of view, what are the strong points of the area? How could they be used and how could they be strengthened?

- In your opinion, what are the biggest problems in the area and how could they be solved? What could be done to make the area more pleasant, attractive and used?

After requesting an appointment with each subject, the interview was performed directly and the answers were recorded, obviously, with the consent of the interviewees. After that the interviews were transcribed, translated and analysed.

PURPOSE. The purpose of this study is apart to better understand the needs and the attitude of the main actors and the potential users that they are representing but also to obtain an information about the engagement of the Municipality and the approach that was used until now for implementing the project. This would be of a great help not only to evaluate the specific pedestrianised areas and their efficiency but also the overall process of pedestrianisation applied in this experimental stage of the project. It is going to give us an usefull information on how the complexity of this specific urban transformation is being faced, what are the weaknesses and the strenghts of every single area and of the project in overall and it is going to provide ideas on how to face the future steps of the initiative in an effective and useful way. It is giving useful indications to define the basic guidelines, the aims to be pursued, the constraints within which to operate. The analysis of these variables also allows us to formulate forecasts on the possible consequences of the intervention, on its immediate and medium-term impact.⁹¹

⁹¹ Luisa Debernardi, Alfredo Mela, Luca Davico, Francesca Rota, *Dispense scritte nel quadro del Progetto Rafforzamento Lauree Professionalizzanti, promosso dalla Regione Piemonte, dal Fondo Sociale Europeo dell'Unione Europea e dal Ministero del Lavoro e della Previdenza Sociale, p.3*

Fig.92.(next page) Collage with some of the tools and documents used for the interviews



5.2. STUDYING THE PUBLIC OPINION

FORMAL INTERVIEWS - VIA MORGARI



DON CLAUDIO DURANDO

PARISH OF THE CHURCH SACRO CUORE DI MARIA

/representative of the cristian community attending the church/

Salesian since 1984 and priest since 1994. He has been parish administrator at the church Sacro Cuore di Maria, which faces the pedestrianised area of via Morgari, since September 2019.

QUESTION

What is your opinion on the pedestrianisation process in general, and more specifically on the experimental pedestrianisation that is taking place in the San Salvatio neighbourhood? Are you in favour of these initiatives?

ANSWER

- It is a commendable initiative. It is certainly wanted to make the area more liveable and habitable. Before, this area was overrun with cars, now it is much more liveable for everyone. Also for the San Salvatio in general, I think the idea is commendable. Only perhaps it came at a somehow strange and particular time, due to the pandemic. It happened at a time when all the bars and restaurants expanded their outdoor areas onto the street, and this in combination with the pedestrianization caused a bit of traffic confusion and a lack of parking for residents. But in general I have to say that the idea seems good to me.

QUESTION

From your observations, what effects, positive as well as negative, has the project of the pedestrianisation had on the area and on the public life of the area?

ANSWER

- For the positive sides, I can say that some spaces have certainly been reacquired by families, the elderly and children. Some spaces have become safer, such as the space in front of the Bay Kindergarten. The spaces have been given new life and in general more quality has been given to the urban life. The fact of being able to go out calmly in the outdoor space, meet people, take your dog for a walk freely gives new quality to the life. The negative sides are linked to the impact that the closure has had on the traffic, but they are also linked to nightlife and the fear of the residents - the fear of the change and of getting lost. Another downside is that the areas weren't treated in any way.

From your observations, what are the types of people who use the areas the most and which less? In your opinion, what are the reasons for this type of tendency?

- Those who use the area the most, I believe, are families, especially grandparents with children, elderly people for whom it is much more convenient to use this outdoor space instead of going somewhere further away. Young people don't use it that much, people who work may use it on the weekends but during the working day - no.

Were the areas seen as safe spaces before the pedestrianisation? If not, what were the reasons for not being it? Has the perception of the safety of the areas changed after their transformation?

- In some cases, yes, the perception has changed. For example, the space in front of the Bay Kindergarten, now cleared from the traffic, is much safer for the children going in and out of the kindergarten. There are no parked cars and there is more space for them to play. On via Morgari, from my point of view, the pedestrianization had also a positive influence, it has become a space free of cars, more liveable, more peaceful. La Casa del Quartiere also tried to give a new life to the space by organising a lot of open space activities on the pedestrianised part of the street and in the Ginzburg garden. On the other hand, some people, especially the older ones who usually attend the church, did not see the initiative in a very positive way in the beginning of the initiative. They were concentrating on the problem of traffic, of how to get to the church, they were afraid that somehow the authorities are taking a space that they were considering as their own. One of the problems that was intended to be resolved, has not actually been eliminated yet - the problem of the drug dealing has remained and perhaps it has become even worse. The space also had become sort of public dormitory for the homeless. Another problem for the people attending the church was that when some events were organized in the pedestrian area, inside the church was becoming noisier and they were feeling disturbed. So, in the beginning they were associating the project with the traffic problems, with the noise problem, with the problem of drug dealing. And therefore, they suffered a bit from it. The idea of transforming this area in a living space for families and children is good but in reality for now very few parents are coming alone by their own initiative in the area, they come mainly when there are organized events. I guess this is because of

QUESTION

ANSWER

QUESTION

ANSWER

the insecurity they feel, the people still do not perceive this space as a space where they can stop, relax and leave their children to play freely.

QUESTION

According to your observations, what influence did the pedestrianisation have on the commercial activities in vicinity. And instead, have you noticed what influence the commercial activities have on the pedestrianised areas?

ANSWER

- I don't have much of a clue. Also because there are no big shops. There are some bars and restaurants but there are no big commercial businesses. The restaurants have set up their outdoor areas but exactly like all the others, they have never occupied the pedestrian area.

QUESTION

Did these pedestrianisations give you the opportunity to organize outdoor activities or to make use of the pedestrianised space in some other way? If so, how did you use the space? If not, what are the reasons that prevented you from using it?

ANSWER

- I didn't have a chance. Because, in reality, in this period there was no reason to do it, due to the fact that with the Covid limitations was much more difficult. We have the oratory and the courtyard where it was much safer to organize meetings. So, I didn't have a reason to use the space.

QUESTION

According to your point of view, what are the strong points of the area? How could they be used and how could they be strengthened?

ANSWER

- The positive side of this area is that it is a little further from the nightlife zone and it is more calm.

QUESTION

In your opinion, what are the biggest problems in the area and how could they be solved? What could be done to make the area more pleasant, attractive and used?

ANSWER

- The security for sure. The idea of the pedestrianisation is good, it is a way of solving the problem of drug dealing but perhaps for now it has made it a little more evident. And I have to say that this problem is very difficult to resolve, it is needed to go to its bottom also because it is not a recent problem and to eliminate it would take a lot more work and time. In general, I believe these spaces should be more observed and more controlled.

MARINA PELFINI

MEMBER OF BAGNI MUNICIPALI

/representative of Bagni Municipali as a nearby activity/

Marini Pelfini is an architect by education and currently she is working in the kitchen of Bagni Municipali, which is the cafeteria of Casa del Quartiere, created in order to guarantee its economic sustainability.

What is your opinion on the pedestrianisation process in general, and more specifically on the experimental pedestrianisation that is taking place in the San Salvario neighbourhood? Are you in favour of these initiatives?

- I'm absolutely in favour. It seems to me that all four of them have worked, just in different ways, they have given rise to a series of phenomena that otherwise certainly would not have existed. Some in a visible and intense way, others in a slightly softer tone. But they all had positive consequences. In front of the Manzoni school it has become a beautiful place. Depending on the time of day you pass by, there are different things and at many times the area is full, there are many people. I have seen families, young children, young people having aperitivo there. In my opinion, a lot of acquaintances have been created between the parents, which otherwise it would not have happened. And this, in my opinion, is a great added value. If you pass in the afternoon or evening there is always a group of Moroccan ladies with all their children enjoying the space, it is possible to skate, now there is also a skate course, the oratory is bringing some games at certain times and they can be used by everyone. And the fact that it was made a new paving also allowed much greater use. Instead, on via Morgari I can say that it was the most unlucky area of the all four. It is true that nearby there is La Casa del Quartiere but it does not have a direct relation with the area and in between them there is also the small square Ginzburg which is a bit of a problematic place. But in the end, also this pedestrianised area has become quite lived. And seeing it again with the traffic, it was very sad. As a person who works here in the Bagni Municipali I can tell you that we have tried to use the area in some way, not a lot but still we tried. We organized evenings



QUESTION

ANSWER

in which, together with the Molo 16 restaurant and the pizzeria, we put some tables on the area and each of us prepared a specific dish. However, we have only organized this event twice. But I must say that it was very nice. We also got to know each other a little more thanks to the presence of the pedestrian area. So, in my opinion, all the experimental areas should have remained. Also because once the residents have already got used to taking another ride with the car, it is better to leave the space in this way.

QUESTION

From your observations, what effects, positive as well as negative, has the project of the pedestrianisation had on the area and on the public life of the area?

ANSWER

- A negative effect is that for some people became a little more difficult to drive through the zone and to park. I believe that it is not an obstacle when we want to have cities that are a little more liveable, we simply have to give up on something. Then I hardly ever use the car, so I have not experienced these negative effects. Then, positive consequence is that it became strongly used by mothers with children, as well as the area on corso Marconi. Me and a friend of mine are mums and we as residents were bringing our children to the area to play, we even ate pizza here. La Casa del Quartiere as well used it a lot and it gave the area a new life, it organized many events, a skate course. It was nice that when the restrictions against the diffusion of Covid were leased but the group activities could have only be done outdoors, the dance classes were organized on the area. So it is an area that gives possibilities to be used in many different ways.

QUESTION

From your observations, what are the types of people who use the areas the most and which less? In your opinion, what are the reasons for this type of tendency?

ANSWER

- The ones I have seen most are certainly children and parents. There are also elderly people but they usually don't stop so much on the pedestrianised section but they rather sit on the benches in the square. And the benches are usually divided - some are for drug dealers, some are for the elderly. But if there were benches in the pedestrianised section, they would certainly have used it more. Occasionally, but a little more rarely, I have seen older boys playing football. So I would say that the main users are La casa del Quartiere and the children.

-Were the areas seen as safe spaces before the pedestrianization? If not, what were the reasons for not being it? Has the perception of the safety of the areas changed after their transformation?

QUESTION

ANSWER

- So, when they pedestrianised the area someone told me that in their opinion it is a risky initiative because the square Ginzburg was already badly attended and that if they remove the passage of cars it will become even more insecure. I have reflected on this idea, but honestly I have not noticed any difference, neither for the better nor for the worse.

According to your observations, what influence did the pedestrianisation have on the commercial activities in vicinity. And instead, have you noticed what influence the commercial activities have on the pedestrianised areas?

QUESTION

ANSWER

- So, it's a bit more complicated in this area, because the activities don't have a direct relation with it. And this is the reason why this area has worked a little less in comparison with the others. It could potentially be a good space for the church. And on the question of what influence the pedestrianisation has had on the local activities, I have to admit that it was the thing that encouraged us to organise the shared evening events with Molo16 and the pizzeria.

Did these pedestrianisations give you the opportunity to organize outdoor activities or to make use of the pedestrianised space in some other way? If so, how did you use the space? If not, what are the reasons that prevented you from using it?

QUESTION

ANSWER

- La Casa del Quartiere has organized sports games, several times theatre performances, readings for children. Even some families have directly organized activities on the area. Also two girls who in some moment moved to Sicily but used to live here organised small parties twice - once we had a neighbours' lunch and once they organised their farewell party. And surely, with the time, these things would have continued happening.

According to your point of view, what are the strong points of the area? How could they be used and how could they be strengthened?

QUESTION

ANSWER

- It is a varied space, partly in the shade, partly in the sun. The steps of the church are certainly a strong point that could be used for both playing and sitting. The proximity to La Casa del Quartiere is an advantage. And in overall, the fact of having three restaurants in the

vicinity even if they are not directly facing the pedestrian area, I would say that it is a strong point.

QUESTION

In your opinion, what are the biggest problems in the area and how could they be solved? What could be done to make the area more pleasant, attractive and used?

ANSWER

- If we talk about the pedestrian area alone, a weak point is that nothing was added to the area apart from the flower boxes to close the area to the traffic. It was needed to add a few more plants, some benches, to make a new paving maybe a colourful one. If we also consider the space all together with the square, there is still the main problem of the area, the drug dealing, that La Casa del Quartiere still haven't resolved for the 11 years for which it has been open here. But also it is not La Casa del Quartiere that has to deal with this problem. There are also homeless people who sleep in the square and they leave all their belongings on the green areas. This square is kind of dirty and a bit degraded. It is needed to be more controlled.

5.2. STUDYING THE PUBLIC OPINION

FORMAL INTERVIEWS - VIA PRINCIPETOMMASO



MAX BORELLA

PRESIDENT OF THE CULTURAL NON-PROFIT ORGANISATION CIRCOLO ARCI SUD

/representative of ARCI SUD as activity facing the area/

Circolo Arci Sud is an organisation renowned for the cultural events and for the numerous recreational activities it offers, such as live music, exhibitions, theatrical and musical productions.

QUESTION

What is your opinion on the pedestrianisation process in general, and more specifically on the experimental pedestrianisation that is taking place in the San Salvario neighbourhood? Are you in favour of these initiatives?

ANSWER

-Absolutely yes. In the sense that I believe that the pedestrianisation of some streets is a sort of re-appropriation of public space in favour of activities that involve more people, rather than parking and the passage of cars. Especially in a city that is actually small. Turin in square meters is half of Mantua for example, or a third of Ravenna. I am in favour, because it increases the quality of life of those who reside, but it makes that space a space that is not dedicated solely and exclusively to those who live there but also allows other people to take advantage of meeting other people, which on the sidewalk or from the car is not possible. The experimentation they did in San Salvario was very useful, very important. If I have to suggest something, the experimental areas are too small for me. And too small areas, actually create transit problems because the drivers have to turn around them. A larger area, on the other hand, allows you to isolate a larger living space, to spend less to regulate the accesses and to control it internally and is more consistent because the people do not feel constrained by two roads of cars on the sides of the area. But certainly in this project the coherence is linked to the fact that they were created in coherence with schools and educational centres, in the end this was the first reason why the project was launched. And it has to be admitted that these areas have already increased the quality of life and the relationship of children with the school space. In fact, they stay outside playing, they see it as a place that is not just for going, studying and returning home, but they also experience it

after the school classes. Even now people between 20 and 60 years old are sitting out here, children of any age are playing. I live here also, and the quality of life, without the cars passing underneath, has definitely increased. Now we can go out from home safely without worrying about the passing cars. This initiative gives us a possibility to meet more people.

From your observations, what effects, positive as well as negative, has the project of the pedestrianisation had on the area and on the public life of the area?

- I do not see any negative effects, except trivially that there have been and still are small minorities that complain about the passage of the cars. Some shop owners thought that since cars could not pass, people are not going to be encouraged to come to the shop. But rightly, before when the cars were able to pass, people were almost never stopping to look at the vitrine. And the positive effects are immediately seen in the Covid situation - people had the possibility to be outdoors with all the social distancing limitations but still all together. It is a space where we can still maintain a social relationship with people. This is an added value to the space and it is definitely a positive one.

From your observations, what are the types of people who use the areas the most and which less? In your opinion, what are the reasons for this type of tendency?

- I have not seen a single category of people that uses the area more. There are children, mothers, grandparents, in the evening around 8/9 there are the members of Arci, there are passers-by who usually come here because it is more pleasant to stop and talk than on the sidewalks. I don't think it has a categorizable attendance. Also over time we have seen that people begin to know the area better and there are always more of them.

Were the areas seen as safe spaces before the pedestrianisation? If not, what were the reasons for not being it? Has the perception of the safety of the areas changed after their transformation?

- We've never had any safety issues here. It is safe because we as an association stay open until late and because you know what is going on outside. The problem of drug dealing and addiction that was present long time ago, before the association was open, is not

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present anymore, for a lot of years already. We have been here since 2008 and we have never seen anyone drug dealing here. A drug dealer or an addict will never go where people walk, they don't want people to look at them. And the more people are present on the street, the more the perception of safety increases. So, I have to say that here it is very safe. And in this situation now, with the pedestrianization, the areas' security has improved even more because there is another safety factor which is the absence of cars. We have seen several times incidents here on the corner. This now it is not happening anymore but I must say that cars still pass through the area sometimes, which is extremely dangerous.

QUESTION

According to your observations, what influence did the pedestrianisation have on the commercial activities in vicinity. And instead, have you noticed what influence the commercial activities have on the pedestrianised areas?

ANSWER

- Here we are in a very nice situation because obviously there is a tailor, a barber, another tailor's shop, there is the Circolo Arci and now here next to us it has just opened a new restaurant. From my point of view, I do not see any problems for these commercial activities. The barbershop has permanent clients that live nearby. For the tailors, instead, it is much more convenient to have a space in front of the vitrine where people can stop. In my opinion, the pedestrianisation gives them opportunities. Merchants very often do not have the perception and competence to be able to establish certain parameters and do not understand how initiatives like this could help them. In my opinion, the pedestrian area is an opportunity for them.

QUESTION

Did these pedestrianisations give you the opportunity to organize outdoor activities or to make use of the pedestrianised space in some other way? If so, how did you use the space? If not, what are the reasons that prevented you from using it?

ANSWER

- This is a bit complicated, in the sense that we as a non-profit organisation cannot externalize things because there is a problem of public entertainment. In the moment we do outdoor activities, the rules of public entertainment in public areas apply. And there is no facilitation for you as a non-profit organization. Yes, we do some activities on this pedestrian area, but rather informal ones like small talks. We have also organized two initiatives, two campaigns - one on communication on social media and the other one somehow

provocative concerning the bench that the Municipality put on the area. But unfortunately if we have to do an open-air concert or a theatrical show, apart from the general expenses we have to face, we must have public patronage and there are many things and rules that should be respected. Which for us as a non-profit association carries many risks and it is not known if all the investment will be successful. These small areas for reasons of volume are intended for slightly more occasional, extemporaneous activities. As a non-profit, we have been a little more neglected by the authorities and we cannot afford to hold big events. But we would like to use the space in some way.

According to your point of view, what are the strong points of the area? How could they be used and how could they be strengthened?

- Surely, the strong point is that it is in any case an area with many activities and that is gradually being used more and more. But obviously we lack street furniture, plants, flower boxes. The control should be strengthened because the cars still enter or park within the limits of the area. And this trend becomes more and more dangerous since there are more and more people using the space

In your opinion, what are the biggest problems in the area and how could they be solved? What could be done to make the area more pleasant, attractive and used?

- For us as a non-profit association, the collaboration with the public administration is a little problematic. Something should be changed in order to facilitate us to use this kind of areas for cultural purposes. Instead considering the pedestrian area in particular, it should be added urban furniture, some benches and in general it should be maintained and treated in a better way.

QUESTION

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ANTONELLA MARCHESIN

DIRECTOR OF KINDERGARTEN BAY

/representative of the educational centre for which the area was initially created/

Bay Kindergarten is centered on the international dimension of culture and coexistence, inspired by the heterogeneous composition of the neighborhood population.

QUESTION

What is your opinion on the pedestrianisation process in general, and more specifically on the experimental pedestrianisation that is taking place in the San Salvatio neighbourhood? Are you in favour of these initiatives?

ANSWER

- We are in favour of these pedestrianisation initiatives when objectives linked to less pollution and greater use by the inhabitants are achieved. Specifically, in our pedestrian area in via Principe Tommaso in front of the Bay kindergarten, the realization times do not coincide with the objectives that were planned to be achieved.

QUESTION

From your observations, what effects, positive as well as negative, has the project of the pedestrianisation had on the area and on the public life of the area?

ANSWER

- It is certainly a positive path, but it triggers negative reactions when the times are not respected and when the inhabitants and the merchants involved are not consulted. The risk, as it is happening, is that empty areas are being created, without any furniture and with little impact on the lives of the inhabitants.

QUESTION

From your observations, what are the types of people who use the areas the most and which less? In your opinion, what are the reasons for this type of tendency?

ANSWER

- Absolutely families and children. And this is because there is a need for spaces in front of schools and neighbourhood squares.

QUESTION

Were the areas seen as safe spaces before the pedestrianisation? If not, what were the reasons for not being it? Has the perception of the safety of the areas changed after their transformation?

ANSWER

- The discourse is linked to the previous points: where there are

seatings, green furnishings and good lighting this all allows enjoyment and safety. Our experience has taught us that even though the area is in front of the school, since it is poorly lit without any decorum it has been misused and the perception of safety is low.

According to your observations, what influence did the pedestrianisation have on the commercial activities in vicinity. And instead, have you noticed what influence the commercial activities have on the pedestrianised areas?

- At the beginning, the curiosity and the interest from the part of the merchants were strong. An open meeting was also held. They were just a little concerned if enough people will be passing. Now they are extremely disappointed by the time that has passed by without having done anything.

Did these pedestrianisations give you the opportunity to organize outdoor activities or to make use of the pedestrianised space in some other way? If so, how did you use the space? If not, what are the reasons that prevented you from using it?

- Yes, we used the area in front of the school for games, concerts, readings, family meeting space. Currently the presence of the dehor and the construction site deny its use.

According to your point of view, what are the strong points of the area? How could they be used and how could they be strengthened?

- Specifically, the area in front of the school is an excellent space for play and organization. Of course, it is necessary to intervene with suitable furnishings. It is a space in front of a school and must be thought of as such!

In your opinion, what are the biggest problems in the area and how could they be solved? What could be done to make the area more pleasant, attractive and used?

- The biggest problem is the safety. There should be greater lighting, signs that prohibit or limit the passage of scooters and motorcycles. It should be added furniture - seats, benches, green basins are missing. Now the area is furnished with a bench and 2 plastic chairs only.

QUESTION

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5.2. STUDYING THE PUBLIC OPINION

FORMAL INTERVIEWS - CORSO MARCONI



DR. GIANCARLO PORTIS

MAIN PHARMACIST AT THE PHARMACY PORTIS AND MEMBER OF THE COMMITTEE OF THE INITIATIVE "SALVIAMO CORSO MARCONI -TORINO"

/representative of the pharmacy as activity nearby the area/

Dr. Portis is a resident in San Salvario and as well his own activity is situated nearby the pedestrian area of corso Marconi.

QUESTION

What is your opinion on the pedestrianisation process in general, and more specifically on the experimental pedestrianisation that is taking place in the San Salvario neighbourhood? Are you in favour of these initiatives?

ANSWER

- No, I'm against. Because having a park like Valentino at 200m from these pedestrian areas, I find that the discomfort that the pedestrian area creates by removing parking spaces and changing the traffic is much greater than the small advantage of being able to let the children play or the elderly to walk. Having a park so close, I see no logic in this pedestrianization.

QUESTION

From your observations, what effects, positive as well as negative, has the project of the pedestrianisation had on the area and on the public life of the area?

ANSWER

- As I said the effects are mainly negative because it has removed a lot of parking lots and has created a much more intense traffic since the pedestrian area also caused the closure of an important street such as via Ormea, which had a very important impact on the traffic and also on the commerce.

QUESTION

From your observations, what are the types of people who use the areas the most and which less? In your opinion, what are the reasons for this type of tendency?

ANSWER

- I think it is mainly used by children and parents in the time before entering and going out from school. So, they use it as a space where to wait with more tranquillity. But also before, when only the counter-avenue in front of the school was being temporarily closed during the day, it had the same positive effect without having to make all this chaos in the neighbourhood.

Were the areas seen as safe spaces before the pedestrianisation? If not, what were the reasons for not being it? Has the perception of the safety of the areas changed after their transformation?

QUESTION

- Before, the area was safe because it was partly a parking lot and partly it was a cycle path so the central part of Corso Marconi was very safe. Whereas now it is less safe in my opinion, because it is not clear which space is dedicated to the bicycle users and which is for the pedestrians. So, I find it was much safer before.

ANSWER

According to your observations, what influence did the pedestrianisation have on the commercial activities in vicinity. And instead, have you noticed what influence the commercial activities have on the pedestrianised areas?

QUESTION

- The influence of the pedestrian area was negative on the commercial activities. Precisely because of the lack of parkings the people who were coming from outside the neighbourhood and were using the commercial activities on via Madama Cristina and corso Marconi, are not coming anymore. And I have to note that via Madama Cristina is a rather an important shopping area. I noticed that many customers tell us, and not only to us but also to the other shops nearby, that they would like to come to us but in reality they can't anymore because there is no parking. So this lack of parking is very important and has created discomfort for the commercial activities. So, the pedestrianisation was definitely a bad thing. And on the other hand, I don't see how the commercial area can influence the pedestrianisation. There is also another problem that I want to mention. It is a rather serious problem which is instead linked to the evening use of these commercial areas. Here in San Salvario there are many restaurants, especially near Largo Saluzzo, there is a nightlife that can be positive until a certain time, then becomes negative because it is linked to the excessive use of alcohol. All these people who come to San Salvario for the nightlife find themselves in the same situation of not being able to find parking spaces, so they park in a wild way or in any case where they can, thus creating inconvenience to the residents. And instead, the residents who maybe go out to go to the cinema, to the theatre or just to eat outside when returning back home, they find the area completely occupied. And I have to mention that by day the pedestrian area is used by the elderly and children, but at night it truly becomes a meeting place

ANSWER

for uneducated people. So, the pedestrianisation creates a double disadvantage especially in the evening hours.

QUESTION

Did these pedestrianisations give you the opportunity to organize outdoor activities or to make use of the pedestrianised space in some other way? If so, how did you use the space? If not, what are the reasons that prevented you from using it?

ANSWER

- No, we haven't.

QUESTION

According to your point of view, what are the strong points of the area? How could they be used and how could they be strengthened?

ANSWER

- The strong point is that this area is a multi-ethnic area where various types of cultures are meeting and mixing.

QUESTION

In your opinion, what are the biggest problems in the area and how could they be solved? What could be done to make the area more pleasant, attractive and used?

ANSWER

- The fact of having closed the streets and having created useless pedestrian areas, such as the one on via Pricipe Tommaso in front of the kindergarten or as the one on via Morgari where there is the Casa del Quartiere, did not help at any way, they only created an inconvenience for the residents who cannot pass by car. This initiative has not brought any benefit neither to those who may want to use the bike because in any case the areas are very small and they do not affect the soft mobility. Therefore, I find that this initiative has had a very negative impact. This could be resolved by going back as it was before in my opinion. The compromise that was made earlier on corso Marconi - to make part of it suitable for parking and part for a cycling, was the best solution. Also, it was very disturbing that this initiative was declared as experimental but there was no desire from the part of the authorities to seek feedback from the population of the neighbourhood. It was done, kind of imposed, from above.

GALIA BEJAN

ONE OF THE OWNERS OF BAR ANGELO E GALIA
/representative of a commercial activity facing the area/

Bar Angelo e Galia is a small local cafe' and restaurant present in the area already from years. It is directly facing the pedestrianised area on corso Marconi, and more specifically the part in between via Ormean and corso Massimi D'Azeglio.



What is your opinion on the pedestrianisation process in general, and more specifically on the experimental pedestrianisation that is taking place in the San Salvario neighbourhood? Are you in favour of these initiatives?

- In general, I am in favour of these kind of initiatives. But given the fact that in this case the Valentino Park is so close, I don't find this area so useful. With the park on the other side, there is plenty of open space to walk around. Here it is not like on via Roma where there are many shops, so the people go in and out. It is a wasted place. Another idea that a lot of people support is that the counter-avenues get pedestrianised and instead the central part is left open to the car-traffic. In this way people can walk safely on the sides and have direct contact with the commercial activities that overlook the areas.

From your observations, what effects, positive as well as negative, has the project of the pedestrianisation had on the area and on the public life of the area?

- This year went well for us as a bar, because so many people came with the children and while they were eating, the children were playing nearby. But this year it was like that thanks to the dehor that we put on the pedestrian area, but next year it will no longer be like this. This year they allowed us to make it because of the Covid-19 pandemic, but next year the Municipality won't allow us because they say it is dangerous for the people that have to cross the road to arrive there.

From your observations, what are the types of people who use the areas the most and which less? In your opinion, what are the reasons for this type of tendency?

- Mainly the children attending the school and their parents.

QUESTION

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QUESTION *Were the areas seen as safe spaces before the pedestrianisation? If not, what were the reasons for not being it? Has the perception of the safety of the areas changed after their transformation?*

ANSWER - Before there was a cycle path, now they have removed that too. And for us who ride a bike, it is a little more insecure from mobility point of view. In this area they have removed really many parking spaces and now it is very difficult to find a place to park.

QUESTION *According to your observations, what influence did the pedestrianisation have on the commercial activities in vicinity. And instead, have you noticed what influence the commercial activities have on the pedestrianised areas?*

ANSWER - As I said, it helped us this year. Next year - maybe not. As I mentioned, if it was like in the city centre where people walk a lot, then it would be very good initiative, but there aren't as many people here as there. The people who used to come by car to have lunch in our bar, now do not come because there is no parking. Before it was difficult to find parking space, now is even more. They could have pedestrianised only in front of the school since it is thought to be a space for children, but this stretch here, between Via Ormea and Corso Massimo D'Azeglio, they shouldn't have pedestrianised it.

QUESTION *Did these pedestrianisations give you the opportunity to organize outdoor activities or to make use of the pedestrianised space in some other way? If so, how did you use the space? If not, what are the reasons that prevented you from using it?*

ANSWER - Yes, we used the area with the dehor that we were allowed to put.
According to your point of view, what are the strong points of the area? How could they be used and how could they be strengthened?
- So, there are different commercial activities which is a good point, but they are not enough. Maybe the commerce could be strengthened more to make the area more alive. This would attract more people.

QUESTION *In your opinion, what are the biggest problems in the area and how could they be solved? What could be done to make the area more pleasant, attractive and used?*

ANSWER - The biggest critical point is certainly the fact that they have removed the parking. A solution to this problem should be found. In my opinion, as I mentioned before, it would be even better if there are more shops facing the area that can stimulate the people to come.

5.2. STUDYING THE PUBLIC OPINION

FORMAL INTERVIEWS - VIA LOMBROSO



FABIO CASERTA

OWNER OF THE GREENCROGERY L'ORTO DI SAN SALVARIO
/representative of the commercial activity owners facing the area/

The greengrocery it is very new commerce that is dealing with high-quality local products. It is also offering a home delivery in the zone of San Salvario free of charge.

QUESTION

What is your opinion on the pedestrianisation process in general, and more specifically on the experimental pedestrianisation that is taking place in the San Salvario neighbourhood? Are you in favour of these initiatives?

ANSWER

- In general I am not contrary to the idea of the pedestrianisation. For example, those that have been done in the centre - via Garibaldi, via Lagrange, via Roma, are very nice, because they are very central, inside the ZTL and they are used by a lot of tourists and citizens. This area here, on the other hand, I see a little bit more difficult to be managed. What I hear from my customers who live here, is that San Salvario already had a big parking problem before, and this initiative has removed more parking spaces. Of course, not so much this small area on via Lombroso, but the sum of all of them and generally the one on corso Marconi. So, this created a bit of discomfort for the parking. It is also a bit inconvenient for me when I have to make the loading of the goods. I should stop for a few minutes in front of the store to unload everything but in theory I shouldn't do it. In my opinion, when making a pedestrian area, it should immediately be given some kind of permission for access to the commercial activities so they are able to load and unload without problems. However, I must note that when it is summer, the pedestrian area is beautiful, because there are children playing, and there are no cars on the street, which is a nice thing. In some respects it is positive as an initiative, but let's say that with the clash of the real life, of the daily life, it is a bit uncomfortable. And also I have to mention that in reality this area is not a passage area, it is not like in the centre, so there are not a lot of people. A disturbing fact is that back then the authorities have set it up as a temporary initiative, but now a year has passed and they have not

put any type of embellishment, not even a bench or trash can and the asphalt is ruined.

From your observations, what effects, positive as well as negative, has the project of the pedestrianisation had on the area and on the public life of the area?

- So, the negative ones I have already mentioned before - the lack of parking and the viability. It was positive for the children, it gave them space to play, also it gave to the parents the opportunity to come to spend some time outside, to have a drink in the bar on the angle and leave their children freely on the area.

From your observations, what are the types of people who use the areas the most and which less? In your opinion, what are the reasons for this type of tendency?

- This area is small, in the middle of the buildings, so mainly the people who use it are the people from ASAI. Except maybe 4-5 families who come to have a drink in the bar and live nearby.

Were the areas seen as safe spaces before the pedestrianisation? If not, what were the reasons for not being it? Has the perception of the safety of the areas changed after their transformation?

- No, in my opinion this has not changed, indeed perhaps in some respects it is more insecure now. Not during the day, but in the evening when all businesses are closed. Due to the fact that before in the evening people were parking here, there was more movement, there was more life, but now in the evening there is no one here. So paradoxically it is more dangerous. And also this area is quite dark.

According to your observations, what influence did the pedestrianisation have on the commercial activities in vicinity. And instead, have you noticed what influence the commercial activities have on the pedestrianised areas?

- Well, it didn't bring me any decrease in the work. But why? Actually because of the Covid situation. Since the people couldn't go very far from their home, they had to come to me. So, for me there are no decreases in the work, perhaps even the activity has increased a little, but not because of the pedestrianization but because of the Covid situation. Instead, I realized that before there were these 4-5 older customers which were arriving by car, that they haven't come since the pedestrianization was made. So maybe if there was no Covid,

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I might have lost a bit due to the pedestrianization. For the other commercial activities on the street, I think neither it has provoked any changes. For the girls who restructure old furniture, the loading and unloading of the furniture is just harder. The hairdresser also has not undergone any changes in the business, but she does have regular customers. Let's say we were lucky, if we were another type of businesses we might have lost a little. On the other hand, on the question of whether we as a business have had any influence on the area, no, I don't think. We would have had some if we were bars or restaurants that we could put tables outside - for example like on via Monferrato which is full of this type of activity. In that case, by placing tables, you make the area beautiful and you stimulate the area.

QUESTION

Did these pedestrianisations give you the opportunity to organize outdoor activities or to make use of the pedestrianised space in some other way? If so, how did you use the space? If not, what are the reasons that prevented you from using it?

ANSWER

- No, I hadn't. The only thing is that last year, there was a period of 5 months in which it was free to put tables outside. So, even just to embellish, I did it.

QUESTION

According to your point of view, what are the strong points of the area? How could they be used and how could they be strengthened?

ANSWER

- It is a lively area, and full of young students, including Erasmus students. But not only. There are also elderly people, families, people from different economic classes. And it's nice because we all know each other and everyone says hello to each other.

QUESTION

In your opinion, what are the biggest problems in the area and how could they be solved? What could be done to make the area more pleasant, attractive and used?

ANSWER

- The biggest problem is the parking, since 700 parking spaces have been lost. So, a solution could be to make a large underground car parking at affordable price. Perhaps, for the residents and for those who have businesses here, the price could be reduced, and instead the other users could pay the normal price. And on the question how to make more pleasant the area, I would say with some urban furniture, by making new paving, adding some nice wooden benches, more plants, some ashtrays and trash bins, more colors, more street lights, some games for the children.

MARIA PAMBIANCO

MEMBER OF ASAI ASSOCIATION

/representative of ASAI as an activity facing the area/

ASAI is a voluntary association present in Turin since 1995, which offers educational and cultural initiatives to children, young people and adults with the aim to help to people living in a risk of social exclusion.

What is your opinion on the pedestrianisation process in general, and more specifically on the experimental pedestrianisation that is taking place in the San Salvario neighbourhood? Are you in favour of these initiatives?

- Being a cyclist and supporting this way of moving, I am absolutely in favour of the pedestrianisation. I don't have a car and if I did, I would only have used it to go outside Turin. In the city, I am convinced that we can all move on foot, by public transport or by bicycle. Regarding the pedestrianisation in San Salvario, it was important for us because it gave us the opportunity to go out in a critical moment – during the Covid emergency. So, it allowed us to have more space, an open space. But, I wonder, how well reasoned was this pedestrianisation in terms of circulation. Between outdoor dehors and pedestrian areas, parking lots have been eliminated and therefore those who have a car have suffered from this shift. This area perhaps was less critical in some points and in others it created some problems. In this case, not all of the street is fully pedestrianised because of the entrances for the garages of the residential buildings, and therefore some cars sometimes enter thinking it is a normal street and this creates confusion.

From your observations, what effects, positive as well as negative, has the project of the pedestrianisation had on the area and on the public life of the area?

- The positive effect is that the streets have been repopulated. And from the fact that the areas are often in front of educational centres, educators and children have occupied them in a very joyful way. We tried to convert this piece of the street in an artistic space, we embellished it, we took care of it. A downside of the initiative was



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ANSWER

QUESTION

ANSWER

that it was poorly communicated to the residents. And so they came to complain to us, first because they thought we requested this pedestrian space and then also because of the lack of parking. We from ASAI decided to collect all the complaints from the residents. And after a while everyone calmed down and started greeting us happily. This moment of going out on the street was important for us also because it also gave us more visibility. A problem for some of the residents was the noise when we organized some outdoor events.

QUESTION

From your observations, what are the types of people who use the areas the most and which less? In your opinion, what are the reasons for this type of tendency?

ANSWER

- The areas are used a lot by children, also because one of the main ideas of the project was to place the areas in front of the educational centres. And therefore educators have exploited them for different activities. We used it at 120%. I must say that it has also become a transit area and an area where all kind of people stop and stay, as well. It also happened to us that when we were organizing some activities, families were passing by to have an aperitivo in the Ciclofficina on the corner which is also a bar, and their children were stopping to play with us. It also often happened that people in order to have a chat, instead of stopping on the sidewalk of the street, they stopped in the pedestrian area. And therefore when the area is occupied, it gives many possibilities to give life to other things. Even the hairdressers and Fabio from the greengrocery put tables outside for the customers where they can sit. We started having lunch all together on the area. It was also a good way to meet and get to know each other.

QUESTION

Were the areas seen as safe spaces before the pedestrianisation? If not, what were the reasons for not being it? Has the perception of the safety of the areas changed after their transformation?

ANSWER

- Yes, it is a safe space because there are many activities and we are here until late. But before, by night it was not experienced as safe. In my opinion, the problem with this street was the speed of the passing cars. And so pedestrianising it, it gave us comfort. For us now it is much safer, before if we did activities in the open terrace, it was more dangerous for the children because of the presence of passing cars.

QUESTION

According to your observations, what influence did the pedestrianisation have on the commercial activities in vicinity. And instead, have

you noticed what influence the commercial activities have on the pedestrianized areas?

- In the Covid period, our activity has grown exponentially thanks to the pedestrian area also because we have a small interior space and this initiative gave us additional space to work on. When we go out to do some activities outside we decorate the street with different things, photographs of the middle school workshops, paintings. It was nice that all of us working in this area, we organised meetings together where we discussed how we would like to embellish the road. So, for us this pedestrianisation had a good impact because it gave us more space, the people from the other activities on the street went out a little more, we got to know each other more. But perhaps it would have been better if a longer stretch was pedestrianised.

ANSWER

Did these pedestrianisations give you the opportunity to organize outdoor activities or to make use of the pedestrianized space in some other way? If so, how did you use the space? If not, what are the reasons that prevented you from using it?

- We have organized many educational activities for children as I have already mentioned before. On what sometimes prevented us from doing so, was the presence of parked cars on the area.

QUESTION

ANSWER

According to your point of view, what are the strong points of the area? How could they be used and how could they be strengthened?

- It is an active area and also in the vicinity there are many bars and restaurants.

QUESTION

ANSWER

In your opinion, what are the biggest problems in the area and how could they be solved? What could be done to make the area more pleasant, attractive and used?

- A critical point is the length of the pedestrian area, if it was maybe bigger and more reasoned about the traffic issue, it would be better. Because in this way it was not perceived so well by the residents and by those who work in the area. But in my opinion, Italians should be more informed about the topic of the pedestrianisation and soft mobility because in the European Union Italy is one of the countries that uses the car the most. To make the area beautiful and accessible so far only we have taken care of it, the Municipality has done nothing. In my opinion the pedestrianization should be accompanied by a bike lane.

QUESTION

ANSWER

5.2. STUDYING THE PUBLIC OPINION

FORMAL INTERVIEWS - GENERAL



DANIELE BALDO E DANIELE VACCAI

PART OF THE TEAM OF TORINO STRATOSFERICA

/city-making experts non ingaged in any way in the project Torino Mobility Lab/

Torino Stratosferica is a collective city imaging project to build a powerful story in images, which enhances the potential of the city and its international positioning.

QUESTION

What is your opinion on the pedestrianisation process in general, and more specifically on the experimental pedestrianisation that is taking place in the San Salvario neighbourhood? Are you in favour of these initiatives?

ANSWER

- Let's say that, generally, initiatives like this that provide easier use of the space for pedestrians obviously cannot fail to be good. In the cities we need more pedestrian areas especially in the centre and also spaces dedicated to the bikes. The case of San Salvario is interesting because San Salvario is served by the metro so you can really think about reducing car traffic substantially. For this reason, San Salvario is one of the neighbourhoods where pedestrianisation projects of this type could be most effective. While in other areas of the city, the problem of the massive presence of the cars cannot be actually solved by pedestrianising because there is no alternative for moving.

QUESTION

From your observations, what effects, positive as well as negative, has the project of the pedestrianisation had on the area and on the public life of the area?

ANSWER

- In the last 10 years, San Salvario has been a nightlife area and the pedestrianisation certainly helps for this type of commercial activity. The negative effects could be trivial for those who live there. It is not said that those who live there have the opportunity to do everything they have to do on a daily basis only in the neighbourhood without using a car. However, it is also true that the pedestrianisation actually encourages those who live there to really live within the neighbourhood. Another positive effect is certainly the liveability and the aesthetic. Just to be truly effective this initiative in some way with

the pedestrianisation project it should be foreseen, for those who still need to move by car and in that case should leave it in a more distant area, a way to reach their home or their own working activity without problem.

From your observations, what are the types of people who use the areas the most and which less? In your opinion, what are the reasons for this type of tendency?

- We don't have any observation on this.

Were the areas seen as safe spaces before the pedestrianisation? If not, what were the reasons for not being it? Has the perception of the safety of the areas changed after their transformation?

- Having in mind the traffic, for sure the area is not very secure. And closing some spaces to the cars is certainly a positive thing from the point of view of the perception of road safety.

According to your observations, what influence did the pedestrianisation have on the commercial activities in vicinity. And instead, have you noticed what influence the commercial activities have on the pedestrianised areas?

- We do not have direct observations on the activities that are situated nearby the areas but in general there are many studies that have established that the pedestrianisation stimulates the commercial activities and also the citizens, being more relaxed, spend more in areas of this type.

Did these pedestrianisations give you the opportunity to organize outdoor activities or to make use of the pedestrianised space in some other way? If so, how did you use the space? If not, what are the reasons that prevented you from using it?

- Since we are not situated in that area, we have not organized any activities.

According to your point of view, what are the strong points of the area? How could they be used and how could they be strengthened?

- Considering the neighbourhood in general - having 3-4 metro stops is one thing that the neighbourhood should focus on more. It is a feature that could attract many people from all over the city. Perhaps the untapped potential in recent years is the fact of being nightlife centre and instead the area has always been perceived as unliveable

QUESTION

QUESTION

ANSWER

QUESTION

ANSWER

QUESTION

ANSWER

QUESTION

ANSWER

for exactly that reason. Instead, the narrative must be reversed a little, it should be seen as potential. Also, the zone is kind of a hybrid, it mixes many different things - there is the park area, the metro, the train station, Torino Esposizioni, hospitals. There are many services that are not well exploited. It has potential on the social level – a strong presence of youngsters and young adults, which should be given space with suitable spatial conformation in order to further develop.

QUESTION

In your opinion, what are the biggest problems in the area and how could they be solved? What could be done to make the area more pleasant, attractive and used?

ANSWER

- Still considering the whole neighbourhood, there is the Valentino park which is divided by Corso Massimo D'Azeglio which is another great urban barrier. From the point of view of sensation, the image of the neighbourhood compared to other areas in Turin, it gives me a bit of austerity. It does not have the elegance of some central parts of Turin, nor that aura of a liveable neighbourhood like Vanchiglia, but not even the obvious discomfort that exists in other areas.

ADDITIONAL QUESTION

Having had the opportunity to communicate with many professional architects, urban planners, citymakers from all over the world, during your communication have you ever discussed with one of them about any project that involved pedestrianisation of some area. If so, what was the project in question and what critical issues were connected with its implementation?

ANSWER

- We hosted the creator of the High Line but I will not tell you what he told us but I will tell you what another American living in Austin who is actually the chief executive officer of the city of Austin thinks. He told me that he is a bit critical of the High Line project because it is a project that has for sure regenerated an abandoned railroad in Manhattan but at the same time it had provoked quadruple increase of the rental price in the buildings surrounding the High Line which in a way had led to gentrification. So, when you do certain operations and we try to change the conformation of a city we must always have in mind the possible percussion that may manifest – even if not immediately but in a year or more. The problems of this type of initiatives that are focusing on slow mobility and pedestrianisation are that they usually have a bit of structural deficiencies and often do

not offer any alternatives for those who could not move only on foot or by bike. The debate on these issues should be a little more concrete and have a little more inventiveness in proposing daily solutions. It is beautiful to say 'let's pedestrianise' because pedestrianisation is an advantage for the commercial activities. It allows them to have more space and those who walk are more peaceful and therefore more inclined to spend but the problem is for those who live there because they have to make some sacrifices.

5.3. STUDYING THE PUBLIC OPINION

CONCLUSIONS

On the basis of the answers received from interviewees and after a careful analysis some conclusions about the project and about the current state of each area can be made. The fact that the interviews were structured in the same way, composed by the same scheme of questions, is allowing us to study the information that we obtained and compare the attitude and the expressed needs of the various subjects facing every single area but also in general weight against another the opinions towards the implementation of the project in every of the four cases.

Concerning the area on via Morgari, both subject see the initiative as a positive one. According to them it has given space to families children and elderly where they can enjoy some time outdoors and it has given a precious new outdoor space for organising some outdoor events by La Casa del Quartiere, especially in the delicate moment of the reopening of the city after the ceasing of the measures against the diffusion of the Covid-19. The initiative initially had created some traffic confusion but it can be said that this problem was superable in this specific area. The project have had a very good effect on a social level, encouraging the different subject facing the area to get in closer contact, to get to know each other and try to organise things together. Even though, it should be admitted that one of the biggest problems of the is - the drug dealing, hadn't been resolved.

About the area on via Principe Tommaso, we can say that it is also seen as very positive, as a reappropriation of the public space in favour of the kids, families and all kind of people living, working or only passing there. It is seen as a space which has the potentiality to encourage the social interaction between people. It is extremely positive that it is strongly used by all kind of people. Despite the good impact that it has had, the subjects complained about the fact that nothing was actually done for the area and that it was left uncurated until the current date beside the promises that were given from the part of the Municipality. It is good to mention anyway that even though still sometimes some motorcycles are passing through the area or some cars are parking on the edge of the area near via Baretta, the perceived road security had increased.

For the area on corso Marconi, despite the fact that the area is being strongly used during the day by a lot of families, kids and elderly as also confirmed by some of the interviewees, the two local actors interviewed are critical towards the initiative due to the traffic confusion, the difficult viability and the lack of parking spaces. Even

though contacted for expressing opinion about one of the other three areas, some of the other interviewees made some considerations also about the area on corso Marconi. From their point of view, this one was seen as one of the most effective areas of all four, always full of life and people from different age and social groups. It is seen as an area that encourages a lot of spontaneous and planned activities. Concerning the area on via Lombroso, it can be said that also this one is being seen as positive one but it is also characterised by a strong confusion about the viability since it is not well indicated that only residents that need to access the garages in the street can enter the area. That results or in a lot of parked cars on the area or in vehicles trying to exit back the area compromising the security of the users of the streets, especially of the children. The viability can be considered as the biggest critical point of the area since a compromise for the delivery for the commercial activities should be also done. Anyway, the area is seen is highly active thanks to the presence of the great variety of activities. The initiative has been highly beneficial for the ASAI association giving it more space for organising group activities with the children from the minorities which they work with. It has provided space for organising some outdoor events, for expanding of the bar situated on the angle with via Principe Tommaso and for encouraging the social relations and interactions between the residents but also between the people working there creating a strong community.

In general, we can say that most of the subjects are in favour of the initiative. It is seen as an opportunity for reappropriation of the public space in favour for the families, children and elderly, creating occasions for better social interaction and conferring a higher level of liveability of the neighbourhood. Even though, with exception of corso Marconi until now it has been badly executed without providing any treatment or urban furniture to the area which could stimulate even more the use of the spaces and increase the aesthetic and functional value of the areas. It should be given also bigger attention to the viability and to the parking solutions. As we can see also from the interview with the urban expert from Torino Stratosferica, when implementing changes in the conformation of the city, it is needed to elaborate a more structured plan, providing alternatives for moving around the neighbourhood and the city without compromising the daily needs of the residents.

SECTION THREE

/DESIGN PROPOSALS/

01. INTRODUCTION

HOW TO APPROACH
THE DESIGN

INTRODUCTION 01.

HOW TO APPROACH THE DESIGN

The elaboration of the design proposal was faced through the perspective of making a final summary of all the useful information obtained and translating it in a spatial composition that could enhance the advantages of each area, try to resolve some of the problems and satisfy the needs of the potential users. It was attempted to create schematic proposals for attractive and liveable public spaces able to stimulate the social interaction and integration between the individuals and the different social groups in general.

Projects for two of the four areas were developed - for the area on via Principe Tommaso and for the one on via Lombroso. These sites give the possibility to experiment with different treatments and to create two different typologies of spaces. The area on via Principe Tommaso gives the possibility and have all the characteristics to be adapted to a fully-pedestrianised street. Meanwhile, the constraints present in the area of via Lombroso, are being used as an inspiration to create a vision for a shared street. These two areas have also showed to have high level of potentiality and they could present a high added value to the neighbourhood by giving the opportunity to two educational centres - the Kindergarten Bay and the association ASAI, to expand their activities on the outdoors and convert the education in a multi-sensory and social experience. It was decided to create more temporary solutions for the spaces with the use of the Tactical Urbanism without intervening in a harsh way.

All the data gathered from the social-demographic and territorial analysis, the study of the public life and the research made on the opinion of the main local actors that are in direct relation to the study areas has proved to be of extreme importance in understanding the sites and their complexity. To further deepen the knowledge about the local community's needs but also about the opinion and the visions of the people using the areas or only passing by, it was decided to perform a number of informal interviews.

02. INFORMAL INTERVIEWS

A PARTICIPATORY
APPROACH TO DESIGN

2.1. INFORMAL INTERVIEWS

INTRODUCTION

In the social science tradition, there are numerous methods for direct investigation. They can be used individually, or be combined with each other. The choice between the various methodologies is made taking into account the purposes and object of the survey, the resources available and the constraints within which it operates⁹².

In this stage of the research it was decided to add to the information obtained from the study of the public life and to the very interesting outputs of the study of the public opinion made through the execution of series of formal interviews, a new nuance of understanding of the social context of the two areas chosen for the design. The informal interview was chosen as a tool to gain this new knowledge. It is very useful method that allows the investigator to get in direct contact with the people on an eye-level.

METHODOLOGY. In the direct survey of populations in many cases it is impossible (given the time and cost constraints) to directly reach all the subjects who are part of that population, to submit a questionnaire to them or to carry out interviews. In such cases it is convenient to conduct the survey on a smaller part of this population, or to select what, in the terminology of statistical sciences, is called a "sample". A sample is, in fact, a subset of a population, that is, a small part of the complex of subjects to whom the survey is potentially addressed (a complex which, in its entirety, is defined as "universe"). This selection is made according to certain procedures, called "sampling methods". For this study it was chosen to use a non-probabilistic method. This kind of method do not guarantee that all subjects in the "universe" have the same probability of entering the sample or that, in any case, this probability can be determined. The advantage of these methods is that of being able to produce small samples (for example, a dozen of subjects), which can be selected without difficulty, thus reducing research costs⁹³. More specifically it was used the method of the quota sampling. "Quota sampling is a non-probabilistic sampling method where we divide the survey population into mutually exclusive subgroups"⁹⁴. The overall number of interviews to be made is determined, basing the decision on the type and the needs of the research and on the size of the population. A grid is constructed in which the categories of subjects to be interviewed are predetermined. The sample is defined by identifying a predetermined number of subjects belonging to each category. In this specific study it was decided to interview 20 people per area,

maintaining the ratio between men and women almost equal. Since the objective was to get in direct contact with the people using the areas or the ones passing through them, it was considered useful the interviews to be quick, not time-consuming and effective and based on open question in order to give bigger opportunity to the subjects to express themselves. The structure of the interviews was based on the six following questions:

- *Where do you come from?*
- *Why did you come to the area?*
- *What do you appreciate of this area?*
- *What do you not appreciate of this area?*
- *How would you like to change this area?*
- *Do you feel safe in the area? How it can be made safer?*

The interviews were performed during different parts of the day trying to reach as much as possible different types of users. After all of them were executed, the answers obtained were separated in categories and afterwards analysed.

PURPOSE. It was attempted to better understand how the people using the spaces or only passing by them see these areas, what is their opinion about their current state and what are their visions for their future. It was searched to understand what are main criticalities and strong points of the areas of study. All this information collected, after a careful analysis, would be used for the design proposal searching a way to respond effectively to the needs of the social context.

⁹². Luisa Debernardi, Alfredo Mela, Luca Davico, Francesca Rota, *Dispense scritte nel quadro del Progetto Rafforzamento Lauree Professionalizzanti, promosso dalla Regione Piemonte, dal Fondo Sociale Europeo dell'Unione Europea e dal Ministero del Lavoro e della Previdenza Sociale*, p.12

⁹³. Luisa Debernardi, Alfredo Mela, Luca Davico, Francesca Rota, *Dispense scritte nel quadro del Progetto Rafforzamento Lauree Professionalizzanti, promosso dalla Regione Piemonte, dal Fondo Sociale Europeo dell'Unione Europea e dal Ministero del Lavoro e della Previdenza Sociale*, p.30

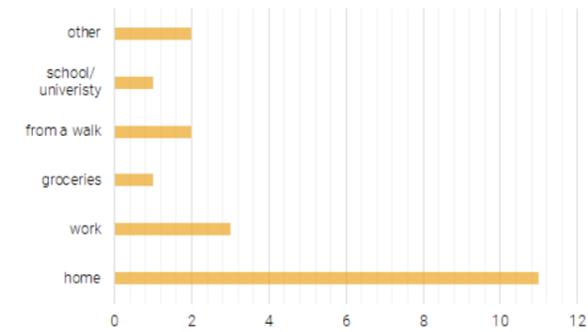
⁹⁴. Amrutha Aprameya, *Quota Sampling: When To Use It and How To Do It Correctly*, <https://humansofdata.atlan.com/2016/04/quota-sampling-when-to-use-how-to-do-correctly/>, last accessed: 27/11/21.

2.2. INFORMAL INTERVIEWS

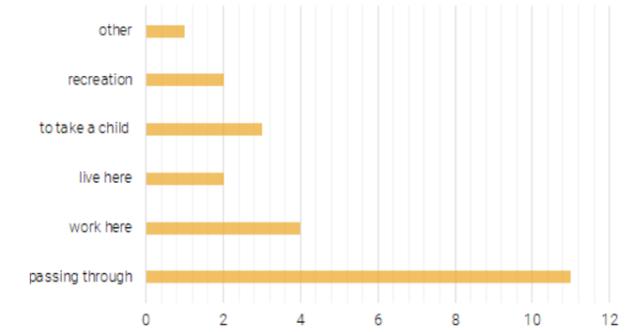
RESULTS - VIA PRINCIPE TOMMASO

The interviews were performed in the days of 8th October (Friday) and 12th October (Tuesday). It was attempted to perform them in different moments of the day - morning, lunch time and late afternoon/ evening, in order to reach as much as possible different types of users. The days in which the study was executed can be characterised by good weather conditions. As already predetermined, 20 informal interviews with the users of the pedestrianised area on via Principe Tommaso were performed. Ten of the interviewees were male and ten were female. Even though that 11 of the subjects were in the age range of 25-45, it was also succeeded to cover all the age groups. As it can be observed on the graphs on [p. 237](#) most of the subjects in the moment when the study was made were coming from home. Some of them were coming to the area to take their children or grandchildren from the Kindergarten Bay or because of a work purposes. Still most of them were only passing through the area. What is most appreciated of the area was the freedom of the cars and that the people can walk along without being worried about the motorised traffic and getting hurt. It is also highly valued the fact that this initiative of pedestrianisation gave more space to the children where to spend time outdoors and together. This was noticed to be of extreme importance not only for the parents whose kids are attending the Kindergarten Bay but for all parents and kids living in near proximity. There is a part of people that declared that they do not appreciate anything about the current closure of the street - a trend mainly connected to the lack of parking spaces and the viability. One of the most critical characteristics in the moment of the performance of the study was the extensive dehor that was located in front of the newly opened restaurant on the angle with via Silvia Pellico, which later on in the month of October was removed and the area was freed. Apart the lack of the parking and the viability, one of the things that was mostly disturbing the users is the fact that the area was left by its own and it wasn't curated in any way by the Municipality. It was added only one bench, which is extremely insufficient to satisfy the needs of the population. On how to change the area, most of the subjects concentrated on the beneficial influence that would have the addition of more green and sitting places. What was discovered to be very positive, even though still not treated in any way, the area was perceived by 85% of the subjects as safe.

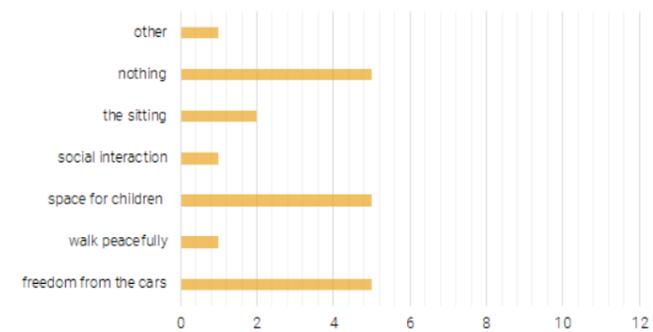
01. WHERE DO YOU COME FROM?



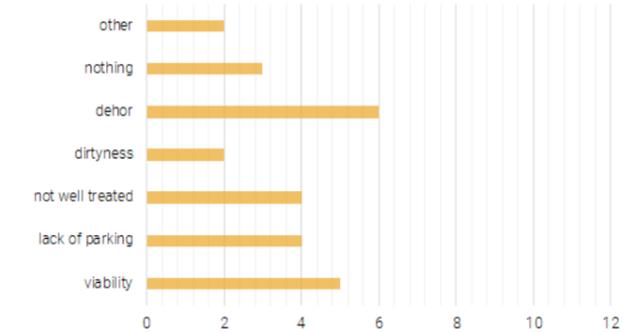
02. WHY DID YOU COME TO THE AREA?



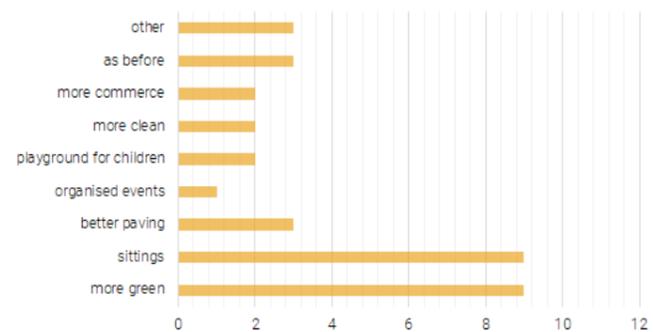
03. WHAT DO YOU APPRECIATE OF THIS AREA?



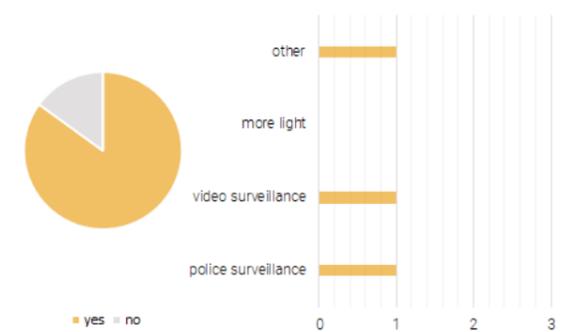
04. WHAT DO YOU NOT APPRECIATE OF THIS AREA?



05. HOW WOULD YOU LIKE TO CHANGE THIS AREA?



06. DO YOU FEEL SAFE IN THE AREA? HOW IT CAN BE MADE SAFER?



2.3. INFORMAL INTERVIEWS

RESULTS - VIA LOMBROSO

The interviews for the area on via Lombroso were also performed in the days of 8th October (Friday) and 12th October (Tuesday). It was attempted to perform them in different moments of the day - morning, lunch time and late afternoon/evening, in order to reach as much as possible different types of users. The days in which the study was executed can be characterised by good weather conditions. As already predetermined, 20 informal interviews were performed. Ten of the interviewees were male and ten were female. For the sample of subject of via Lombroso, it can be said that all age groups were almost equally represented - with 3 interviews for the people below 25, 7 interviews for the people in the range 25-44 and 5 interviews for each of the two age groups - of 45-64 and for the older than 65.

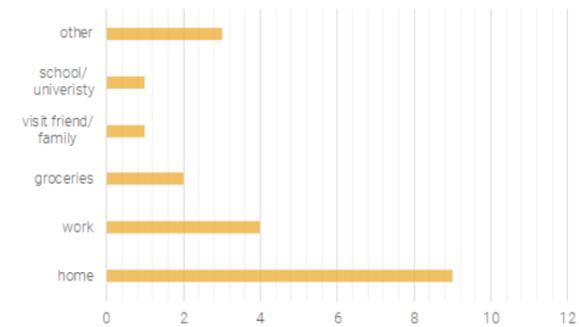
Most of the people interviewed were coming from home or from work but in difference with the results from the study on via Principe Tommaso, in this case most of them came to the area for recreation activities. Also, a lot of them were coming because of the greengrocery or because of their work.

The area of via Lombroso is mostly appreciated by the possibility that give for social interaction between people. It was also highly valued the peacefulness of the area and the availability of space for the children. It was noticed that the pedestrianisation of this part of via Lombroso it was liked by a lot of parents because of the fact that it gives them the possibility to go out with friends in the bar in the corner with via Principe Tommaso, while their children are playing and having fun outdoors without being endangered by passing cars. What was mostly seen as a negative characteristic of the space is the paving, which is currently in a very bad conditions. Various subjects shared that they would appreciate even if only it gets decorated or colour in a joyful way, without spending a lot of resources. As on via Principe Tommaso, one of the main problems is that the area is not being curated in any way and nothing had been added to it.

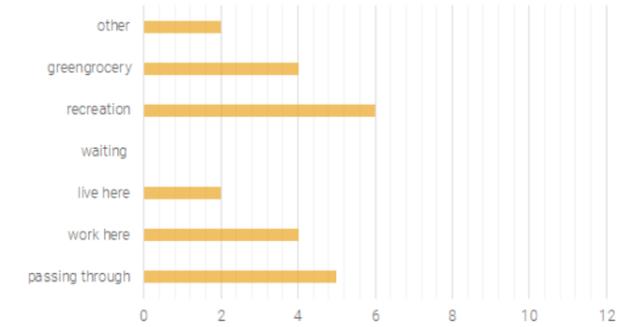
It is noticeable that in order to make the area better most of the people would add more sittings, more green and would provide a better paving. It is very interesting that none of the interviewees would return the area as it was before - open to the traffic.

As the area on via Principe Tommaso, also this one is seen as very secure one. Even though, various subjects considered as useful the police surveillance to be increased also due to the fact that it is situated very near the streets with a strong nightlife.

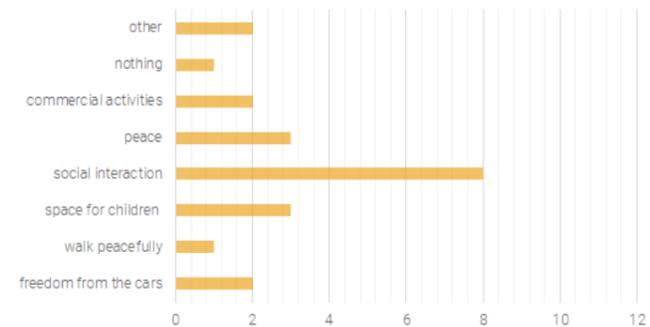
01. WHERE DO YOU COME FROM?



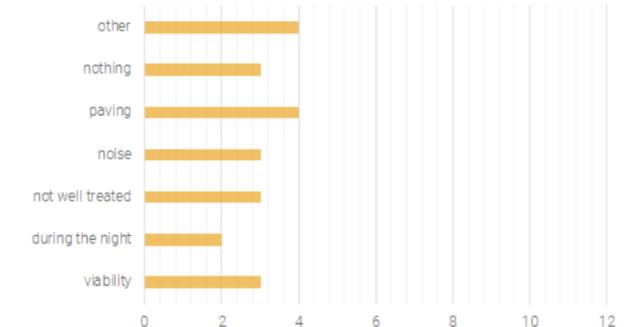
02. WHY DID YOU COME TO THE AREA?



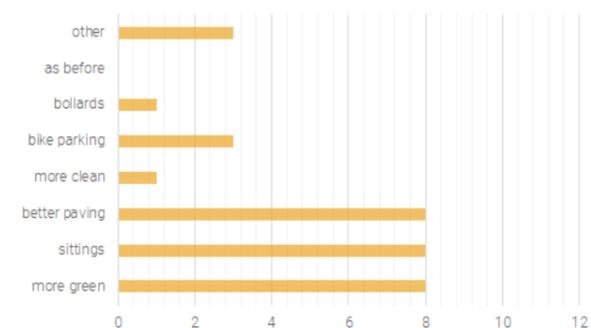
03. WHAT DO YOU APPRECIATE OF THIS AREA?



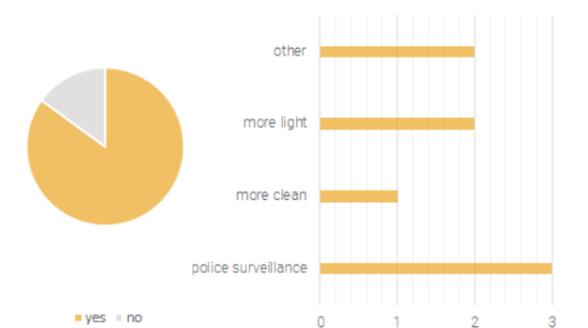
04. WHAT DO YOU NOT APPRECIATE OF THIS AREA?



05. HOW WOULD YOU LIKE TO CHANGE THIS AREA?



06. DO YOU FEEL SAFE IN THE AREA? HOW IT CAN BE MADE SAFER?



03. VIA PRINCIPE TOMMASO THE PEDESTRIAN STREET

CONCEPTUAL DESIGN

3.1. VIA PRINCIPE TOMMASO CONCLUSIONS ABOUT THE AREA

On the basis of the outcomes of the various studies performed - the study of the public life, the study of the public opinion and the assessment of the users' needs, we can make some overall conclusions and observations about the area.

On the base of the peoples' movement count and the tracing of their paths but also on the base of the outputs of the informal interviews, it can be noticed that the pedestrianised area is still not perceived as continuous pedestrian space but as rather a normal street. It is lacking unity and continuity, which could induce the people to stay for more time within the area.

It is also interesting that from both the study of the public life and from the formal interviews performed, it was noticed that the area is used by all types of people and all age groups. This is an observation which gives high level of positivity that the area has great potentiality to become a lively lived public space in the neighbourhood.

From all the studies can be noticed that is highly appreciated the fact that more free, outdoor space is given to the children to play. It was noticed that when there are group of kids, usually they use mainly the central space, while the parents and grandparents are standing or sitting informally more on the perimeter of the area.

It was noticed that the main problems of the area are the lack of sitting places, the dirtiness, especially on the weekends, the lack of greenery and the lack of bike parking. Through the observational study of the public life and thanks to the direct contact with the local actors, another important criticality appeared. Even though the perception of the security of the pedestrianised area is very high, still often happens motorcycles to cross the area compromising the safety of the users. It happens also cars to park within the limits of the area, near the crossroad with via Baretta.

Despite these facts, it was noticed through the studies that there is present a strong neighbourhood community and the act of the pedestrianisation has given an added value to the zone, conferring it higher ability to stimulate social interactions.

From all the observations and studies can be concluded that what is mostly needed in this study area are more sittings, more green, better maintenance and bike parking. It would be also of great help to have a space where the local actors, mainly the Kindergarten Bay and the Circolo Arci, could organise some small, informal meeting and events.

PRINCIPE TOMMASO 3.2. OVERVIEW OF THE APPROVED PROJECT

In some of the official documents regarding the project Torino Mobility Lab, such as the official presentation of the project entitled 'Torino Mobility Lab - Schede di Fattibilità- Interventi Scuole Car Free' from November 2020 and as the document 'Progetto di Fattibilità Tecnica ed Economica - Planimetria Generale, Elaborati Schemi Grafici' from December 2020, we can obtain information, graphical schemes and plans concerning the future development of the areas included in the project. In these documents can be found graphical schemes about all the areas with exception of the area on via Morgari for which there is no information. On the basis of all the analysis made about the peoples' behaviour and on the basis of the assessment of needs of the main actors facing the areas, it can be done an overall overview of the proposed solutions for the pedestrianised spaces.

Regarding the space on via Principe Tommaso we can say that some of the needs such as the addition of bike parking and more sitting places have been satisfied. Even though, the positioning of the newly added sittings is coherent and in correlation to the entrances of the kindergarten and the shops facing the street, the overall treatment of the area still seems quite fragmented. The solution for this area should be elaborated in order to create continuity within the space and an overall unity on the visual level. The area still gives the impression that is not offering enough opportunities and still appears not attractive enough in order to stimulate even stronger public life.

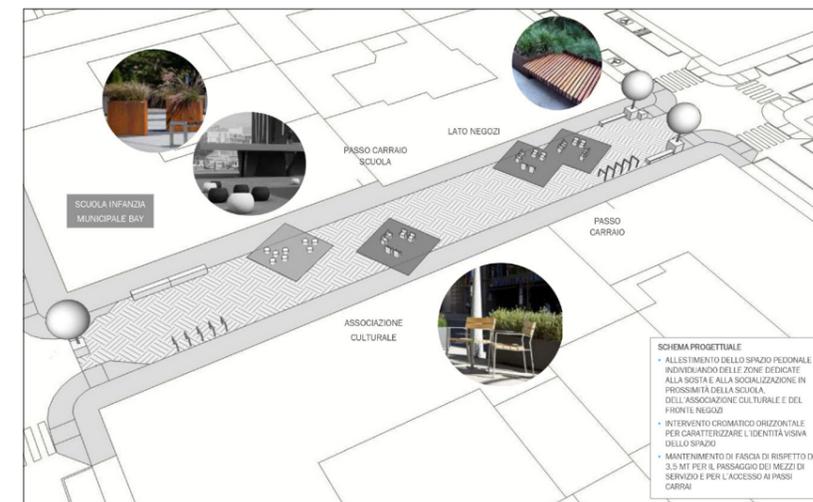


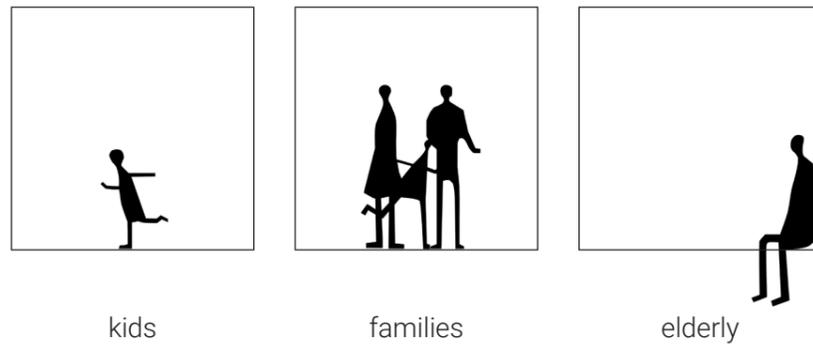
Fig.93. Project scheme approved by the Municipality for the area on via Principe Tommaso
Source: Presentation of Torino Mobility Lab, Schemi di Fattibilità 'scuole car-free', Novembre 2020, p.10

3.3. DESIGN PROPOSAL

USERS, PROBLEMS, POTENTIALS, STRATEGIES

After the careful analysis made on the area and after the consultation made through the series of informal interviews, it was noticed that the pedestrianised area on via Principe Tommaso is used almost equally by all social and age groups. Even though, the most interested in the space and in the project of the pedestrianisation and the most influenced ones can be considered the kids, both the one attending the Kindergarten Bay and the one just living in close proximity, the families in general and the elderly living in the neighbourhood. It was noticed during the execution of the study of the public life that a lot of parents and grandparents were coming to the area bringing their children or grandchildren to play, despite the fact that there was nothing specific added to the area. The kids were inventing alternative ways to play and the adults were arranging themselves and sitting informally on the sidewalk. On the basis of this information was decided to work with the kids, families and elderly as the main potential users of the pedestrianised area.

MAIN USERS



kids

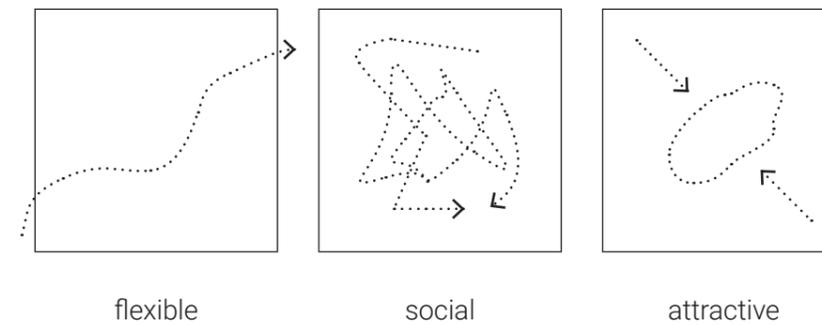
families

elderly

In order to resolve the problematics that arised within the area - such as the occasional passing of motorcycles through the area, the dirtiness and the presence of parked cars, and to create a liveable space, it was decided to create a continuous pavement, that would discourage the motorised vehicles from entering the area and that would help for its' maintenance and cleaning. It is considered that the use of pigmented pavement would give a higher degree of attractiveness of the area and it would be useful for delimiting different functional areas. It was also attempted by careful selection of the

pigmented part of the paving to induce and leave some free space for the entrance of emergency vehicles and for the ones that have to access the two garages present in the area - of the Kindergarten and of one of the residential buildings. To satisfy the need of more sittings available and more green within the area, was considered useful to add specific urban furniture.

In general, it was decided to create a design proposal for the space, with a high degree of flexibility, which could be adapted to the needs of the users and of the main local actors, conferring it a high level of



flexible

social

attractive

attractiveness in order to further stimulate the active public life. It was searched to create a design that would be able to stimulate even more the social interaction between the users. The Tactical Urbanism was considered as an effective tool to use in order to create more colourful and joyful environment.

MAIN STRATEGIES

3.4. DESIGN PROPOSAL

PROJECT DEVELOPMENT



The design proposal for the pigmented paving was initially inspired by the shape of the circle. The inspiration came from the presence of three pigmented circles in front of the Kindergarten that were made by the teachers. Since, it was searched more scalable and modular solutions for the space, the circle was converted in hexagon - a shape that could be easily scaled, combined in different ways or even divided in equilateral triangles, which could be used as a module.



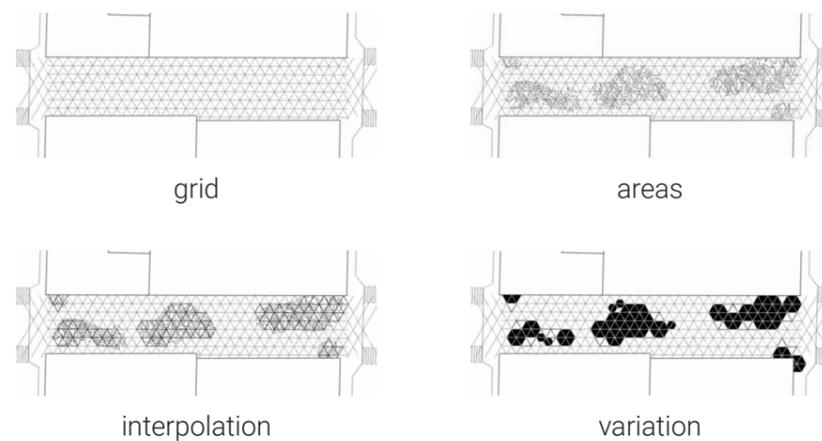
The first step to the creation of the design was the creation of a grid based on an equilateral triangles with a side of 1m. After that on the base of the analysis made in priority, some functional areas were defined within the space. It was made an interpolation of the functional areas with the grid, followed by the more precise definition of the shapes and the construction of the hexagons, searching to create variation within the solutions.



On the basis of the same idea about the modular and scalable solution, it was created the urban furniture toolkit. It is based only on three general elements which afterwards are being varied in order to satisfy different needs. The hexagon was used to create sittings and different types of flower pots. The equilateral triangular, which is the exact and precise module of the hexagon, was also used as an inspiration for creating of different types of urban furniture. Meanwhile, the third element used is a simple vertical beam which combined with other components can propose different uses.

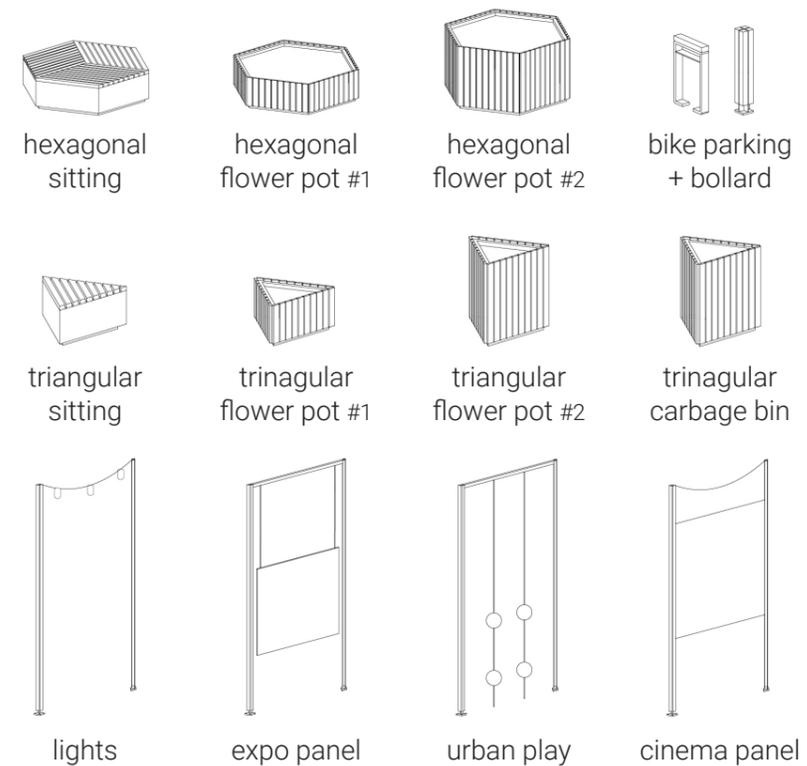


CONCEPT



On the base of the pavement design, using the toolkit in diverse ways and combining its' elements in different ways, it was attempted to create a flexible and fluid space composed by various functional areas. In the entrance of the area from via Baretto was created a little exhibition area. A multifunctional, central, social area was delimited that could be used as piazza or easily converted in open-air cinema or presentation space, simply by adding panels to the structure composed by the vertical beams. Immediately next to it was proposed a playing space for the kids while the area in front of the kindergarten was left more free in order to give space to the moment of the start and end of the educational activities. On the street was also created a little area with botanical, educational purpose and all along it a lot of sitting were added. With the use of the simple elements it was attempted to create a space that could strengthen even more the public life of the area and to stimulate more outdoor activities.

TOOLKIT



BIKE PARKING

**MOVEABLE OUTDOOR/
RESTAURANT SITTINGS**

**EDUCATIONAL,
BOTANICAL POTS**

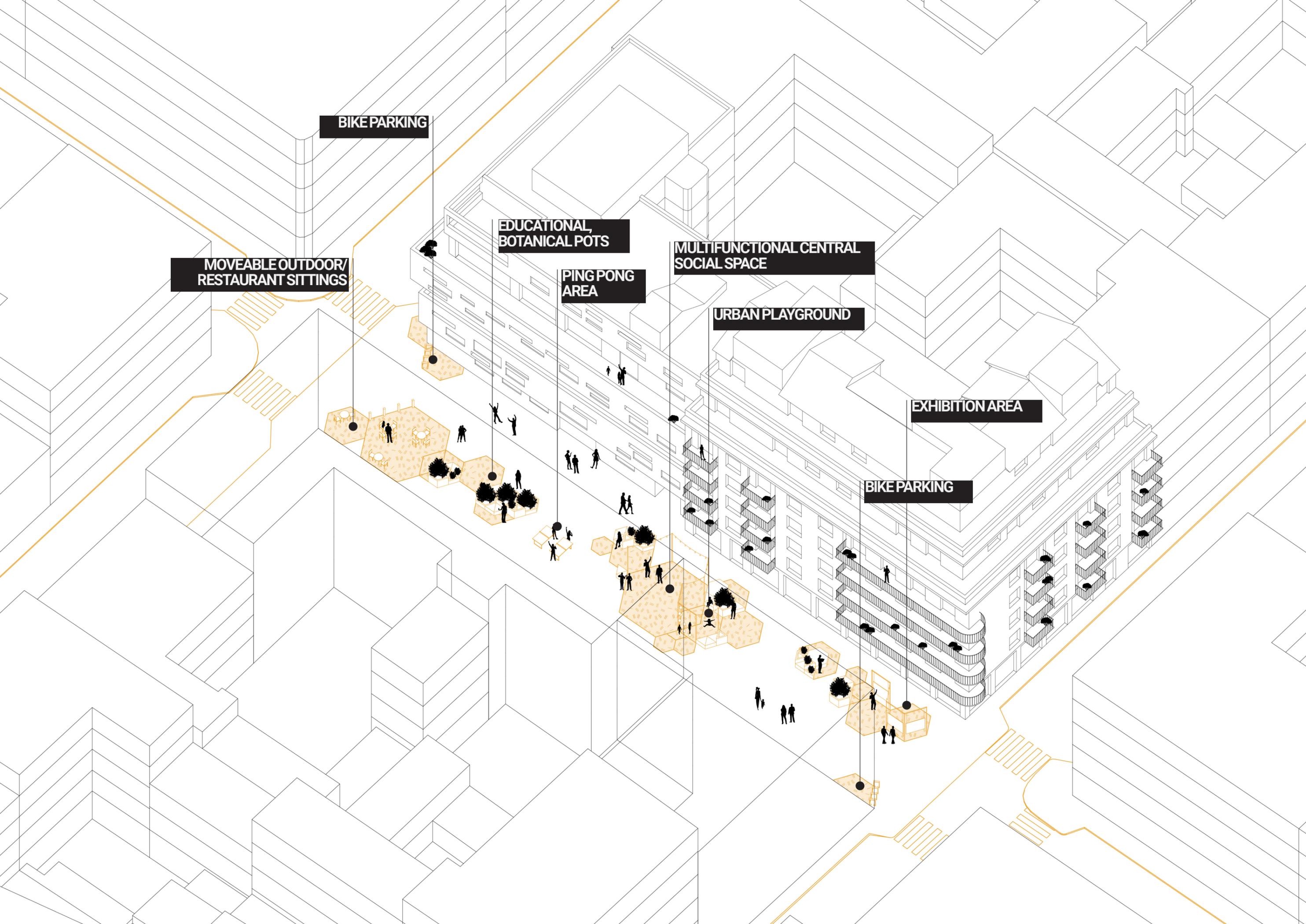
**PING PONG
AREA**

**MULTIFUNCTIONAL CENTRAL
SOCIAL SPACE**

URBAN PLAYGROUND

EXHIBITION AREA

BIKE PARKING





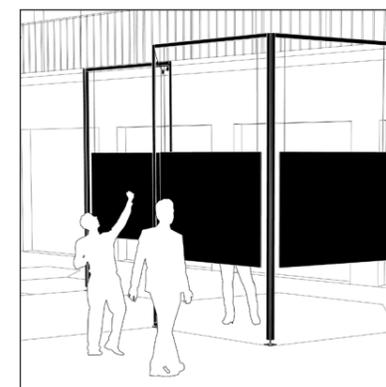
map of the imagined path

THE PATH / A MENTAL EXERCISE

It was imagined a path that is passing all through the area, starting from the crossroad with via Baretti, passing all along it and finishing at the crossroad with via Silvio Pellico.

The first stop of the path is the exhibition area where the project of the pedestrianisation can be explained but also occasional exhibitions with the collaboration of the Kindergarten Bay can be organised. The next two stops are the sitting and relax area and the area dedicated to the children giving them space to play together. The fourth stop is in the central social space in its configuration as open-air cinema. After that is presented the educational, botanical area and in the end the path finish with the last stop - the bike parking located on the crossroad with via Silvio Pellico.

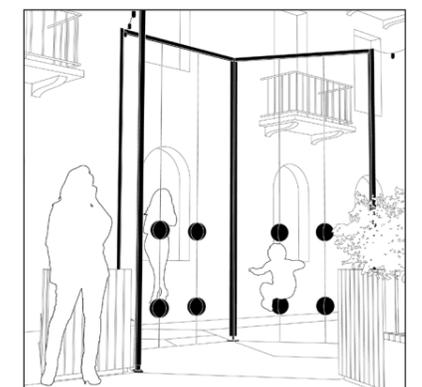
The path represents a discovery of the street, all its activities and micro-areas.



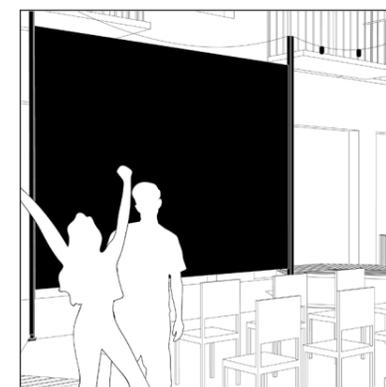
1 exhibition area



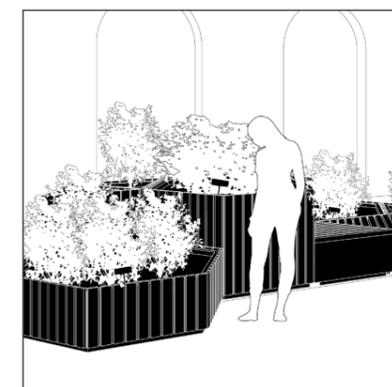
2 sitting area



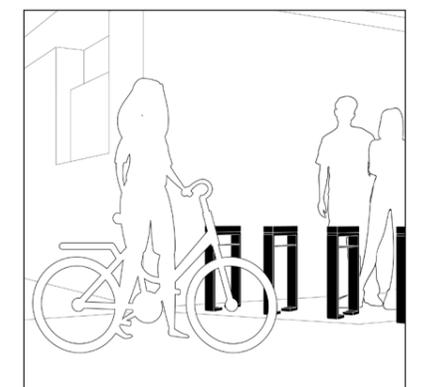
3 urban playground



4 central space as open-air cinema



5 educational flower pots



6 bike parking

ENTRANCE #01.

view from via Baretto

showing the bike parking, the exhibition area, some of the sitting places surrounded by flower pots and the relation of the space with the surrounding built environment



ENTRANCE #02.

view from via Silvio Pellico

showing the other bike parking, some of the moveable sittings, the educational, botanical area, part of the central space and the relation of the area with the surrounding built environment



04. VIA LOMBROSO **THE SHARED STREET**

CONCEPTUAL DESIGN

4.1. VIA LOMBROSO

CONCLUSIONS ABOUT THE AREA

On the basis of the outcomes of the various studies performed - the study of the public life, the study of the public opinion and the assessment of the users' needs, we can make some overall conclusions and observations about the area.

On the base of the peoples' movement study and the tracing of their paths, as for via Principe Tommaso, we can notice that most of the users are still passing on the sidewalks, indicating us that the area is still not completely perceived as pedestrian, public area. Despite this fact, something very positive was found out thanks to the informal interviews. A lot of the people are coming to the area for recreation and to enjoy the peacefulness that it offers.

As for via Principe Tommaso, it was noticed that almost all types of people and age groups use the space, with even higher presence of young people in comparison with the above mentioned area. On the base of the observations from the study of the public life and from the formal interviews, it can be seen that often families are coming to the area, and more specifically to the Cicloficina on the angle with via Principe Tommaso, leaving their kids within the limits of the pedestrian space to play. It should be mentioned also that a very active actor on the street is the association ASAI that often organises some activities.

Based on the stationary activities' mapping and some other observations, it was noticed that also in this case is mainly used the perimeter of the area, with exception when ASAI have planned some events or meetings. It has also been seen that often there are people standing and waiting in vicinity of the greengrocery.

Some of the main criticalities that arised from all the studies are the insufficient bike parking, the dirtiness of the street, the very bad condition of the paving and the absolute lack of public sittings. The biggest complexity of this pedestrianised area is based on the need an access to be given to some motorised vehicles - such as the delivery vehicles, and to the residents that need to access their garage from the street. It should be found some kind of compromise that would allow the normal use of the area by the part of all users.

Despite this criticalities, the area has been perceived as very vivid, active and lively. It was found out that thanks to the pedestrianisation the community of the local actors have become stronger and the social life of the area in general have been stimulated.

Despite the fact that motorised vehicles still enter the area, the space is lived as a quite safe one.

VIA LOMBROSO 4.2.

OVERVIEW OF THE APPROVED PROJECT

In some of the official documents regarding the project Torino Mobility Lab, such as the official presentation of the project entitled 'Torino Mobility Lab - Schede di Fattibilita'- Interventi Scuole Car Free' from November 2020 and as the document 'Progetto di Fattibilita' Tecnica ed Economica - Planimetria Generale, Elaborati Schemi Grafici' from December 2020, we can obtain information, graphical schemes and plans concerning the future development of the areas included in the project. In these documents can be found graphical schemes about all the areas with exception of the area on via Morgari for which there is no information. On the basis of all the analysis made about the peoples' behaviour and on the basis of the assessment of needs of the main actors facing the areas, it can be done an overall overview of the proposed solutions for the pedestrianised spaces.

For the area on via Lombroso, it should be noted that apart the addition of more bike parking no other major change has been adapted. Still no urban furniture have been added and it doesn't differ a lot from the current state of the area. With no public sittings or other elements, it is given no opportunity to the area to become more used and that people spend more time. It seems that no alternative solution is given to need of access for some specific motorised vehicles and users. The space still seems not curated and treated in a way that would allow it to become an attractive public space for the people from the neighbourhood.

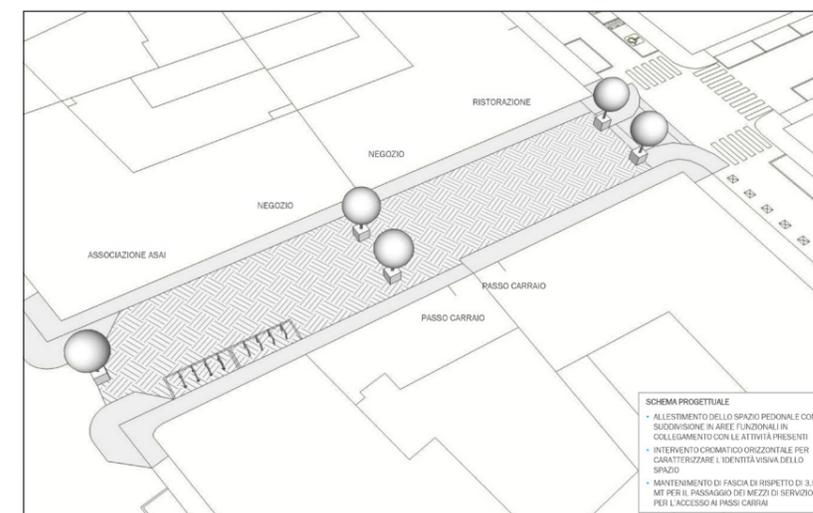


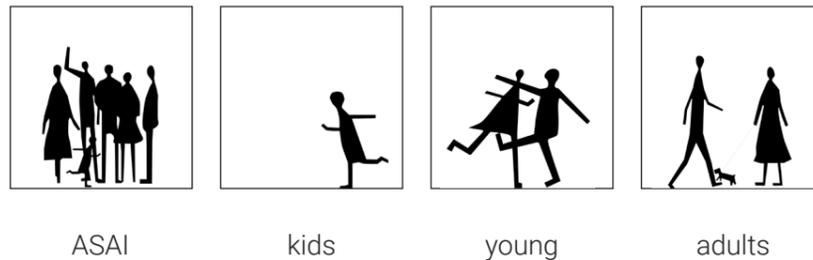
Fig.94. Project scheme approved by the Municipality for the area on via Lombroso
Source: Presentation of Torino Mobility Lab, Schemi di Fattibilita' 'scuole car-free', Novembre 2020, p.26

4.3. VIA LOMBROSO

USERS, PROBLEMS, POTENTIALS, STRATEGIES

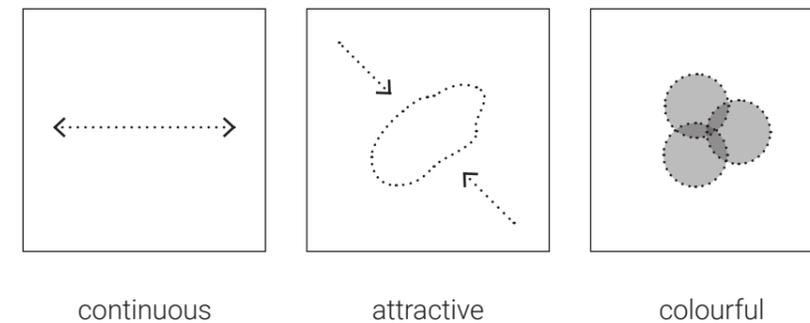
After the careful and complex analysis made, it can be concluded that one of the most active actors present in the area is the association ASAI, which often have organised some activities for the children, some little events and even a neighbourhood meetings, using the outdoor space that the act of the pedestrianisation made available for these kind of activities. As in the case of Principe Tommaso, also here it was noticed the strong presence of the kids as one of the main potential users - not only the children that are part of the educational program of ASAI but also the kids living nearby. The space is also actively used also by groups of young people and adults, mainly going to the Cicloficina on the angle with via Principe Tommaso but also appreciating the overall peacefulness of the area.

MAIN USERS



In order to resolve the problem with the discontinuity of the space and the dirtiness, it is proposed to create a unique street level, which will create a more unified perception of the space and will help for the easier maintenance and cleaning. Still, this idea is thought to be done under the vision of the so-called shared street - a configuration that will give solution to the complex need for access for the delivery vehicles and for the private cars of the residents whose garages are facing the pedestrianised area. As a shared street, even though on a unique level, the space where the cars and not only to pedestrians are allowed, should be more specifically delimited. Also in this case, the pigmented pavement is considered useful to be used in order to identify the different functional areas and paths dedicated to the flows of people and vehicles and of people only. It will also give a high level of attractiveness of the space making it more joyful and enjoyable.

Also, it was decided to add urban furniture - such as public sittings, more flower pots, garbage bins and some elements for entertainment of the kids, in order to satisfy the needs of the users and to further stimulate them to spend time in the area.



MAIN STRATEGIES

Generally, it was decided to try to propose a design that resolves the complexity of the area, satisfies the needs of the users and in the same time created the feeling of continuity and the sense of safetiness. It was attempted to create attractive, colourful and joyful space that would have the potentiality to encourage the social interaction and to develop a very strong public life.

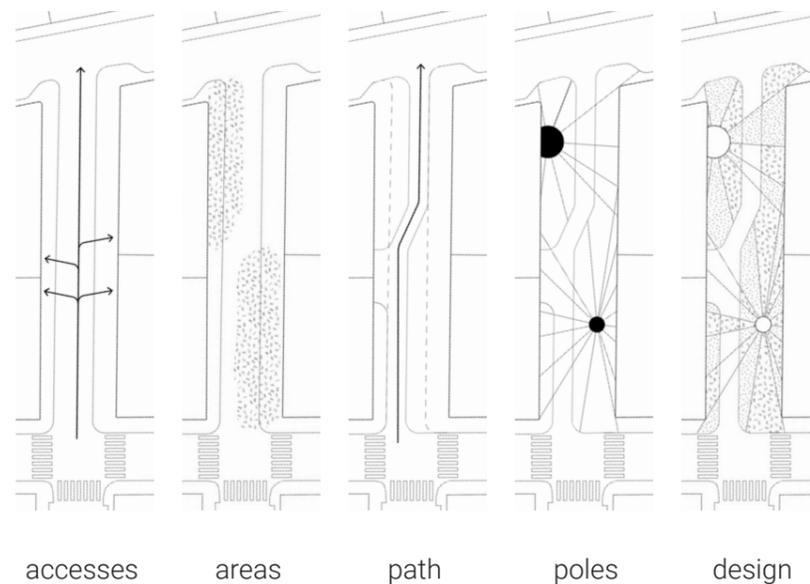
4.4. VIA LOMBROSO

PROJECT DEVELOPMENT

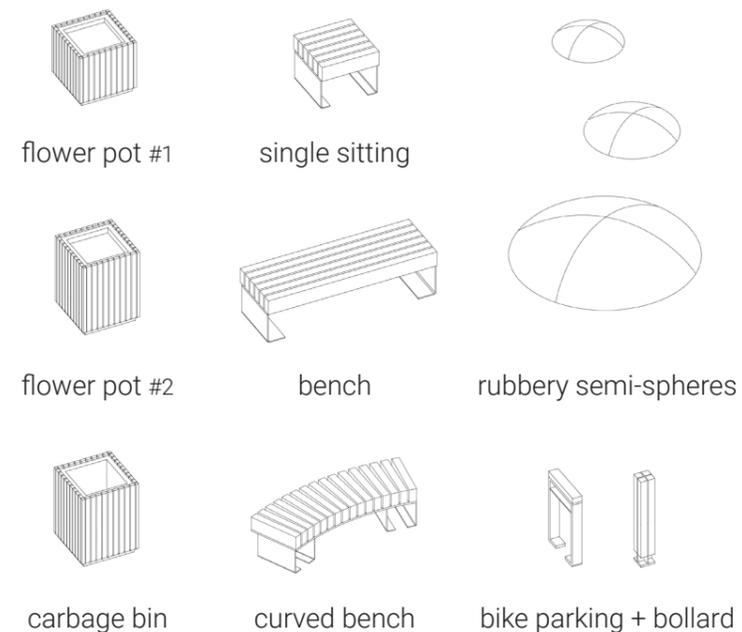
The creation of the design for the pigmented pavement was first of all based on the movement flows that the street should be able to support. The first step of the development of the concept constituted in identifying the accesses to the motorised vehicles that should be allowed in order to support seamlessly the functioning of all the activities present and the normal daily life of the residents of the street. After that, two main functional areas within the space were identified on the basis of which the main leading traffic path was modified. After that were created two main attraction poles, each of them in relation with one of the two main functional areas. One of them is in correspondence with the positioning of the association ASAI, strategically placed there in order to give support and more free space for their activities. And the second one is positioned in relation to the Cicloficina and the greengrocery, both activities that presented a strong attractiveness for the current and future potential users. The last step of the concept development consisted in identification of the different treatment of the rays spreading from the two poles. It was attempted to create a functional but in the same time attractive space that could give colour to the pedestrianised part of via Lombroso.

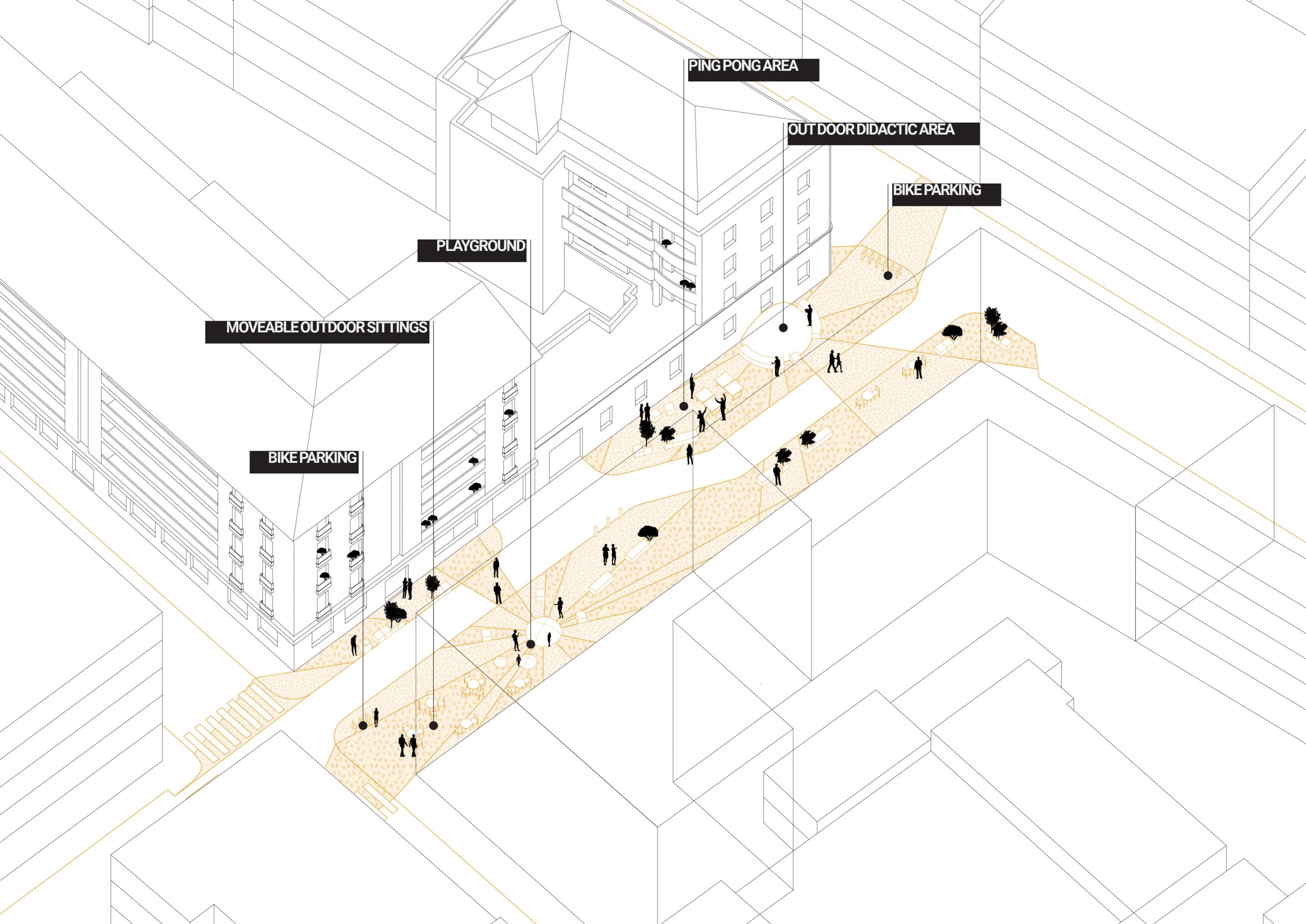
Since it was needed to be given more linear treatment to this case study, also the toolkit of the urban furniture was based on this idea - more simple and linear furniture elements were developed. As an addition to the square and rectangular furniture, two circular elements were created. One of them is a simple curved bench which will later be used in a strategic point of the plan and the second one is a set of rubbery semi-sphere made of anti-trauma material to be used as urban entertainment for the kids. Also elements for bike parking and bollards were added to the toolkit. It is important to mention that all of the elements have the possibility to be fixed to the pavement. So, on the base of the concept design of the pigmented paving and with the use of the toolkit, different functional areas were created. In the entrances of the area were provided bike parking. Near the moveable sitting area that was created in correspondence to the Cicloficina an urban playground for the kids was made. A very important outdoor, didactic area near ASAI was created, in order to give support to their work. It was attempted to create a space that allows the free movement of all users but in the same time give the possibility for a lot of outdoor activities.

CONCEPT



TOOLKIT





PING PONG AREA

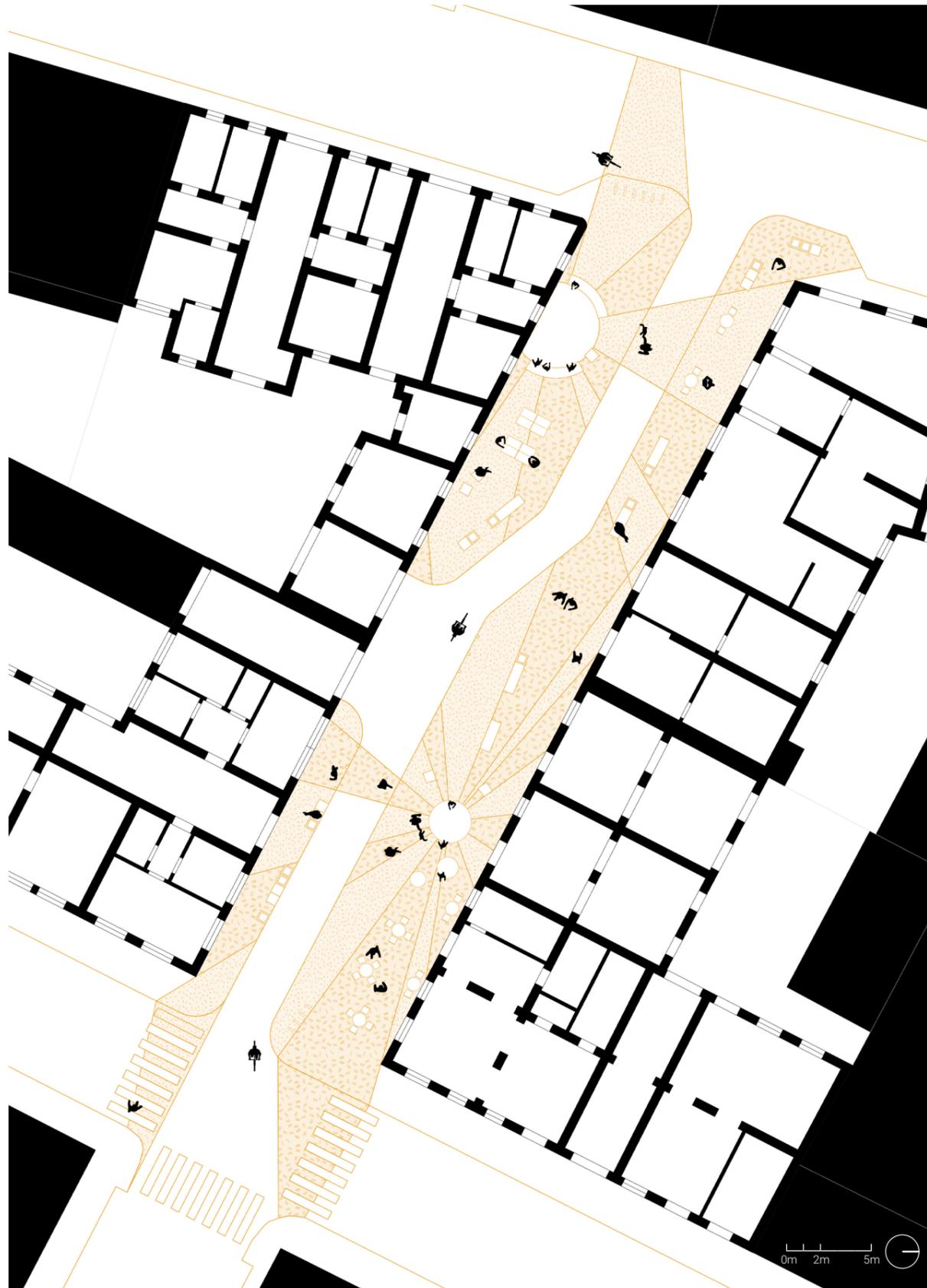
OUT DOOR DIDACTIC AREA

BIKE PARKING

PLAYGROUND

MOVEABLE OUTDOOR SITTINGS

BIKE PARKING



THE PATH / A MENTAL EXERCISE

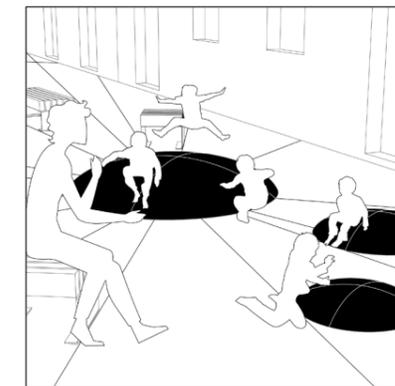
It was imagined a path that is passing all through the area, starting from the crossroad with via Principe Tommaso, passing all along it and finishing at the crossroad with via Sant'Anselmo. The path is starting on via Principe Tommaso and, by crossing it, the first destination is achieved - the bike parking in close proximity to the Cicloficina. The next stop is the area dedicated to the entertainment for the kids, composed by three round, rubbery semi-spheres. After that are discovered the bollars with the special led lighting and the urban furniture especially selected for this area. The next stop is the ping-pong area created with the aim to offer entertainment also to the adults and the last one is the very special outdoor semi-circular didactic area, designed to help the ASAI association. The path represents a discovery of the street, all its activities and micro-areas.



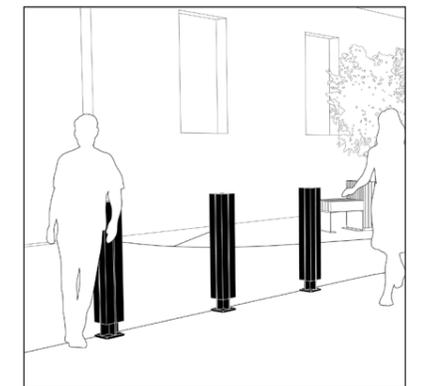
map of the imagined path



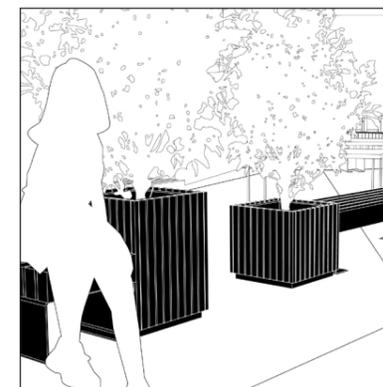
1 bike parking



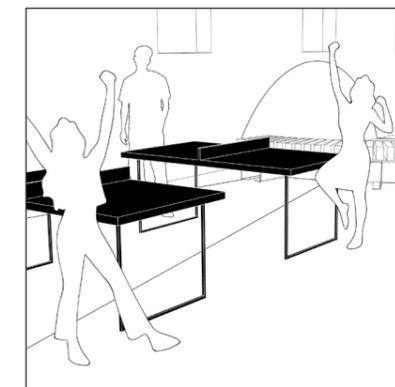
2 entertainment for kids



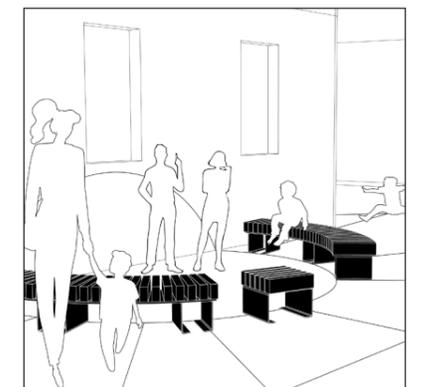
3 divisionary bollards



4 sitting area



5 ping pong

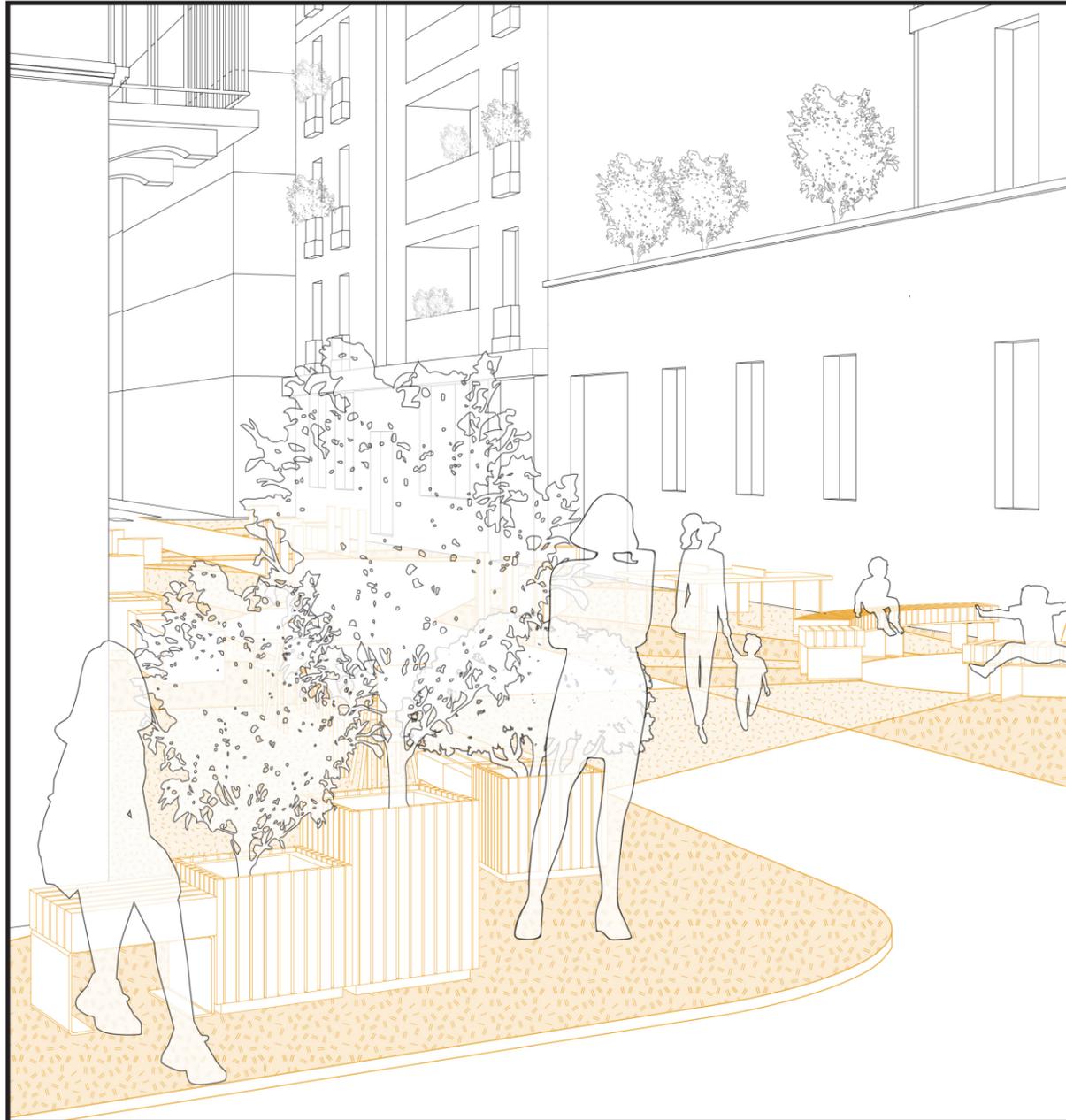


6 outdoor didactic area

ENTRANCE #01.

view from via Sant'Anselmo

showing the sitting area, the outdoor didactic area dedicated to the ASAI association, the ping pong area and the relation of the space with the surrounding built environment



ENTRANCE #02.

view from via Principe Tommaso

showing one of the sitting areas, the entertainment area for kids, part of the moveable sittings belonging to the Cicloficin and the relation of the space with the surrounding built environment



CONCLUSIONS

Pedestrianisation is a complex process, which is directly correlated with the society and more particularly with the local communities living in the specific context, where an intervention is being planned. Having this in mind, one of the main objectives of the present thesis was, through the systematic study of public life and public opinion, to obtain a deep understanding of the users' behaviour and the needs of the social context of the four experimentally pedestrianised areas, part of the project Torino Mobility Lab, and give practical implications on how these spaces can become more liveable, attractive and stimulating.

The theoretical study of pedestrianisation process was useful in order to understand the different types of pedestrianisation and the approaches that can be adopted for getting in closer contact with the potential users and for experimenting with the spaces.

The territorial and demographic study of the neighbourhood of San Salvario, where the Torino Mobility Lab project is being applied, was of extreme importance for constructing the base of the following empirical research on public life and opinion. The study of public life, based on the methodologies of the architect and urbanist Jan Gehl, consisting of 36 monitoring sessions, provided an important information about the levels of use of the areas and also practically evaluated the success of the project during the months of its implementation. Through a series of 9 formal interviews, it was gained an understanding of the citizens' needs and of the opinion of the users and the main local actors of the four study areas. The two studies showed that with the time passing the pedestrianisation initiative was being better perceived and the areas are being more used. More specifically, the areas on via Principe Tommaso and via Lombroso, showed high increase in the level of use and also quite positive feedback from the local actors. Despite the approval from the

local users, the one on via Morgari seems it haven't lived such a high increase in the use as the areas mentioned above. It is interesting that for the area on corso Marconi, despite the more critical overview from the part of the local actors, it was monitored a very big increase in its use. On the base of the outcomes of the research, it is possible to conclude that the areas, with the implementation of some further interventions, present high level of potentiality of becoming lively public spaces in the neighbourhood of San Salvario.

As a last step, with the support of the series of informal interviews, all the empirical information obtained was translated into a conceptual design proposal for two of the areas, following two different approaches for each of them – one is treated as a pedestrian street and the other one as a shared one. The study has identified the possible users and the main strategies to be applied, on the basis of which a design proposal was developed, which could further encourage the public life of the areas.

As a next step of the present thesis, a definitive design, with further technical specifications of the conceptual proposals can be made and solutions for the other areas, part of Torino Mobility Lab, can be proposed. It is also possible to use this research as a tool for the study of other pedestrianisation initiatives.

As a general observation, is important to mention that the pedestrianisation as a concept is not new in the field of the urban planning and design, but in the last years it is given priority and is receiving more attention due to the fact that, in the condition of the fast urbanisation, is becoming always more emergent to create good living conditions in the cities. The current situation that we are living in, characterised by the Covid-19 pandemic, is another proof that the creation of healthy urban environment and outdoor spaces is of extreme importance and the revival of the pedestrianisation concept is main part of this process.

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