

INSTITUT
POUR LA VILLE
EN MOUVEMENT
PSA PEUGEOT CITROEN

CITY
ON THE
MOVE...

PASSAGES

ISSUE 1 / JANUARY 2014



INSTITUT
POUR
LA VILLE
ET
LE
MOUVEMENT

PASSAGES

TRANSITIONAL SPACES
FOR THE 21ST-CENTURY CITY

Action-research project
in partnership (committed or
under development) with the
cities of Barcelona, Buenos
Aires, Montevideo, Paris,
Santiago, Shanghai, Toronto,
Tours, Valparaiso, Paris...
for the implementation
of demonstration projects,
academic exchanges
and architectural and cultural
events.

CITY ON THE MOVE HAS ALWAYS PLACED MOBILITY AT THE HEART OF ITS INITIATIVE

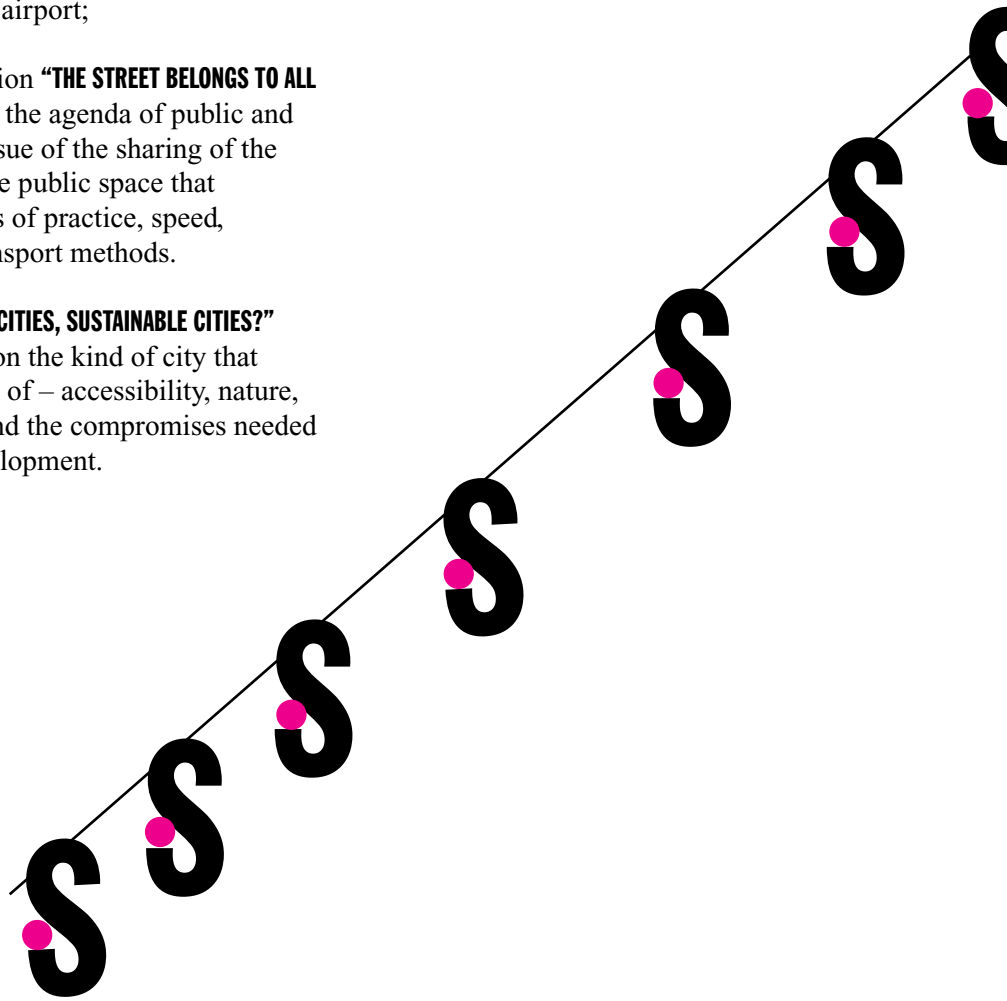
Since its creation in 2000, the City on the Move Institute (IVM) has sought to draw attention to the crucial importance of the quality of the spaces of mobility and intermodality.

Three major international exhibitions, staged by IVM, and their associated catalogues, have driven discussions and experiments with partners about other ways of doing and thinking about urban mobilities in relation with landscape, architecture and urbanism:

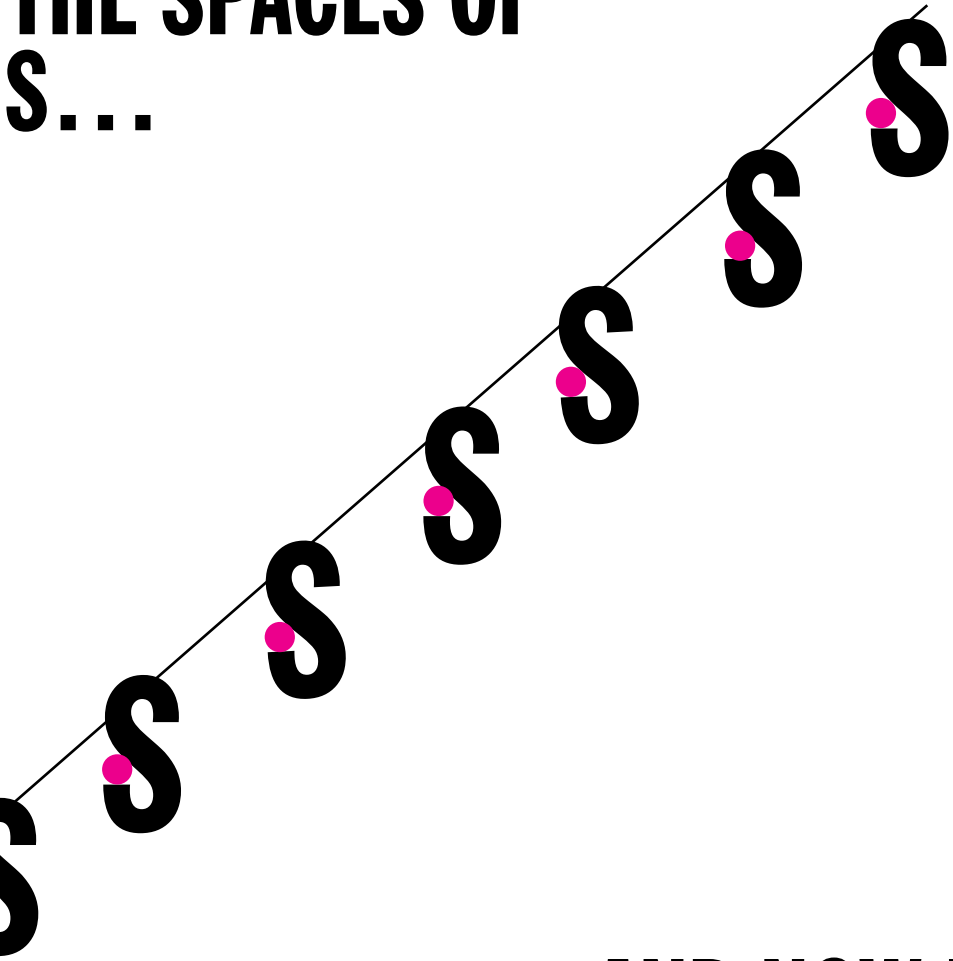
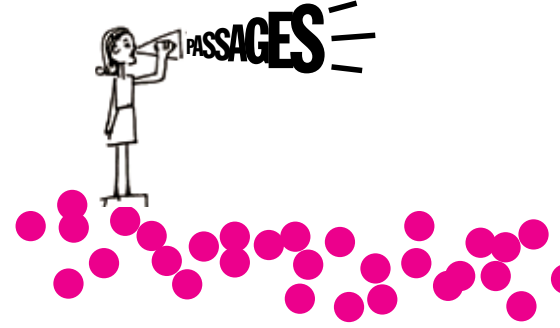
The 2002 exhibition, **“ARCHITECTURE ON THE MOVE! CITIES AND MOBILITIES”** explored places of intermodality, from the smallest exemplar right through to the airport;

In 2007, the exhibition **“THE STREET BELONGS TO ALL OF US!”** brought onto the agenda of public and expert debate the issue of the sharing of the street as a distinctive public space that crystallises conflicts of practice, speed, governance and transport methods.

In 2010, the **“DREAM CITIES, SUSTAINABLE CITIES?”** exhibition focused on the kind of city that urban people dream of – accessibility, nature, space, intensity – and the compromises needed for sustainable development.



THE SPACES OF S...



... AND NOW LAUNCHES THE PASSAGES PROGRAMME

With the launch of the international and multi-partner Passages programme, aimed at professionals and the general public alike, City on the Move is seeking to emphasise the role of passages as essential links in our journeys around the city. For two years (2014-2015), a network of international experts will work to develop research and scientific, cultural and artistic events on this theme. Given that passages have always been present in our cities in different forms, why today in particular? How do we do full justice to these essential and yet often neglected connections? What are the potential avenues for development and innovation available to these small mobility spaces? As an interdisciplinary IVM action-research project, the Passages programme includes the implementation of real innovative demonstration passages in different cities around the world.

AN URBAN MOBILITY ISSUE IN ALL THE WORLD'S CITIES

FACILITATING TRANSITIONS

As cities continue to grow, their inhabitants now have to travel long distances, for different reasons and to a variety of destinations, using an ever wider range of transport methods, involving a range of speeds, modes and resources.

The question of the passage as a shortcut, a transitional space, a special route, is becoming a crucial issue in facilitating access to the city's different amenities. City folk want more quality, more attention to individual needs, intensity, urban comfort, speed and access to the city centre, at the same time as a slower pace and quality at local level.

AN ESSENTIAL LINK FOR ACCESS TO THE CITY

However, while mobilities are becoming more complex, existing transport networks have often been designed in isolation from each other. Yet users judge the quality of their travel experience – in terms of efficiency, comfort, security and urban quality – on the basis of the whole journey. In this case, the passage emerges as a missing link in the journey, which is used to move, with varying degrees of ease, from one transport network to another, guaranteeing the overall success of the urban transport system.

CROSSING BARRIERS

In certain cases, passages can be used to overcome obstacles. Zoning-based urban planning, the monofunctionality of the big infrastructures (expressways, reserved lanes, railway lines, BRT corridors) have helped to create new – sometimes uncrossable – barriers. Structures originally designed as connections have become divisions, obstacles to the movement of individuals, who are sometimes obliged to invent informal and often dangerous passages in order to move around.

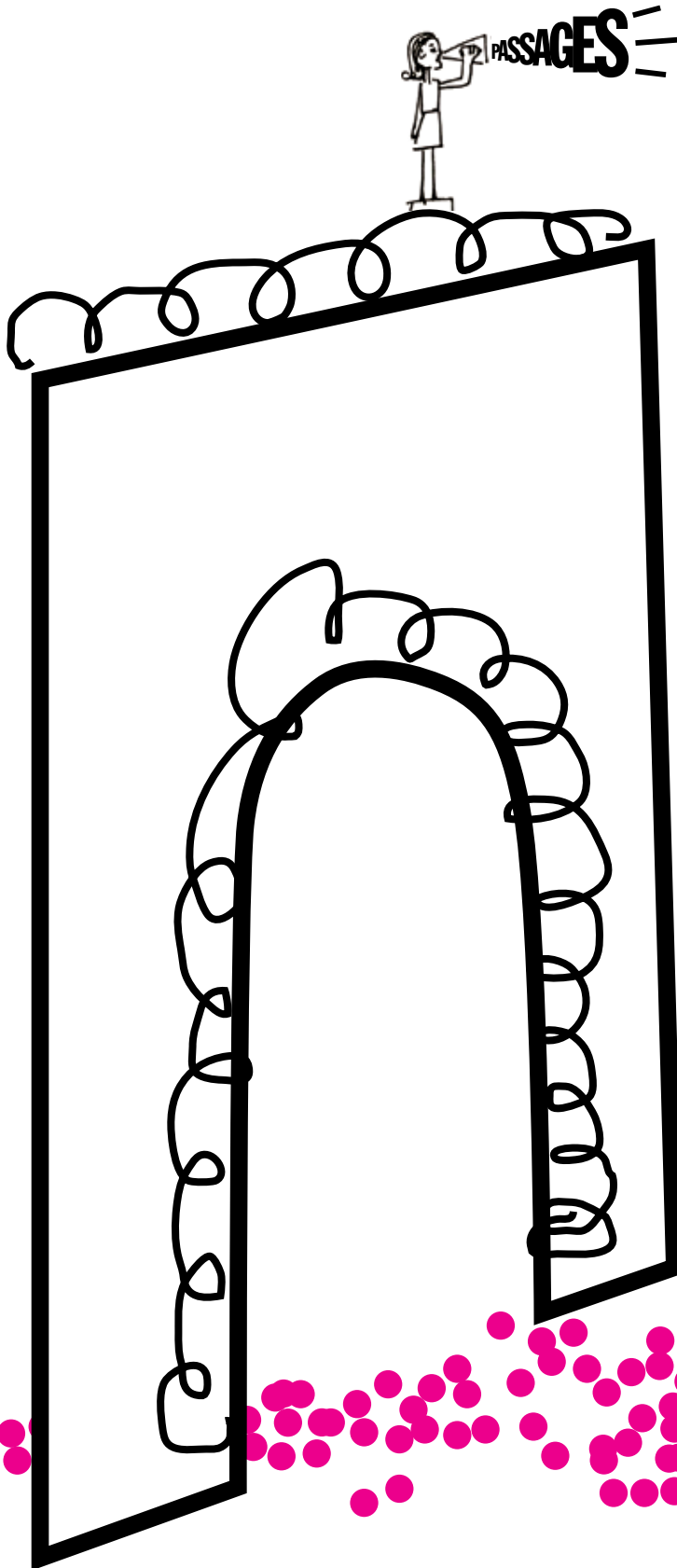
THE MICRO-INTERVENTION WITH (ALMOST) IMMEDIATE EFFECTS

Beyond changes to the big infrastructures, these small interventions can have a significant impact and provide solutions to urgent problems (security, accessibility, efficiency) that cannot be dealt with by long planning processes and large-scale operations. Though the concept of a seamless city may be an impossible utopia, ideas such as “urban staples”, “micro-passages” and shortcuts can provide responses to universal urban conundrums.

MULTIPLE APPROACHES

This passages theme is a way to link solids and voids, speed and slowness, mobility and immobility, aesthetics and function, difference and security, day and night... and to rethink the hierarchy of the networks, in particular the excessive dominance of the primary networks. In the wake of zoning-based urban planning, can passages also help us to reconnect the city, to restore the link between rich and poor districts, between periphery and centre?

THE PASSAGE AND SOCIAL FACTORS



SPACES OF SOCIABILITY

To draw attention to the passage is also to highlight the urban quality of these small spaces, which should be seen as more than mere technical facilities. Not only do they facilitate access; they also bring people together.

This means that there needs to be close attention to the quality of the passage as a social space.

As an integral part of urban life, it is used by a multiplicity of individuals (local people, shopkeepers, passers-by...) whose representations, intentions and aspirations are disparate and sometimes contradictory or conflictual. The passage is the locus of different geographical and temporal rhythms. It is a place that people may claim for themselves or conversely a place of rejection, marginalisation (tagging, illegal dealing, vandalism...). Even when the location is unmemorable, the appropriation and uses of the passage constitute a big social issue. .../

THE PASSAGE AND SOCIAL FACTORS

OPENING UP THE PASSAGE TO SOCIAL INTEGRATION

This dual perspective – from mobility to sociability and from the global urban to the immediate local scale – makes the topic of passages all the more crucial in that it raises the issue of social exclusion. For although the complexity of transport systems affects everyone, it is above all the most socially vulnerable who need these passages: bridges to cross waterways or railways; funiculars, elevators or cable cars to climb the steep slopes of fractured neighbourhoods; shortcuts across impenetrable areas (industrial zones, motorway intersections, closed districts). Nonetheless, some examples show that it is possible to provide good quality facilities for all (such as the Medellin cable car which, as well as a technical object, represents a real social project which – physically and symbolically – links the poorest districts to the rest of the city).

THE DISCOMFORT OF THE FORCED PASSAGE

In many of the world's cities, passages come across as difficult routes, without alternatives. They help to make travel uncomfortable, or even dangerous, to the point that people sometimes give up. In particular for categories of users threatened by the discomfort or insecurity of such routes (women, children, people with reduced mobility...), their unpleasantness becomes an additional factor of exclusion. At best, this leads to the development of makeshift passages, built with the resources to hand, reflecting the conditions of their immediate environment. In the case of "planned" operations, by contrast, so-called "utility" is invariably the rule. At best, it generates banality; at worst, anxiety and discomfort. What should be a pleasure (the passage as shortcut) becomes a nightmare (the atmosphere of oppression and fear).

RIGHT OF PASSAGE AND PUBLIC REAPPROPRIATION

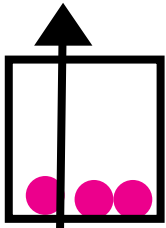
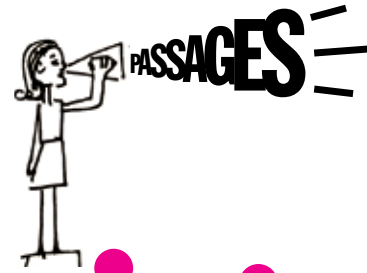
In this age of globalisation, passages seem paradoxically to be narrowing, even closing with the increase in the claims for social enclaves on all scales. Belonging to no one, some neglected passages become communal living places for the homeless or centres for illegal practices, and as a result become marginalised, avoided. Most commonly, this appropriation applies to spaces reserved by local people who want to maintain their microcosm by preventing unwanted individuals from accessing it. In this case, the passage will be marked by a barrier, markings on the ground, a signal discouraging entry. It may also become "invisible", protected by implicit social codes.

The city, however, is a place of confrontation, of interaction within public space, and cannot operate as a succession of private passages. How can the passages of the 21st-century be prevented from being used to exclude, to separate, to privatise?

A STIMULUS TO THE IMAGINATION

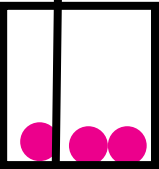
The passage is associated with the literary, architectural, urban and cinematographic imagination, changing with the representations of individuals, societies, cultures. For many of us, it is a stimulus to the imagination. Its association with other events amplifies its distinctive meaning. For this reason, the passage is not only a link, but a place that gives colour to our journey.

THE OBJECTIVES OF THE PROJECT



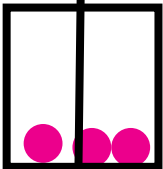
TO OPEN UP THE PASSAGE IS TO GIVE ACCESS RIGHTS TO THE CITY

This project, focusing on the contemporary conception of passages as guarantors of mobility for isolated people or neighbourhoods, lies right at the heart of IVM's remit. By bringing the issue of the crossing of urban boundaries to the agenda, City on the Move is seeking to draw attention to "21st-century passages".



FACILITATING PASSAGE TO FACILITATE MOVEMENT

- Encourage the actors of the city to think about and develop micro-connections which are relatively cheap and quick to implement, and can contribute to urban quality and the quality of urban life.



- Demonstrate how a small intervention, via architecture, design, appropriation, revitalisation... can change the relation between two areas, two methods of transport.

- Highlight the passage as a dual experience of urban quality and of mobility.

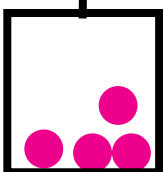
- Adopt a sustainable approach by helping to make walking and cycling more efficient and to build urban continuities.

- Think about new ways of making the city that mix public and private and different forms of technical skill and expertise.

- Foster innovative ways of thinking about forms of appropriation and involvement by civil society, services, the conditions for local people and passers-by to participate.

- Field test new passages in different cities around the world: design and architecture competitions followed by implementations, design of services and augmented information, artistic performances...

- Involve a wide audience by staging exhibitions and screening films, organising meetings, publishing books...



CALL FOR INNOVATION

NEGOTIATED PASSAGE: DEVISING SYSTEMS OF GOVERNANCE FOR SMALL-SCALE MOBILITY

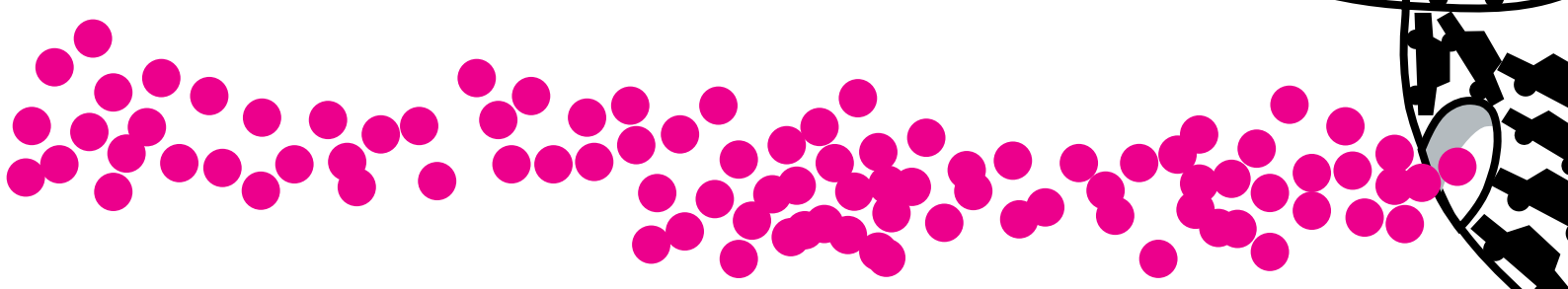
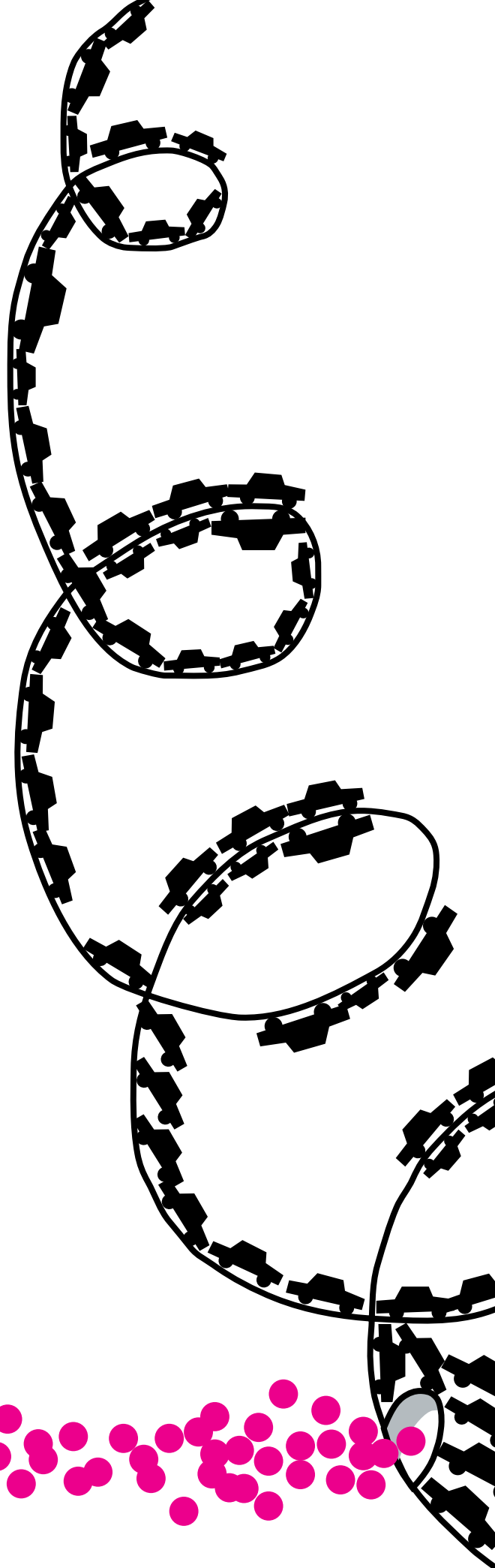
The reason why interventions are not carried out on passages, despite the fact that they are often simple, quick and inexpensive, is often because their governance is not clear. No one may know who the passage belongs to, who has the power to decide, who can finance any work, who can legitimately give an opinion. In addition, it is shared by the inhabitants, local people, walkers... So how can passages be treated as democratic, collaborative spaces?

RIGHT OF PASSAGE: QUESTIONING METHODS OF APPROPRIATION

More and more, passages are restricted to residents, payers, children, the disabled... This appropriation generates a form of ownership that can imperil the public character of the passage. Does this mean that work needs to be done to recapture these public spaces of mobility?

PASSAGE EVENT

As a crossing between two places, two atmospheres, the passage is often a too ordinary urban experience, which could be infused with identity by special lighting, original animation, artistic intervention, the introduction – whether spontaneously or not – of a specific urban ambience. It is by making it a sensory and artistic experience, a hybridisation of its social, functional and sensory dimensions, that the passage can become a journey.



COHABITED PASSAGE

As a social space, the passage needs to be able to reconcile and sometimes pacify different uses: local people, the homeless, passers-by, squatters, shopkeepers, taggers, artists... Through their permeability, passages foster encounters between different people, bring the traveller into contact with the local.

MANUFACTURED PASSAGE

These little spaces are manufactured, evolve over time. How can these different realities – informal and institutional, urgency and immediacy, often sustainable improvisation and long planning timescales – be reconciled?

TEMPORARY PASSAGE

A contemporary approach to the passage also explores its capacity to adapt, its resilience, its versatility, varying with the time of day, the day of the week, the seasons, the constantly changing movements of individuals.

SMART PASSAGE, LEGIBLE PASSAGE

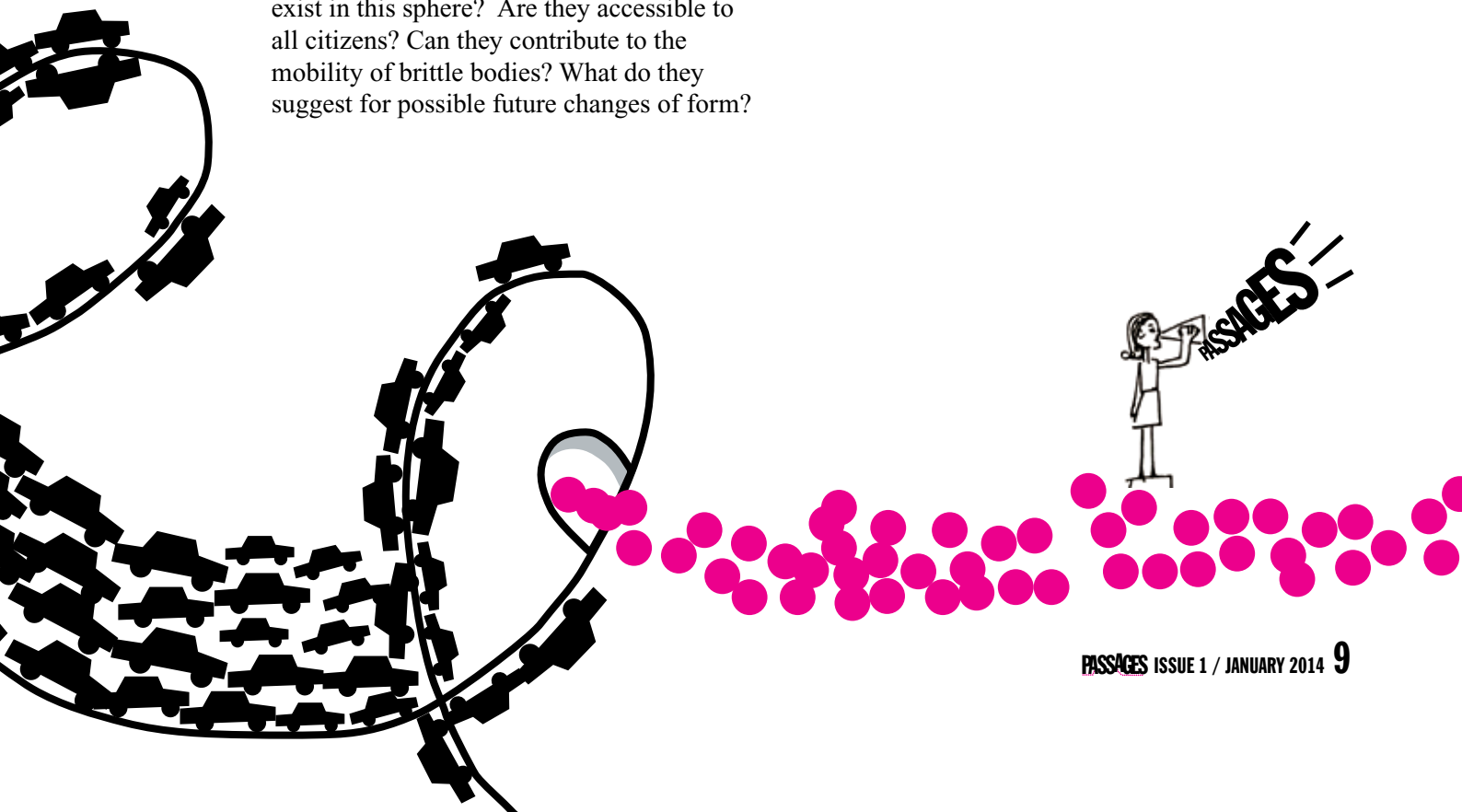
All sorts of technological objects – whether already existing or future – associated with passages can be imagined: virtual guides, dedicated mobility apps, personalised signage, online objects, smart tolls... What innovations exist in this sphere? Are they accessible to all citizens? Can they contribute to the mobility of brittle bodies? What do they suggest for possible future changes of form?

AUGMENTED PASSAGE

The passage is often seen simply as a technical tool designed to increase convenience or speed. How can new technologies, new materials, be used to create new passage entities? Robot passages, mobile passages, invisible passages... Apart from the technical object, how can the degree of “passageness” be increased, in its social, sensory and digital dimensions? How can we increase the resources a passage – even the smallest one – can offer?

NEW PASSAGE TYPOLOGIES

While the bridges and walkways that span a void offer a view that is inherently attractive, in blind passages (underground or lacking side exits), the activities and animation are concentrated at the entrance and exit points. In this case, the segment of passage is a tunnel, a congested non-place that people want to move through as quickly as possible, without lingering. Innovative typologies can be used to redesign blind passages by opening up unexpected views. A passage may, for example, be introduced into an abandoned infrastructure, which acquires a second life through the process of reinterpretation.



ON THE PROGRAMME: MULTIPLE FORMS, COUNTRIES, DISCIPLINES

RESEARCH AND EXPERIMENTS: PRODUCING SEVERAL ACTIVE TEST PROJECTS on sites proposed by different cities (Barcelona, Buenos Aires, Montevideo, Shanghai, Toronto, Tours, Valparaiso...) with the launch of calls for international ideas in the fields of architecture and urban planning, art, service design, etc.

PASSAGE CITIES CLUB based around a declaration of intent by cities, companies and voluntary bodies, in order to help educate urban representatives through the exchange of experience.

RESEARCH HUBS LINKED TO LOCAL EXPERIMENTS: networks of universities, research centres, educational workshops will explore the specific local dimensions of the passage, in the cities that propose demonstration sites, but also in Bogotá, Canton, Paris, Rio de Janeiro, São Paulo, Santiago...

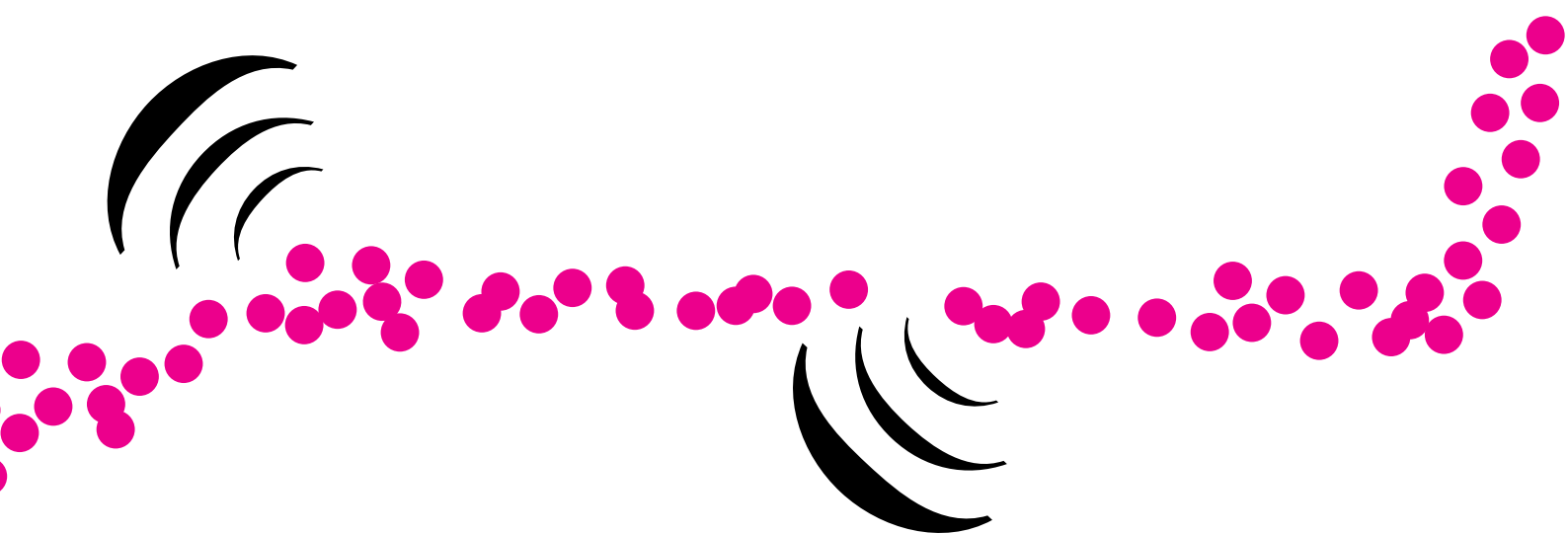
"SATELLITE" ARTS PROGRAMME: in situ performances – dance, cinema, visual arts – short video competitions, calls for international projects...

INTERNATIONAL COLLOQUIUM WITH THE IVM CHAIRS (in Latin America, China and Europe) further exploring the themes of the "21st-century Passage" from a multidisciplinary perspective.

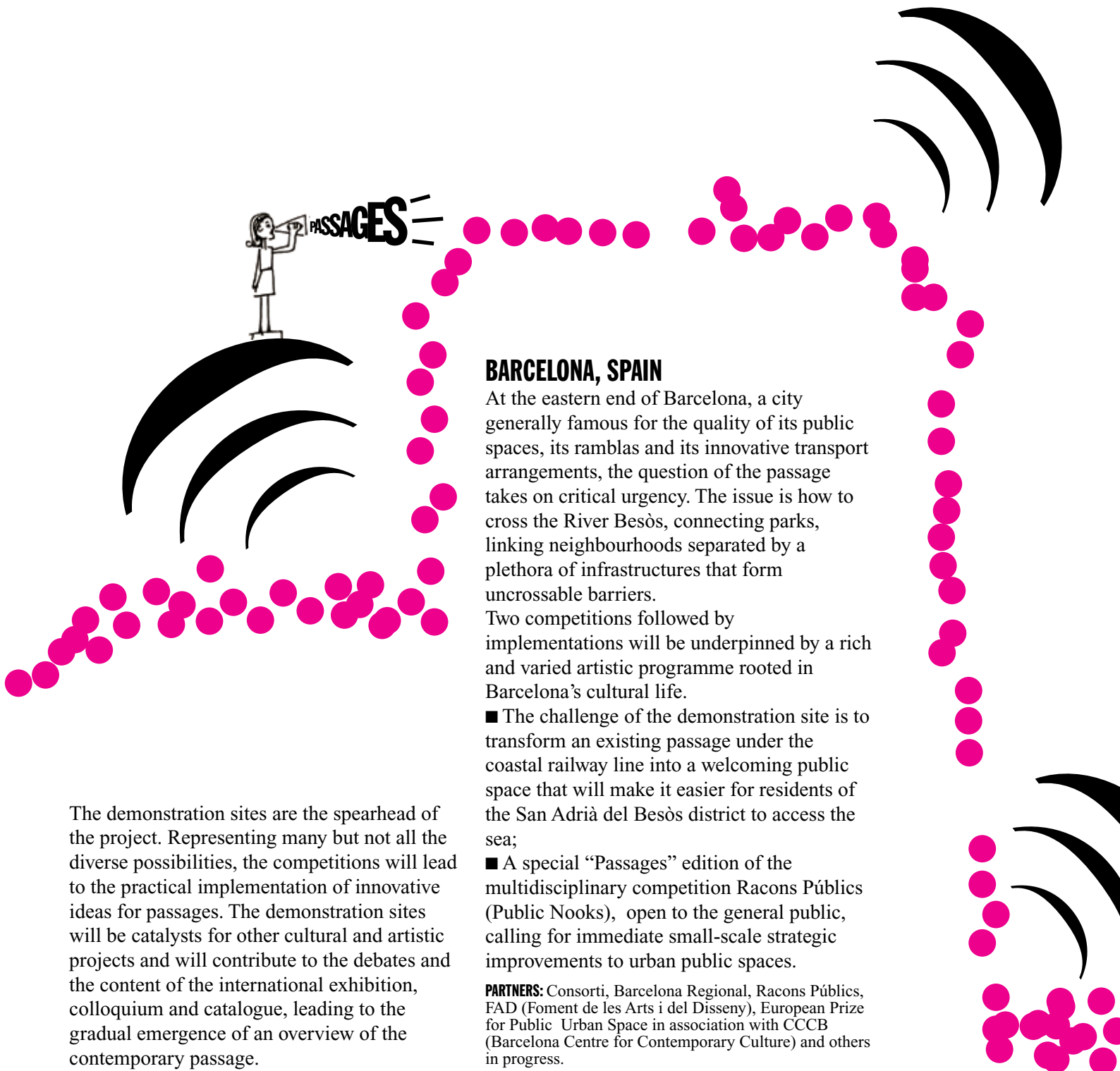
INTERNATIONAL EXHIBITION based on a collection of experiments and applications reflecting new needs and emerging ideas.

PUBLICATIONS: exhibition catalogue, thematic dossiers.

COLLABORATIVE WEBSITE



DEMONSTRATION SITES



The demonstration sites are the spearhead of the project. Representing many but not all the diverse possibilities, the competitions will lead to the practical implementation of innovative ideas for passages. The demonstration sites will be catalysts for other cultural and artistic projects and will contribute to the debates and the content of the international exhibition, colloquium and catalogue, leading to the gradual emergence of an overview of the contemporary passage.

BARCELONA, SPAIN

At the eastern end of Barcelona, a city generally famous for the quality of its public spaces, its ramblas and its innovative transport arrangements, the question of the passage takes on critical urgency. The issue is how to cross the River Besòs, connecting parks, linking neighbourhoods separated by a plethora of infrastructures that form uncrossable barriers.

Two competitions followed by implementations will be underpinned by a rich and varied artistic programme rooted in Barcelona's cultural life.

■ The challenge of the demonstration site is to transform an existing passage under the coastal railway line into a welcoming public space that will make it easier for residents of the San Adrià del Besòs district to access the sea;

■ A special "Passages" edition of the multidisciplinary competition Racons Públics (Public Nooks), open to the general public, calling for immediate small-scale strategic improvements to urban public spaces.

PARTNERS: Consorci, Barcelona Regional, Racons Públics, FAD (Foment de les Arts i del Disseny), European Prize for Public Urban Space in association with CCCB (Barcelona Centre for Contemporary Culture) and others in progress.

SHANGHAI, CHINA

While China's cities swarm with a multitude of gigantic urban projects and imposing infrastructures, IVM China is focusing on small public mobility spaces that provide human-scale routes around the city, the symbolic and physical passages formed by the rural villages absorbed by the city, or else the highlighting of cultural and historical routes in traditional cities.

PARTNERS: Tongji University, Expo Shanghai Group and others in progress.

TORONTO, CANADA

As Toronto will host the American pre-Olympic Games – the Pan Am Games – in summer 2015, a group has formed to rebuild the Pan Am Path, a 100 Km natural track focusing on active mobility and spanning the famous canyons of the city. Certain segments have been identified for the creation of passages by which people living in the most disadvantaged neighbourhoods can access this new public space. Facilitating access to the new stations on the expanding metro-LRT network provides other opportunities for demonstration sites on innovative passages.

PARTNERS: Metrolinx, Toronto University, Global Cities Institute, Toronto Municipality, Pan Am Path and others in progress.

MONTEVIDEO, URUGUAY

While a large-scale urban operation is underway in a poor area on the outskirts of Montevideo, the building of a small passage would have a big impact, making the forthcoming new urban facilities more accessible to a greater number of people.

PARTNERS: Montevideo municipality and others in progress.

TOURS, FRANCE

For the last year, Vinci Autoroute has been in discussions with the city of Tours on improvements to the integration of the A10 motorway which runs through the city. In this area, which is also crossed by a railway line, two watercourses and a secondary road

network, there are numerous opportunities for innovative passages to connect Tours and St-Pierre-des Corps, the banks of the Cher and the Loire, the upper city and the lower city.

PARTNERS: Vinci Autoroute and others in progress.

VALPARAISO, CHILE

The historic quarter of the Seaport City of Valparaiso is a UNESCO World Heritage site, known for the stairways that provide transport around this vertical city, and the funicular railways that sometimes side them. Apart from protecting them as heritage and landscape, the aim is to incorporate them into a wider vision, in a system of mobility where stairways become passages, parts of an itinerary, places of information and experience.

PARTNERSHIPS: Universidad Federico Santa María, Archiprix Chile, Valparaiso City, the Port, the Tourist Office and others in progress.

SANTIAGO, CHILE

In the community of Florida, on the outskirts of Santiago, discussions are currently underway on regional scale development, in which the construction of the new BRT bus line, connected with the crossing of the Transvivo railway, an uncrossable barrier between the residential districts and the new shopping centre, represents a significant challenge. As an emblematic passage situation, this site raises more general questions and ideas on innovative ways to cross infrastructures.

PARTNERS: Pontificia Universidad Católica de Chile and others in progress.

BUENOS AIRES, ARGENTINA

An urban master plan has been established for the Palermo district in Buenos Aires to convert a large, newly released strip of railway land into a high-quality urban park and to reconnect the urban fabric at the level of Godoi Cruz Street. The future passages will need to cross a park that is sometimes more than 100 m wide and varies in level with the height of the railway line. In addition, in the University Complex, linked to the city by the motorway and railway line, the challenge is to move an existing station in order to improve connections between the Buenos Aires public transport system and the districts it serves.

PARTNERS: The University Complex, the University of Buenos Aires, the Railway Company, Sociedad Central de Arquitectos, the Municipality and others in progress.



FOR WHOM? WITH WHOM?

City dwellers, the general public, companies, local authorities, politicians, technicians, transport operators, suburban towns, urban managers, users' associations, the media, professionals in architecture, design and landscape, cultural circles, artists...

THE PARTNERSHIPS

PARTNERS TO SUPPORT THE GLOBAL IVM PROGRAMME:

■ coproducers: because they are involved in urban development and quality of life, companies, voluntary associations, research centres... contribute to the general Passages programme.

■ sponsors: through their financial, material or technical contribution, companies contribute to the implementation of the project.

■ ccooperators: other partners who are involved in the operational implementation of the different initiatives planned.

PARTNERS FOR EACH DEMONSTRATION SITE:

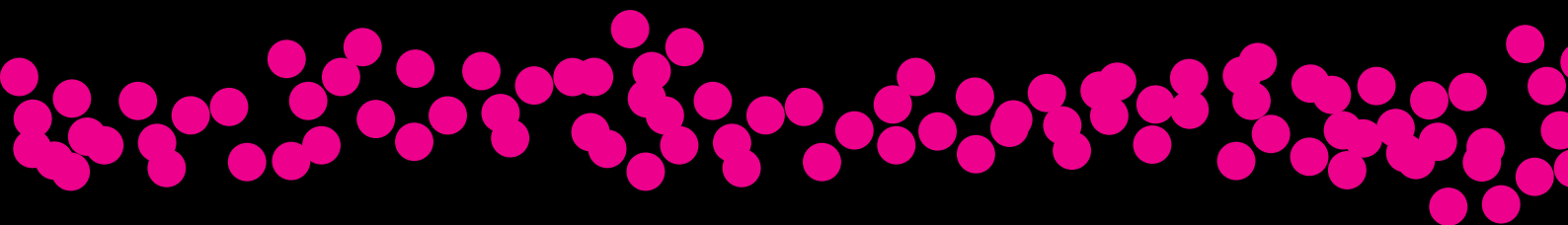
■ local authorities, foundations, sponsors: the people responsible for the demonstration sites programme are developing local partnerships for the funding, production and implementation of the different initiatives (competitions, colloquiums, publications...).

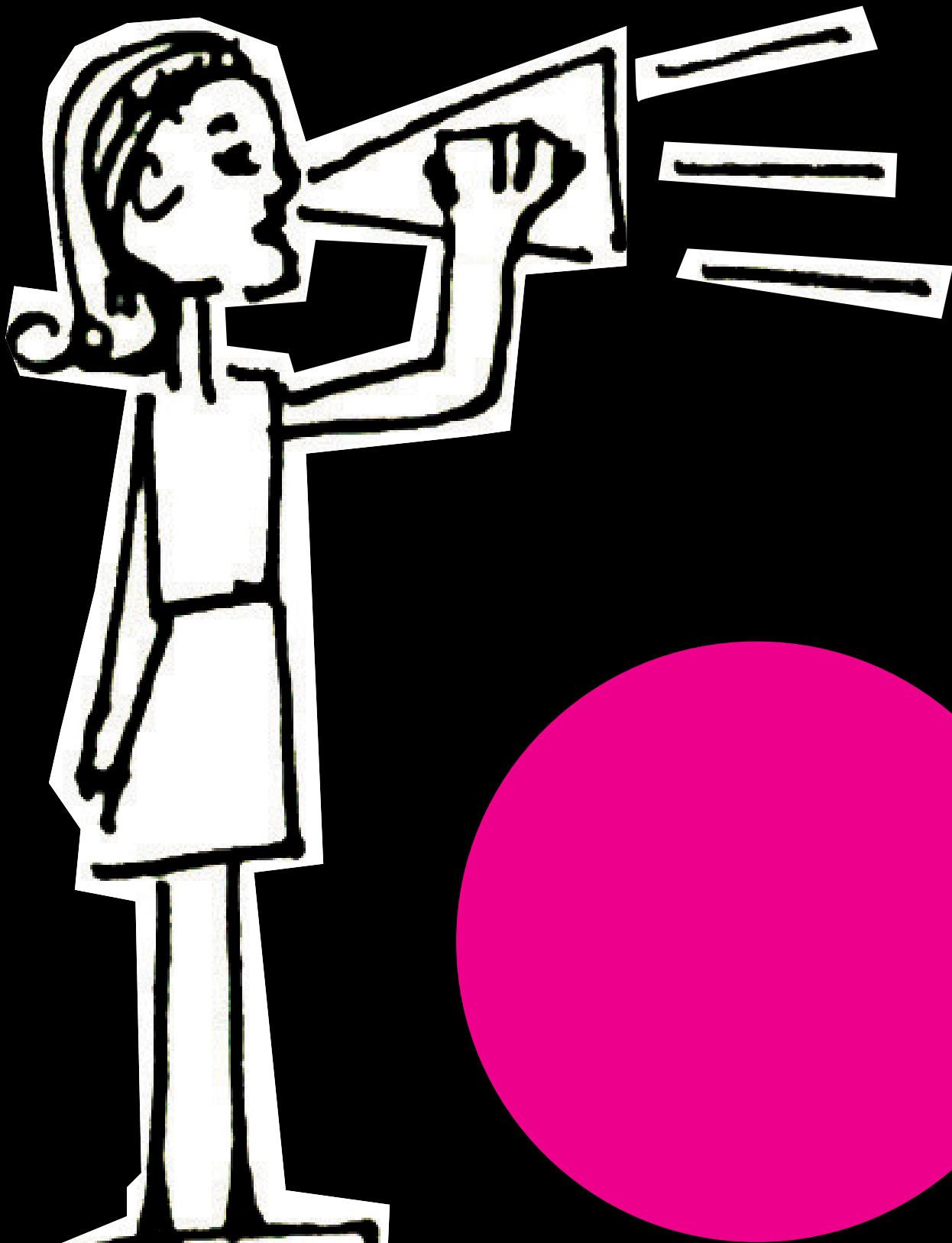
■ sponsorship of demonstration passages: companies, associations, prominent individuals may support the implementation of particular passages.

PARTNERS INVOLVED IN THE ORGANISATION OF SATELLITE

"PASSAGES" EVENTS: event organisers (literary prizes, cinema, photos, documentaries, short videos, installations, performances, urban walks...).

PASSAGES





INSTITUT
POUR
LA VILLE EN
MOUVEMENT

PSA PEUGEOT CITROËN

WHO DOES WHAT?

Overall
coordination

MARCEL SMETS :
Scientific Director

YUNA CONAN :
Project Manager
yuna.conan@vilmouv.com
00 33 (1) 53 40 95 60

MIREILLE APEL-MULLER
Chief Executive of IVM



IVM
10, rue des Halles
75001 Paris
[www.http://www.ville-en-mouvement.com](http://www.ville-en-mouvement.com)

Steering
Committee

PASCAL AMPHOUX,
MIREILLE APEL-MULLER,
YUNA CONAN,
CARLES LLOP,
JEAN-PIERRE ORFEUIL,
LAETITIA PICCININI,
DIDIER REBOIS,
MARCEL SMETS,
MAARTEN VAN ACKER

People in charge of
the demonstration sites

SEBASTIAN ANAPOLSKY,
ISABEL ARTEAGA,
ROBERTO BARRIA,
MACARENA BARRIENTOS,
GEORGES BAIRD,
ANDRES BORTHAGARAY,
VINCENT FANGUET,
ROSANNA FORRAY,
PAN HAIXIAO,
ROCÍO HIDALGO,
CARLES LLOP,
ANA OLIVERA,
FRÉDÉRIC ROUSSEAU,
RICHARD SOMMER,
MATHILDE SOULAGES,
JUAN URRUZOLA,
LESLIE WOO



PASSAGES: A FEW FORMS AND INTERWOVEN MEANINGS

THE SHORTCUT, FROM THE 19TH-CENTURY ARCHETYPE TO TODAY'S MOVING SIDEWALK

Since antiquity, urban passages have branched off from main streets and provided access to the interior of urban blocks, often then being domesticated by residents into ordinary rights of way.

In the 19th century, the archetypes of modern passages continued to run through the centre of urban blocks in fast developing cities, generating a particular type of public space for people on foot, distinct from the neighbouring street.

This particular form of shortcut for walkers or cyclists within the primary road network has now extended to walkways, escalators, travelators, funiculars, tunnels, cable cars, systems to help people move between home and the main urban focal points. Unlikely the archetypal passage, inspired by the "bazaar" with its variety of speciality stalls, the passages of our time are often dull and utilitarian, sometimes uncomfortable and threatening.

FROM THE NATURAL PASSAGE TO THE ARTIFICIAL PASSAGE

Natural passages have always helped people to cross the barriers they encountered in their travels: fords across rivers, gorges and watercourses to penetrate into the mountains...

The same principle is at work in rudimentary, informal or emergency passages, for example a makeshift bridge that extends an existing footpath or restores a damaged or flooded link, which crosses a ditch, a ravine, a ruined infrastructure...

THE PASSAGE AS A COVETED SYMBOLIC PLACE

A passage is a node or strategic entrance (military, democratic), which can be occupied, blocked and even destroyed. There are numerous historical examples: checkpoints on the Berlin Wall during the Cold War; access routes to the sea; supply points or airports, the focus of strategic struggles in most armed conflicts. The passage is thus a place with powerful symbolic force.

BORDER PASSAGE

The passage can also select, divide, check credentials. In this case, it acts as a barrier, a frontier, which one may seek to overcome in order to access another world, political, cultural, economic, social... The boundary may be formal or informal, stated or implicit. It may be complied with, crossed or transgressed at different scales, global or local – the wall separating countries at war or the entrance to gated communities.

TRANSITION

The passage can also trigger a transition from one state of mind to another. This metamorphosis can be the outcome of a slow transformation or gradual evolution, but it manifests itself through certain incidents that mark the change. Thus the passage from adolescence to maturity, from vitality to age, from abundance to scarcity, generally stretches over a long period, but requires some key event for one to become aware of having entered a new condition.

This is also true of the passage from the outskirts to the city centre, where the gradual transformation in atmospheres, in densities, the gradual appearance of specific buildings or services, becomes apparent through the awareness of thresholds that mark the different stages. For example, in the passage from the outskirts to the centre, it is breakpoints (often big transport hubs) that provide evidence of the transition.

[TO BE CONTINUED...]

