



The potential of tactical urbanism to leverage the Covid-19 crisis for a sustainability transition in urban mobility

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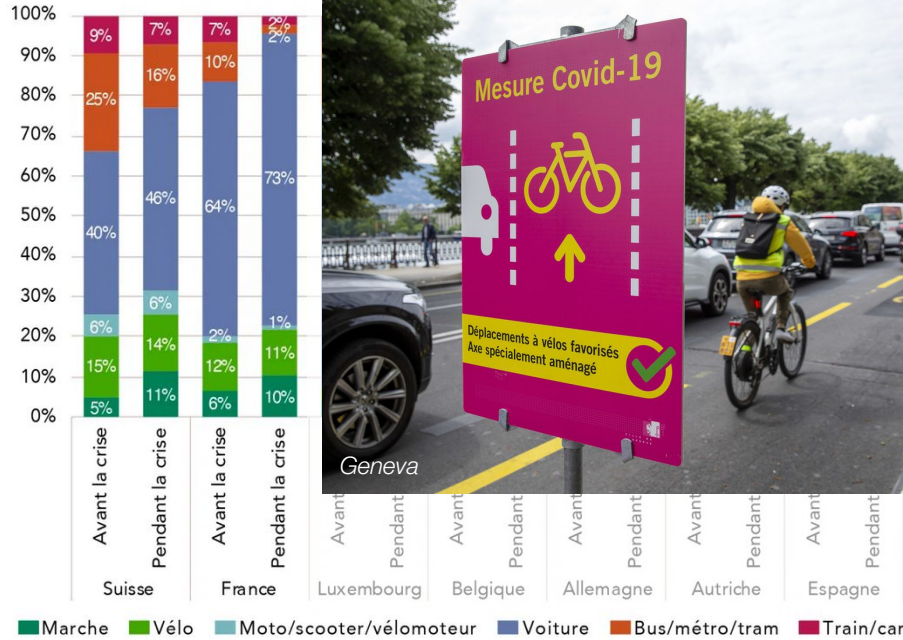
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RGS-IBG Annual International Conference

1. The research project
2. First results: Analysing the political process I. Document analysis
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The project: motivation

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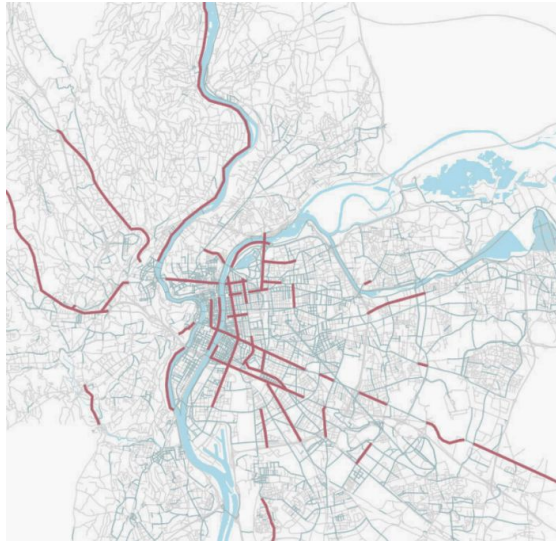


Source : mobil'homme

To which degree can tactical urbanism be an approach to crisis management that not only makes it possible to manage the urgency and uncertainty inherent to the crisis situation, but that furthermore makes it possible to seize the crisis as an opportunity for sustainable mobility transitions?

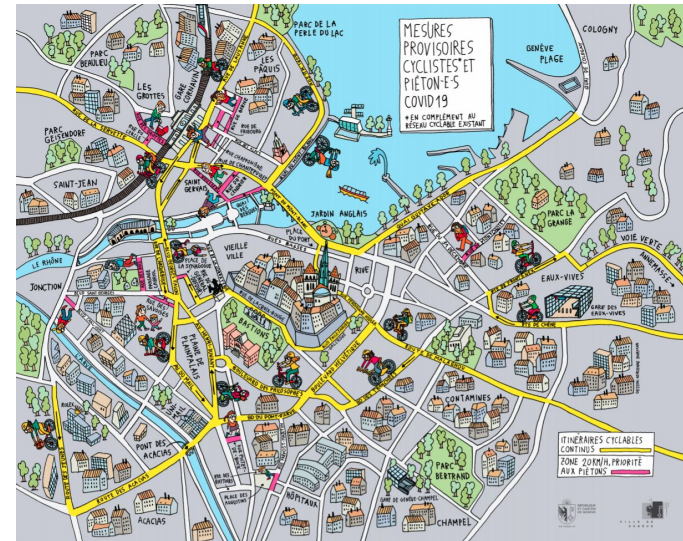
The project: case studies

Lyon 77 (85) km



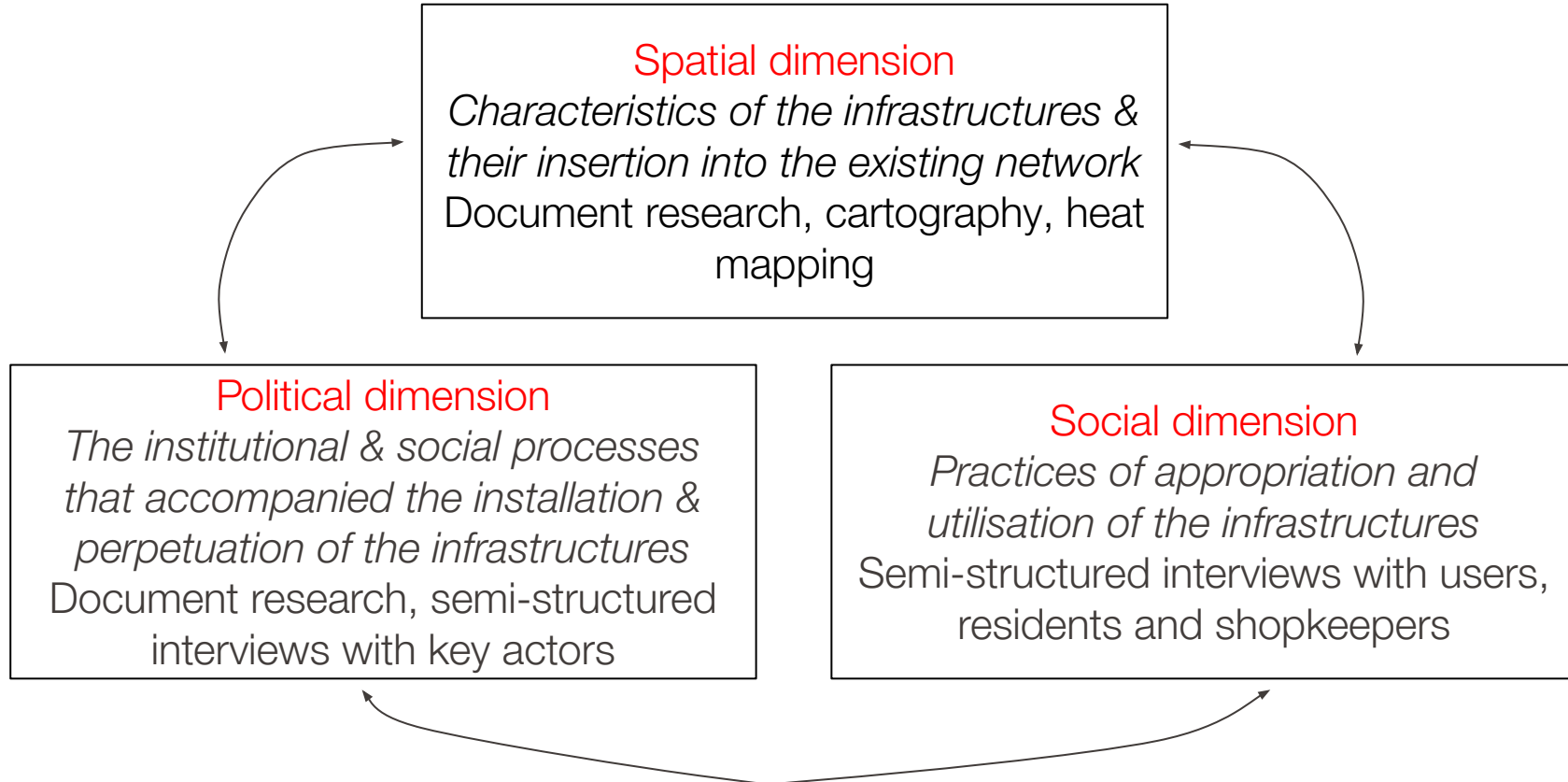
Infrastructures in the metropolitan area
 Strict lockdown
 Planning competence with the
 Métropole de Lyon

Geneva 7 km



Infrastructures in the city centre
 Semi-strict lockdown
 Planning competence with the Canton
 de Genève

The project: approach & methods



The project: team



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Sociologist

Laboratory for Human-Environment relations in Urban Systems



Dr. Mariana Fernandes Mendes (PI)

Geographer

Laboratory for urban sociology



Dr. Livia Fritz

Political scientist

Laboratory for Human-Environment relations in Urban Systems



Dr. Maria Hecher

Environmental scientist

Laboratory for Human-Environment relations in Urban Systems

Exploring the political dimension

Unprecedented increase in bicycle infrastructure

How can and should it be replicated?

What made the implementation and perpetuation of the infrastructures possible?

How to evaluate the implementation process and its results?

Who played a key role?

Evaluation of the infrastructures

What were facilitating factors?

Evaluation of the process

What were successfully deployed strategies?

Projection into the future / next steps

Analysing the process: document analysis

Abonnement Nouvelles voies cyclables

Tribune de Genève, 13/5/20

À Genève, le déconfinement ouvre des voies royales au vélo

De vastes aménagements provisoires ont commencé à apparaître mardi au centre-ville. Retrouvez notre carte des nouveaux itinéraires.

CORONAVIRUS

Le Temps, 19/5/2020

A Genève, la guerre des transports reprend

Les pistes cyclables provisoires installées par le conseiller d'Etat Serge Dal Busco fâchent les automobilistes, soutenus par la droite. En représailles, près de 2000 personnes ont manifesté à vélo lundi soir

<

Politique, Transports

Tribune de Lyon, 30/4/20

>

Vélo et déconfinement : la Ville de Lyon accuse la Métropole de timidité

🏠 > AUTO

BFM TV, 17/4/2020

DÉCONFINEMENT: LA MÉTROPOLE DE LYON VEUT AMÉNAGER DES AXES ROUTIERS POUR FAVORISER LE VÉLO

Genève, le 30 avril 2020

Aux représentant-e-s des médias

Communiqué de presse du Conseil d'Etat

COVID-19: reprise de l'enseignement en classe, mobilité et transports, soutien en matière de loyers commerciaux

Genève, le 13 mai 2020

Aux représentant-e-s des médias

Communiqué de presse conjoint du département des infrastructures de l'Etat de Genève et du département des constructions et de l'aménagement de la Ville de Genève

COVID-19: mise en œuvre des aménagements pour la mobilité douce

Analysing the process: document analysis

	GENEVA	LYON
16 march 2020	Declaration of the state of emergency and of the semi-strict lockdown	Results of the 1st round of municipal elections. The Green Party scores best. The exiting govt increases the subvention of bicycles to 500€.
25 march 2020		Declaration of strict lockdown
End of april 2020	Announcement of measures for the gradual re-opening, including a mobility strategy.	Announcement of a tactical urbanism strategy for the re-opening.
Beginning of May 2020	1st round of re-opening	Beginning of the implementation of the tactical urbanism strategy
	Beginning of the construction of the bicycle infrastructures	1st round of re-opening
Mid-May 2020	Petition in favour of keeping the infrastructures, demonstration of 2000-7000 cyclists, opposition from economic players.	Opposition from cyclists and ecologists

	GENEVA	LYON
16 march 2020	<p>Declaration of the state of emergency and of the state of emergency</p> <p>Application of the law for a coherent & equilibrated mobility</p>	<p>Results of the 1st round of municipal elections. The exiting bicycles to</p> <p>Application of the strategy to create 1000 km of bicycle lanes</p>
25 march 2020		<p>Declaration of lockdown</p>
End of april 2020	<p>Announcement of measures for the gradual re-opening, including a mobility strategy.</p>	<p>Announcement of a tactical urbanism strategy for the re-opening.</p>
Beginning of May 2020	<p>1st round of municipal elections</p> <p>Avoid congestion Facilitate the economic relaunch Need for reactive & rapid interventions Guarantee continuous cycling itineraries</p>	<p>Beginning of tactical urbanism</p> <p>1st round of municipal elections</p> <p>Avoid overcrowding of public transport Avoid congestion Facilitate sustainability transition Seize the crisis as an opportunity to test new infrastructure</p>
Mid-May 2020	<p>Petition in favour of creating the infrastructures, demonstration of 2000-7000 cyclists, opposition from economic players.</p>	<p>Opposition from economists and ecologists</p>

Analysing the process: document analysis

	GENEVA	LYON
June 2020	Extension of the infrastructures for 60 days	Increase of planned infrastructures to 85 km, removal of two projects
		2nd round of municipal elections. The Green Party wins.
July 2020	Demonstration of 200-300 bikers	
Beginning of Sept 2020	Start of the procedures to keep the infrastructures	Increase of the planned infrastructures to 94 km. Publication of a plan for a high speed bicycle network of 450 km.

Analysing the process: actors' perspectives

Interviews with representatives of ...

	GENEVA		LYON	
Institutions	Executive	Services	Executive	Services
	Département des infrastructures	Office cantonal des transports	Vice-présidence pour la mobilité	Pôle vélo; Département des déplacements; Service mobilités actives
	Département des constructions et de l'aménagement	Direction de l'aménagement, du génie civil et de la mobilité	Mairie de Lyon	Direction de la mobilité urbaine
Associations	Active mobilities	Motorised mobilities	Active mobilities	
	actif-trafiC; mobilité piétonne	TCS; G.T.E.	Ville à Vélo; Maison du Vélo	

in collaboration with Vélotactique

Analysing the process: actors' perspectives

Who played a key role?

Geneva: contested, but agreement that the power was held by the DI.

Lyon: Métropole. Contested role of services and local governments.

Evaluation of the infrastructures

Geneva: cycling infrastructure largely positive or neutral; walking infrastructure negative.

Lyon: contested

What were facilitating factors?

Both: precursory cities all over the world, general trend in favour of cycling, projects that were ready.

Geneva: Covid crisis

Lyon: Elections in times of Covid

Evaluation of the process

Both: realisation of ambitious projects, absence of consultation, high workload.

Geneva: the implementation challenged established ways of doing.

Lyon: the perpetuation challenged established ways of doing.

What were successful strategies?

Geneva: road construction permits

Lyon: yellow paint

Projection into the future

Geneva: uncertain.

Lyon: integration into political toolbox.

Preliminary concluding discussion

Top down > bottom up

No building of citizen power, institutionalised forms of consultation

Object orientation > process orientation

Doing > learning, nudging > debate

Masterplan > local anchoring

Marginalisation of local knowledges, anchoring in long-term & large-scale policy plans

Growth machine > Right to the city

Mobility as a condition for (sustainable) development & competitiveness

... **yet:** renegotiation of the place of the car, renegotiation of the style of political intervention



Thank you !

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