

CITIES ON A HUMAN SCALE IN THE COVID-19 CONTEXT

How cities transform and adapt to guarantee citizens' quality of life

The Covid-19 pandemic accelerated **changes in social and economic dynamics** that were already starting to emerge, and that will underpin agendas global city agendas in the years to come.

As the world exits the confinement caused by the pandemic, more and more cities are developing public policy solutions that adjust to citizens' new demands, placing quality of life at the centre of government priorities.

In this respect, cities' **climate change agendas** are particularly relevant.

Redesigning public space to promote **sustainable mobility** enables cities today to offer **safe, healthy and inclusive** transport options, while at the same time:

Disincentivizing the use of private vehicles and **reducing greenhouse gas emissions.**

Strengthening the development of **local ecosystems.**

BEFORE THE PANDEMIC



Global trends were emerging towards designing **cities on a human scale** that combine **efficiency in commuting habits** with environmental commitments: polycentric urban design enables residents to live, study, work and enjoy leisure activities within easily accessible distance, whether on public transport, on bike or by foot



Paris, "a 15-minute city"

A "self-sufficient" neighbourhood project, where each neighbourhoods has its own commercial networks, sports installations, schools, health centres and offices.



Melbourne and its "20-minute neighbourhoods"

A call to "live locally", this plan is designed to help citizens satisfy all their daily needs within a 20-minute walk from home, with safe cycling and local transport options.



Nordhavn, a "5-minute neighbourhood" in Copenhagen

A new district designed to make it possible to reach shops, institutions, work places, cultural facilities and public transport within 5 minutes' walk from any point in the district.

MORE INFORMATION



BUENOS AIRES

In the last few years, Buenos Aires has begun a transformation into a "city on a human scale", an urban model that places citizens' quality of life at the centre of local government policies, and constantly looks to improve it, respecting the identity, characteristics and particular dynamics of each of its neighbourhoods.



SHARED PUBLIC BICYCLE SYSTEM (ECOBICI)



600,000+
Ecobici users



6M+
Trips to date



37,000+
Daily trips

Kms of constructed bike lanes



GREEN & PUBLIC SPACES

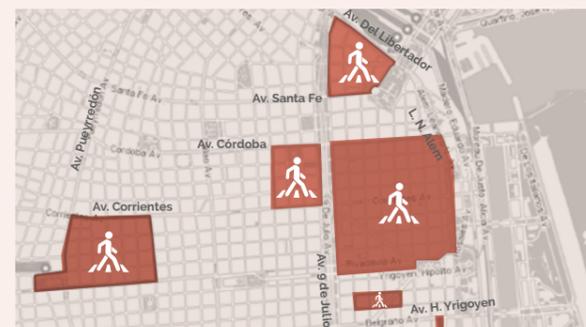
100+ hectares 2016-2019



PEDESTRIAN AREAS

BA incorporated priority pedestrian zones to improve citizens' quality of life, enhance their commuting experiences and their safety, and to better respect the environment.

Pedestrian priority zones in the city centre





DURING THE PANDEMIC

More and more global cities have been reinforcing their policies on spaciality and sustainable mobility, as well as innovating elsewhere to support citizen safety as the health crisis slowly lifts.



BUENOS AIRES

In response to the pandemic, the city quickly adapted its urban design to:



Incentivize local commerce, thereby reducing non-essential trips on public transport and by private vehicle.



Guarantee social distancing and prevent crowding in public spaces.



Promote pedestrian mobility and bicycle use.

PUBLIC SPACE INTERVENTIONS AND INNOVATIVE MEASURES TO PRIORITIZE PEDESTRIAN MOBILITY AND CYCLISTS



Reactivation of the Ecobici Public Bike Share System with new protocols.



17 km of new bicycle lanes

Plus a reduction of speed limits on Avenida Corrientes and Avenida Córdoba, two of the principle arterial roads in the city.



100 streets pedestrianized.

100,000 m² of interventions in the city



Widening of pavements in commercial zones.



Street closures to demarcate pedestrian neighbourhood shopping centres.



Demarcations for distancing on pavements with typically heavy pedestrian traffic.



Local itinerant food markets along the sides of roads, with distancing markers, single entry points and controls to prevent crowding.



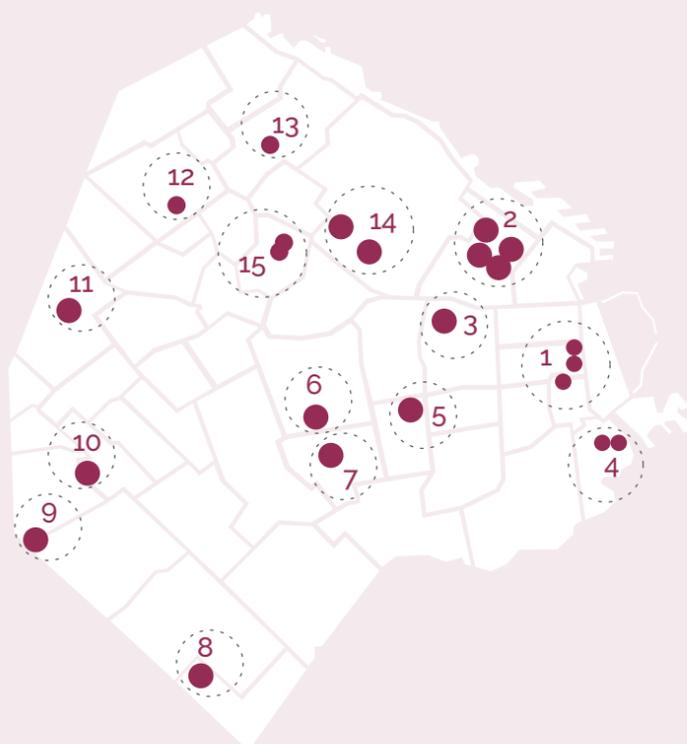
15 transitional pedestrian zones



benefitting +1700 local shops



and 750,000 residents



In the future BA will look to expand sustainable mobility in local areas with



More bicycle lanes



New recreational, gastronomic and pedestrian streets



"30 km/h zones" to keep traffic speeds low





ALCALDÍA MAYOR
DE BOGOTÁ D.C.



BOGOTÁ

The city reinforced 550 km of permanent bicycle paths with an additional 80 km of temporary bicycle paths.

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NEW YORK

Open Streets: 100 miles of open streets for pedestrians and cyclists, with very limited vehicle use. The city is also temporarily expanding outside seating for bars, restaurants and cafes by allowing pavement use and closing streets.

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Comune di
Milano

MILAN

The "Strade Aperte" [Open Streets] plan includes new pedestrian zones, more kms of bicycle lanes, new 30 km/h speed limits in certain zones, and a redesigning of public spaces with open and safe plazas.

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LONDON

The "London Streetspace" plan seeks to transform the city like never before, with the construction of temporary bike lanes, expanded pedestrian thoroughfares along main streets to promote commercial activity, and the creation of low traffic neighbourhoods.

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SAN FRANCISCO

The "Slow Streets" plan was designed to limit transport and favour their use as shared spaces for different types of micro-mobility (pedestrians, cyclists, people with reduced mobility, skaters and scooter riders, etc).

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