

Livorno, 14-15-16 maggio 2019

Luca La Torre

Modulo Formativo Frontale “Mobilità ciclistica in ambito urbano”

Tactical Urbanism

Pratiche sperimentali di trasformazione dello spazio pubblico

Linea di intervento 7 – Sviluppo di Modelli e Strumenti per la Gestione della Mobilità Urbana Sostenibile



CReIAMO PA

Per un cambiamento sostenibile



*Agenzia per la
Coesione Territoriale*



*Presidenza del Consiglio dei Ministri
Dipartimento della
Funzione Pubblica*



MINISTERO DELL'AMBIENTE
E DELLA TUTELA DEL TERRITORIO E DEL MARE



GOVERNANCE
E CAPACITÀ
ISTITUZIONALE
2014-2020

SOGESID SPA
INGEGNERIA TERRITORIO AMBIENTE

Tactical Urbanism

pratiche sperimentali di trasformazione dello spazio pubblico

arch. Luca La Torre | ma0 studio d'architettura



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Per un cambiamento sostenibile



TACTICAL URBANISM

pratiche sperimentali di trasformazione dello spazio pubblico



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COS'È IL TACTICAL URBANISM E QUALI SONO I SUOI SCOPI?

Insieme di **pratiche**, azioni e realizzazioni, flessibili, a basso costo e a breve termine, nate per promuovere, **dal basso**, obiettivi a lungo termine relativi al miglioramento della **qualità della vita nello spazio pubblico**.

Il TU ha lo scopo di catalizzare e **influenzare il cambiamento** e le strategie di pianificazione urbana a lungo termine, di **innescare consenso** e attivare processi e transizioni attraverso azioni fisiche, materiali, dimostrative e partecipate.

I progetti di urbanistica tattica possono essere guidati e condivisi da amministrazioni, società private, organizzazioni non profit, gruppi di base, residenti attivi o da un insieme coordinato di questi attori.



TRASFORMAZIONI URBANE | attori, metodi, contesti a confronto

URBANISTICA

Amministratori

Pianificazione

Progetti

Strategie

Grande scala

Lungo termine

Permanenza

Top down

Legalità/Burocrazia

Costi elevati

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ATTIVISMO

Cittadini/Associazioni/Amministratori locali

Sperimentazione attiva

Realizzazioni

Tattiche

Piccola scala

Breve termine

Temporaneità

Bottom up

Dinamismo/Creatività/Limite della legalità

Costi contenuti



Le origini | La storia di un conflitto



Le play streets



SAFEGUARDING THE CHILDREN.

The Closing of Small Streets to Motor Traffic.

SUCCESS OF SALFORD EXPERIMENT

Major C. V. Godfrey, O.B.E., Chief Constable of Salford, contributed a paper at the National Safety First Congress at Leeds on Friday dealing with the experiment in Salford of closing smaller streets to motor traffic in congested areas so as to ensure the greater protection of children while at play.

In a few prefatory remarks, Major Godfrey said:

"In Salford, we are dealing with the prevention of street accidents generally in the usual orthodox manner of police on point duty, refuges, regulation of traffic, etc., and even in these respects have introduced some innovations; but for the moment we are concerned chiefly with the protection of school children of tender years residing in the congested areas of industrial cities and whose only playground is the street. I use the term 'playground' as the most generally accepted description, but as a matter of fact it is, almost the only opportunity they have of getting away from the stuffy atmosphere of crowded houses into such pure air as an industrial city affords. It is their only chance to exercise their little limbs and muscles. A 'safety first' policy that would confine them indoors would be fraught with much greater danger than the risk of street accidents. I grant you that gardens and open spaces are much to be preferred to such remedies as we propose, but we are dealing with conditions

portion of the city is devoted to industrial purposes, and quite 75 per cent. of the houses are of the working class type. Most of you will be familiar with the lay-out of such houses; they are built in rows or terraces, and the main object seems to have been to erect as many as possible on the land available. This legacy from former generations has resulted in congestion, narrow streets, lack of gardens or yards, and a total absence or insufficiency of playing fields; there are no spaces available for this purpose. Under these conditions the streets in these areas have, from the beginning, been the natural playground of the children.

"It was found that practically the whole of the motor traffic traversing the smaller streets had no necessity to use them, but was merely doing so to avoid the larger streets and to ensure an unrestricted journey without such halts as are unavoidable at the busy intersections.

"That was the position in 1929, when I arrived at the conclusion that the only remedy was to close a large number of minor thoroughfares to motor traffic, and so remove the danger to juveniles therein. (In the scheme provided for Salford, there is no restriction on any cars who have business with any houses in these areas.) Traffic demands upon the strength of the police have far exceeded the ability to supply sufficient



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New York 1916/1920



Liverpool 1970



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Londra | Shepherds Bush Rd | Oggi



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Delft | Woonerf | 1960 azione clandestina | 1976 approvazione normativa

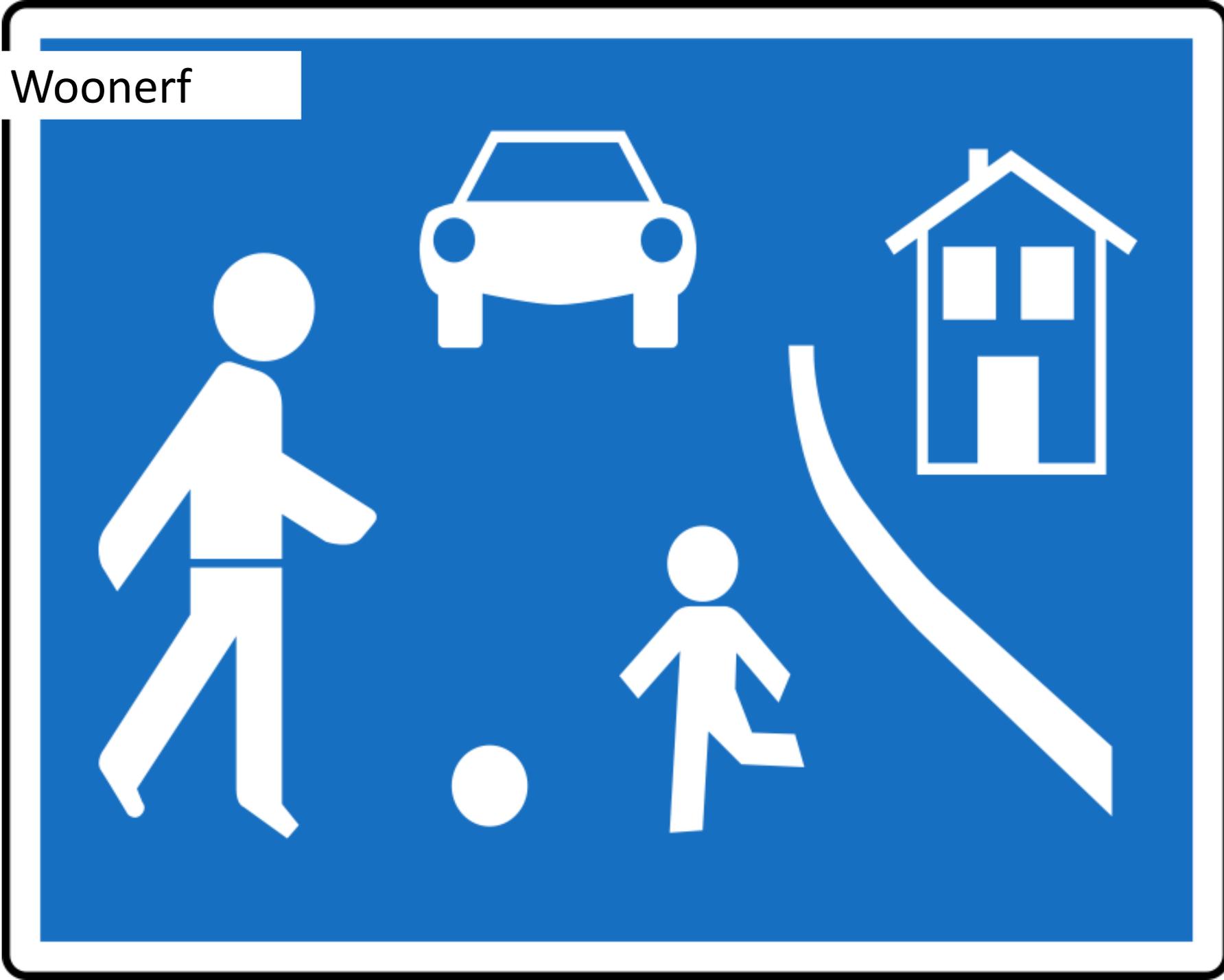


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Olanda | Woonerf



Olanda | Woonerf



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Eugeno, Oregon | Voonerf



heat island mitigation

climate regulation

infiltration

rain garden

flush curbs

parallel parking

shared throughway
(single ground surface)

rain ga

flush curbs

Willamette Street
Eugene, Oregon

Seattle | Voonerf



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Sao Paulo | Woonerf



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Le origini | L'arte



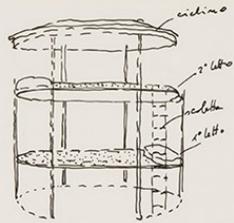
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L'arte | Ugo La Pietra



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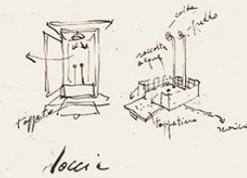
L'arte | Ugo La Pietra



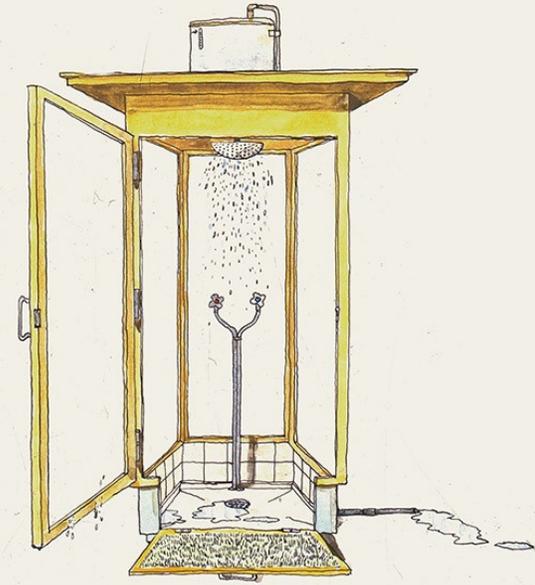
folli a castello



*U. La Pietra
77*



doccia



L'arte | Ugo La Pietra



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L'arte | Ugo La Pietra



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L'arte | Ugo La Pietra | Copro una strada e ne faccio un'altra | Campo urbano, Como, 1969



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L'arte | Ugo La Pietra | Compro una strada e ne faccio un'altra | Sistema disequilibrante |

Campo urbano, Como, 1969



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Open streets | Austerity 1973



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Open streets | Domeniche ecologiche



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Le pratiche, le azioni, i progetti dimostrativi



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Si può fare!

Le pratiche e le azioni | Realizzazioni - Rapide - Economiche - Temporenee - Piccola scala -



Freitag 16h52



Samstag 09h24



Samstag 13h36



JSK _Time Square NY



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JSK _Time Square NY



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BEFORE

AFTER

Segnaletica orizzontale



Janette Sadik-Khan
@JSadikKhan

Segui



The street abides. Forget autonomous vehicles and ride apps. Bike lanes, transit and safe walking infrastructure are what really tie the city together.



Zone de rencontre | Zone 30



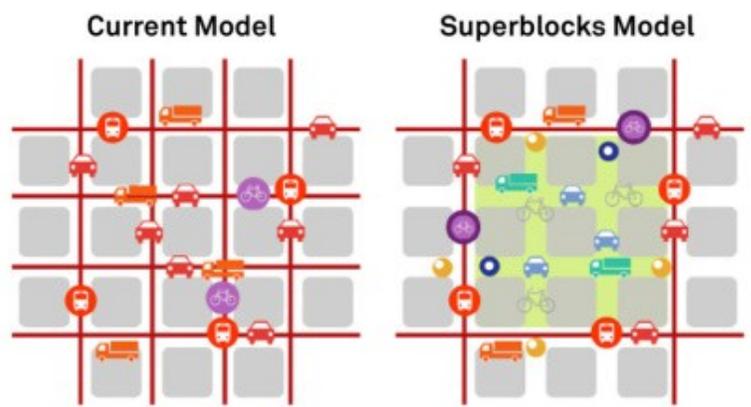
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Zone de rencontre | Zone 30 | Barcelona Superblock

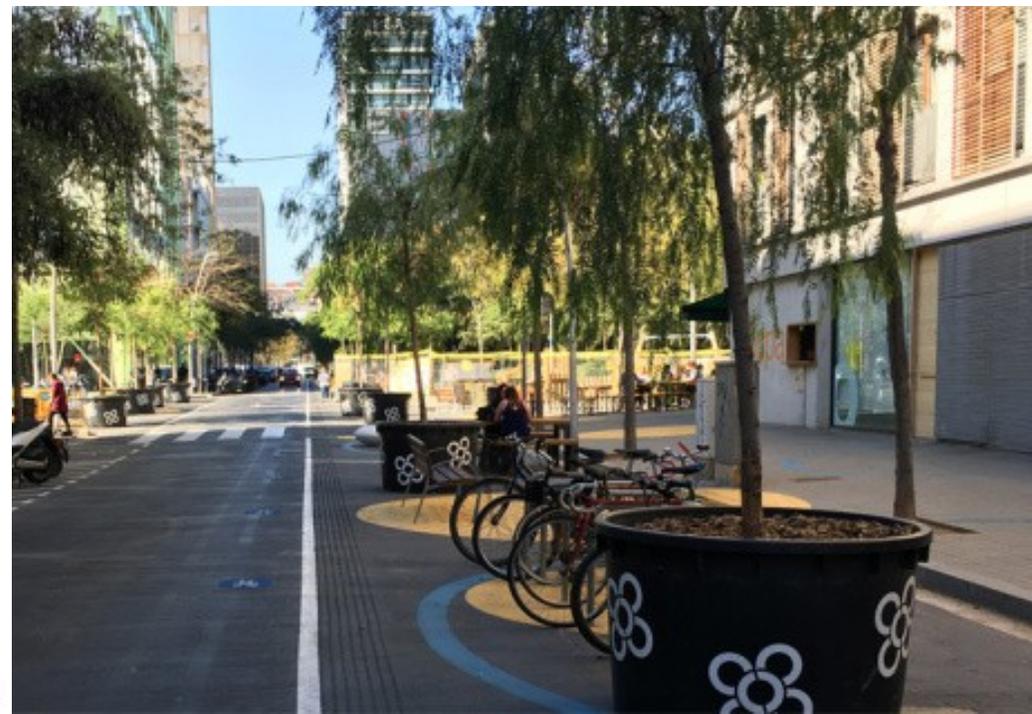


 **Ajuntament de Barcelona**
Urban Mobility Plan of Barcelona 2013-2018

SUPERBLOCKS MODEL



-  PUBLIC TRANSPORT NETWORK
-  PRIVATE VEHICLE PASSING
-  DUM PROXIMITY AREA
-  BICYCLES MAIN NETWORK (BIKE LANE)
-  RESIDENTS VEHICLES
-  ACCESS CONTROL
-  BICYCLES SIGNPOSTS (REVERSE DIRECTION)
-  URBAN SERVICES AND EMERGENCY
-  BASIC TRAFFIC NETWORK
-  FREE PASSAGE OF BICYCLES
-  DUM CARRIERS
-  SINGLE PLATFORM (PEDESTRIANS PRIORITY)



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Segnaletica autoprodotta



Segnaletica orizzontale autoprodotta



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Segnaletica orizzontale autoprodotta



Segnaletica orizzontale



Janette Sadik-Khan

@JSadikKhan

Segui



Watch this space: Importing NYC-style plazas to the land of piazzas. Even before the paint is dry and the space officially opens, people are already saying ciao to Milan's newest community space.



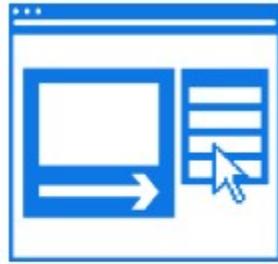
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Segnaletica orizzontale

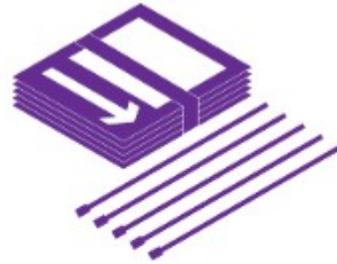


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Segnaletica verticale autoprodotta | Walk (your city)



Plan and design



We'll make and



Install on your



Walkers scan signs



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Park(ing) | Parkart



CReIAMO PA

Depave



CREIAMO PA

Depave | Guerrilla gardening



CREIAMO PA

Depave | Guerrilla gardening



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