



**INSTITUT
POUR
LA VILLE
EN
MOUVEMENT**
PSA PEUGEOT CITROËN

PASSAGES

**AN
INTERNATIONAL
PROGRAM IN
20 COUNTRIES
IN THE WORLD
WITH:**

IN 2014-2015:

- **ABOUT 40** partners (municipalities, universities, companies, NGOs...)
- **1000** participants in **11** professionals architecture and urban planning competitions
- **650** students in **12** academic workshops
- **6** short-films implemented in African cities
- **1** first international exhibition travelling in **3** continents
- **6** local exhibitions (Barcelona, Buenos Aires, Hong Kong, Montevideo, Shanghai, Toronto)
- **10** public encounters and seminars
- **2** publications (Passages programme in Latin America and Barcelona)
- **10** websites, **6** blogs

IN 2016:

- Closing exhibition Passages and its international tour
- Discussion forums and catalogues

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?