Shared use of streets and public spaces among all users is a major challenge for towns and cities across France.

"Streets for all" (*Une Voirie pour Tous*) is a partnership programme that aims to disseminate information about design practices that reintegrate active modes of transport (walking, cycling) and that focus in particular on the most vulnerable users.

Road development projects: complex operations, multiple stakeholders

**Road sharing**

Public street design projects have, for many years, been guided by the target of improving fluidity for motor vehicle traffic. However these roads, developed and designed by public authorities, are more than just spaces where traffic circulates.

Squares, streets, pavements and junctions are places where local life thrives and where residents and other users come together.

Streets are therefore public spaces where no one type of user has exclusive rights over another. As such, developers must ensure that this space is shared properly between all users.

Reconciling different forms of use

It is difficult to reconcile the needs and practices of all users, as these spaces are used for many different, often competing and sometimes opposing purposes.

Changes in lifestyles, travel habits, transport practices and distribution arrangements have led to the emergence of new needs, alongside a range of essential collective requirements:

- accessibility for people with reduced mobility;
- the safety of people and merchandise;
- traffic flow management;
- control of urbanisation;
- the quality of public spaces and the urban landscape;
- the prevention of exclusion;
- the preservation of environmental quality...

Reintegrating active modes of transport (walking, cycling)

Over the last 30 years, despite the variety of uses of streets and public spaces, development projects have too often focused on the needs of car users, in terms of both traffic and parking.
In response to this observation, the French government launched the national "Streets for all" partnership programme in 2006. The aim of this programme is to promote new road network design practices in order to:

- ensure that public spaces are accessible to all users, by managing conflicts between car drivers and other users;
- focus on the needs of the most vulnerable users;
- promote alternatives to individual motorised vehicles.

The primary objective of this programme is to shift the focus away from the car (both traffic and parking) in favour of other modes of transport, and to offer all users – young people, elderly people and underprivileged users – public spaces that are safe, comfortable and attractive.

Certu is responsible for overseeing the programme of action, under the leadership of Dominique Lebrun, the government’s general inspector for sustainable development.

Promoting and disseminating expertise

When the programme was launched in 2006, there were already a number of methods and strategies in place to promote active modes of transport, including pedestrian areas, 30 kph zones and cycle lanes. However, many practitioners were unaware of these options, and there was limited practical feedback on their implementation.

In response to this situation, a decision was made to make discussion, feedback, knowledge-sharing and dissemination key aspects of the "Streets for all" programme.

Since 2006, practices have changed, with greater emphasis now being placed on the needs of the most vulnerable users. There is also a broad range of rules and regulations (from the "Code de la Rue" - rules of the street - in particular) and techniques at the disposal of developers. It is therefore important to disseminate these to as many decision-makers and practitioners as possible.

A partnership programme

A large number of practitioner representative bodies and organisations have been involved in both the oversight and implementation of the programme.

The current programme partners are listed below:

- Central government: METL, MEDDE, CGEDD, Certu, and the eight CETEs
- ADSTD Association of Directors of Departmental Technical Services (association des directeurs de services techniques départementaux)
- AITF French Association of Territorial Engineers (association des ingénieurs territoriaux de France)
- ATTF French Association of Territorial Technicians (association des techniciens territoriaux de France)
- CNFPT French National Centre for Local Government (centre national de la fonction publique territoriale)
- FNAU French National Federation of Urban Planning Agencies (fédération nationale des agences d'urbanisme)
- FNCAUE French National Federation of Architecture Consultancies (fédération nationale des conseils d'architecture, d'urbanisme et d'environnement)
- IDRRIM French Institute for Roads, Streets and Mobility Infrastructures (institut des routes, des rues et des infrastructures pour la mobilité)
- OGE French Order of Expert Surveyors (ordre des géomètres-experts)
- SNAL French National Union of Developers (syndicat national des aménageurs lotisseurs)
- Syntec ingénierie French Federation of Engineering Companies

Source: Certu
A wide range of different actions

The partner-based structure is an essential feature of the programme, which helps to:
- ensure that needs and requirements are expressed;
- promote discussion and experience-sharing;
- disseminate knowledge to a variety of different networks.

The “Streets for all” programme has provided an opportunity to undertake a wide variety of different knowledge dissemination and sharing activities.

Discussion events

Discussion events are a core element of the programme. In most cases, these events are organised by the Regional Civil Engineering Research Centres (Centres d’Études Techniques de l’Équipement - CETEs), working closely with other partners. Between 2007 and 2012, around 40 such events have been held, each covering different topics and attracting an average of 100 participants.

These events are attended by scientific and technical experts – mainly from Certu – who deliver presentations on current practice and ongoing research and development work in the topics covered.

Partners and local authorities also contribute to these events with a broad range of sample developments, helping to illustrate the design methods discussed with real-life practical examples.

The panel discussions and Q&A sessions help to enhance the “Streets for all” programme by providing new ideas and considerations for the future.

In this case, these events take the form of morning workshops (or individual information campaigns where required) to ensure that they are disseminated as widely as possible.

Training sessions

A number of basic training and continuing education sessions are held each year.

Website

A dedicated “Streets for all” website (in French, “Une Voirie pour Tous”) has been developed, which features all of the publications and presentations developed under the programme.

http://www.voiriepourtous.developpement-durable.gouv.fr/

The general public have access to the following sections:
- news;
- documentation;
- the forum;
- the pedestrian-priority zone experience-sharing platform;
- minutes and presentations from discussion events;
- regional coordinator contact details.

Partners have special access to documents produced by:
- the steering committee and the technical commit-
tee;
- the working groups;
as well as training documents.

A number of basic training and continuing education sessions are held each year.

Website

A dedicated “Streets for all” website (in French, “Une Voirie pour Tous”) has been developed, which features all of the publications and presentations developed under the programme.

http://www.voiriepourtous.developpement-durable.gouv.fr/

The general public have access to the following sections:
- news;
- documentation;
- the forum;
- the pedestrian-priority zone experience-sharing platform;
- minutes and presentations from discussion events;
- regional coordinator contact details.

Partners have special access to documents produced by:
- the steering committee and the technical commit-
tee;
- the working groups;
as well as training documents.
**Dedicated publications**

Certu has created a special label to identify those publications within its collections that form part of the “Streets for all” programme.

Below is a list of existing publications to date:

- **Introducing contra-flow cycling – A methodological and practical guide** (Mise à double-sens cyclables – Guide pratique et méthodologique) – 2012
- **Improving roads – 10 essential principles for safety** (Aménager la voirie – 10 principes essentiels pour la sécurité) – 2012
- **Trade and pedestrian priority areas – How to anticipate the possible effects ?** (Commerces et zones à priorité piétonne - Anticiper les effets possibles) – 2012
- **Chicanes and pinch points on urban roads** (Guide des chicanes et écluses sur voiries urbaines) – 2012
- **Pedestrian-priority zones : initial feedback** (Zones de rencontre : premier retour d'expériences) – 2012
- **Moving the traffic light stop line further back from pedestrian crossings** (Avancée de la ligne d'effet des feux - Étude de cas sur l'agglomération lyonnaise) – 2012
- **Recommendations for the consideration of two-wheel motor vehicles** (Recommandations pour la prise en compte des deux-roues motorisés) – 2011
- **Urban crossroads - Guide** (Carrefours urbains) – 2010
- **Guide to speed cushions and raised tables** (Guide des coussins et plateaux) – 2010
- **Developing an urban area thoroughfare** (L’aménagement d’une traversée d’agglomération) – 2010
- **Variable cross-sections – a tool for sharing urban roads** (Le profil en travers, outil de partage des voiries urbaines) – 2009
- **Recommendations for cycling facilities** (Recommandations pour les aménagements cyclables) – 2009
- **Development of delivery areas (Aménagement des aires de livraison)** – 2009
- **Roadway accessibility (Une voirie accessible)** – 2008
- **Parking for mopeds and motorbikes in cities** (Stationnement des cyclomoteurs et motocyclettes en agglomération) – 2007
- **30 kph zones : examples to be shared** (Zones 30 : des exemples à partager) – 2006

**A programme that merits further development**

With growing travel demand, a shortage of public space and ever-expanding urbanisation, the issue of street sharing is becoming increasingly important.

Furthermore, with changes in regulations, more practical feedback and the ongoing inclusion of new partners in the programme, the importance of disseminating knowledge about road sharing more widely cannot be underestimates.

*Street sharing is now more than just a need; it is a critical factor in our ability to build sustainable cities for all.*

These sheets are available for download from the Certu website: (http://www.certu.fr)