

Placemaking and other street transformation strategies for improving health and the environment

Placemaking Policy Review, Final

Lake Sagaris, Santiago, Chile 18 November 2022

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For Transport & Health Science Group (THSG)/MoviSaL

A substantial body of evidence underlining the many direct interactions among habitat¹-planning and both human and planetary health has developed in recent years (Mindell, Watkins et al. 2011, Rydin, Bleahu et al. 2012). Planning and design offer major spheres for substantially improving the conditions that influence the social determinants of health, particularly the majority of factors influencing non-infectious diseases, rapidly becoming the most important factor in reducing both the length and the quality of life, worldwide. Indeed, the history of planning as both profession and academic discipline lies in the disastrous health and environmental impacts of the industrialization of both production and city living (Hall 2014).

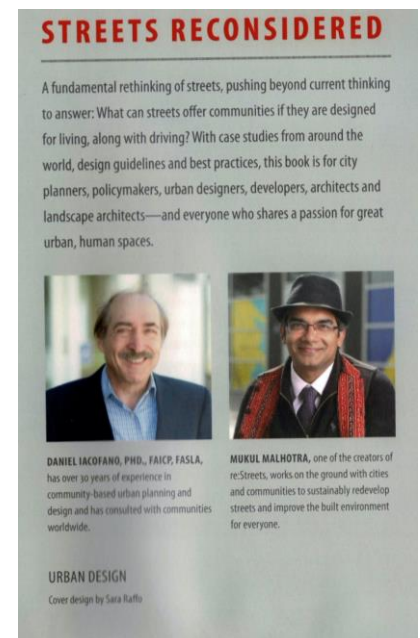
Much of the literature links air, noise, water and other forms of pollution with an excessive dependence on the car as the main vehicle for mobility (Sheller and Urry 2000, Beckmann 2001), with its associated impacts on sedentarism and therefore overweight and obesity, along with other social problems, including a decline in civic participation (Putnam 2000). Over the past 20 years, this has stimulated growing interest among researchers and some foundations to better understand and address these challenges. This has led to multiple strategies that combine communications, planning and other health-related efforts in attempts to redesign city streets and neighbourhoods.

This review summarizes these approaches worldwide, to the best of our knowledge at this time, identifying those strategies which focus on specific challenges or opportunities; identifying key elements, which can facilitate local adaptations; and more integrated strategies, particularly “placemaking”, which address multiple issues together, to improve health, quality of life and environmental impacts.

The next section provides a quick review of these strategies as they relate to health, followed by a more detailed look at the multiple strategies that have combined to make “Placemaking” a particularly effective approach able to integrate citizen participation and local identity as central to the architectural, engineering and other project-based approaches more common in habitat planning and design.

DIVERSE STRATEGIES ENRICH POSSIBLE ADAPTATIONS TO LOCAL CONDITIONS

Placemaking and similar strategies focus on urban transformations, typically involving design, human behavior and practices, local identities and other elements to improve health, livability and quality of life in diverse communities around the world. Our overview (Appendix 1) found 20 such strategies that have managed to consolidate and generate substantial policy and community practice, primarily in the Global North, although Latin



¹ We use “habitat” to denote all places and spaces where people live together, to avoid restricting our outlook only to relatively large urban cities, towns, etc. Most of the principles and knowledge presented here relates as much to rural and wilderness settings as to urban areas.

America is also an innovator, particularly with its “Open Streets” (Bogotá) and “Kool Routes” and “Accessible City” (Rutas Bakanes, Ciudad Accesible, Chile) initiatives.

These approaches tend to approach the similar issues of health and mobility with different priorities, for example walking (living streets), cycling (Ciclovía/Open streets), walking and cycling for school communities (Safe Routes), sustainable transport, particularly walk-bike-bus combinations, especially well integrated in Transit-Oriented-Demand.

Many focus primarily on a specific, street-by-street approach (complete streets, street diets, tactical urbanism), using approaches rooted primarily in transport engineering, architecture or landscaping. One particularly rich source of ideas and “how-to” information, along with inspiring photographs, is the book *Streets Reconsidered* (Iacofano and Malhotra 2019).

Most approaches consider some participation from local communities, but a few emphasize the profound importance of rooting these strategies within local identities, generating a citizen-led version of participation that contributes to implementation and long term usage and maintenance.

These strategies may start from generic streets (complete streets), daylong (CicloVia/Open Streets) or short-term (tactical urbanism) fixes. They may focus on specific intersections, public spaces, and neighborhoods. The Dutch approach, *Woonerfs*, which is now known in English as a play- and walking-friendly “home zone” or neighbourhood, originally contemplated active participation and collaboration between local communities and . Jane Jacobs was the first to note that innovation typically comes from outside the power centres that dominate planning models. Scotland provides a great example, with its focus on a national walking strategy and other similar policies that combine different concerns into a relatively simple bundle of solutions. The government has provided a specific tool to help children and young people participate in place-making (<https://www.ourplace.scot/toolbox>) and green infrastructure guidance for placemaking (<https://www.gov.scot/publications/green-infrastructure-design-placemaking/>).

The most complete of these strategies, particularly *PLACEMAKING*, a concept developed by the Project for Public Spaces (US), combine *environmental improvements*, with a *collaborative approach to citizen-government planning, design and behavioral change*, and *visible, physical changes to roads and squares* that build layers of improvements. These are consistent with Jane Jacobs foundational critique of cars’ negative impacts (Jacobs 1961), and Jan Gehl’s work in cities around the world (Gehl and Gemzøe 1996). These integrative approaches address not only the aesthetics, the walkability or other aspects of attractiveness or comfort, but also safety from road, gender and criminal violence and incivilities.

HOW DO THEY RELATE TO HEALTH?

Neighbourhood quality, particularly as it encourages or inhibits sociability, identity, sense of belonging and physical activity for multiple short trips, to shop, to school, or to access public transport, figures prominently in most of these approaches, with very direct, mostly positive impacts on health (Table 1).

Table 1, Crucial Links to Health

As William (Holly) Whyte said, "It's hard to design a space that will not attract people. What is remarkable is how often this has been accomplished."

	PRINCIPLES OF PLACEMAKING	PRINCIPLES OF HEALTHY COMMUNITIES
1	<p>SENSE OF COMFORT></p> <ul style="list-style-type: none"> + Visually pleasing + Generally stimulating + Sense of belonging + Greater security + Better environmental quality + Feeling of freedom 	<p>MENTAL HEALTH HUMAN DEVELOPMENT HEALTHY AGEING</p>
2	<p>SENSE OF COMMUNITY></p> <ul style="list-style-type: none"> + Greater community organization + Sense of pride and volunteerism + Perpetuation of integrity and values + Less need for municipal control + Self-managing 	<p>MENTAL HEALTH SOCIAL DETERMINANTS OF HEALTH HUMAN AGENCY</p>
3	<p>PROMOTES HEALTH></p> <ul style="list-style-type: none"> + Increased physical activity + Access to fresh food + Greater security + Greater social inclusion + Enhanced environmental health 	<p>PHYSICAL ACTIVITY MENTAL HEALTH & REALIZATION ENVIRONMENTAL HEALTH HEALTH EQUITY</p>
4	<p>IMPROVED ACCESSIBILITY></p> <ul style="list-style-type: none"> + More walkable + Safe for pedestrians and bicyclists + Compatible with public transit + Reduces need for cars and parking + More efficient use of time and money + Greater connections between uses 	<p>SAFER MORE SECURE ENVIRONMENT SOCIAL DETERMINANTS OF HEALTH SOCIAL INCLUSION</p>
5	<p>LOCAL ECONOMY></p> <ul style="list-style-type: none"> + Small-scale entrepreneurship + Economic development + Higher real estate values + Local ownership, local value + More desirable jobs + Greater tax revenue + Less need for municipal services 	<p>MENTAL HEALTH SOCIAL CAPITAL SOCIAL DETERMINANTS OF HEALTH</p>
6	<p>FOSTERS SOCIAL INTERACTION></p> <ul style="list-style-type: none"> + Improves sociability + More cultural exposure, interaction + Draws a diverse population + More women, elderly, children + Greater ethnic/cultural pluralism + Encourages community creativity 	<p>SOCIAL CAPITAL CREATIVE CAPITAL GENDER & AGE INCLUSION DIVERSITY</p>

Source: Project for Public Spaces Booklet on website, accessed 20 May 2022, https://uploads-ssl.webflow.com/5810e16fbe876cec6bcbd86e/5b71f88ec6f4726edfe3857d_2018%20placemaking%20booklet.pdf

A recent call to action, published in *The Lancet* (Lowe et al. 2022) offers a set of recommendations to improve health (table 2), many situated within urban planning in general and transport planning specifically.

Table 2, Panel: Call to action for Health	
We urge the UN and WHO to	
1	Formally recommend that their affiliated countries use the present policy indicators and adopt a health-in-all-policies approach to city planning
2	Provide frameworks and financial support, especially for low-income and middle-income countries (LMICs), to build capacity for integrated city planning across sectors and levels of government
3	Lead the way in promoting policies that advance the New Urban Agenda to prevent cities and countries from committing to unhealthy and unsustainable urban systems
4	Support development of policy briefs, checklists, scorecards, or an observatory of city planning indicators, to assess and monitor progress towards equitable, healthy, and sustainable cities
<i>We urge governments responsible for city planning to:</i>	
5	Use the present policy indicators to develop health-enhancing, actionable, and measurable city planning policies
6	Close gaps in policy frameworks to ensure comprehensive and integrated planning for healthy and sustainable cities
7	Revise policies that are contrary to the evidence on planning healthy and sustainable cities
8	Include evidence-informed standards and targets in city planning policies, to aid both implementation and accountability
<i>We urge governments of LMICs to:</i>	
9	Urgently consider strategies to build capacity for health-enhancing city planning policies and governance
10	Make all city planning policies publicly available for use by health, sustainability, and equity researchers and advocates
<i>We urge researchers to:</i>	
11	Collaborate closely with policy makers to codesign policy-relevant studies, including determining optimal policy thresholds for urban design and transport features, and testing how well city planning policies are being developed and implemented
12	Collaborate with policy makers to evaluate the costs, consequences, and economic benefits of policies designed to support health and sustainability
13	Further develop and evaluate the present policy analysis approach, paying special attention to adaptations needed for LMICs
Source: Call to action, p. E889, Lowe et al. 2022, <i>The Lancet</i> Vol 10 June 2022	

They also specify indicators to guide and measure progress by city and regional planning bodies (Table 3).

Table 3 Indicators to evaluate presence of key city planning policies associated with health	
1	Transport and planning in one government department
2	National or subnational urban policy that determines land use planning for the whole city
3	Specific health-focused actions in national or subnational urban policy for the whole city
4	National or subnational policy that determines transport planning for the whole city
5	Specific health-focused actions in national or subnational transport policy for the whole city
6	Health impact assessment incorporated into urban or transport policy / legislations
Air pollution	
7	Air pollution policies related to transport planning
8	Air pollution policies related to land use planning
Destination Accessibility	
9	Requirements for public Transport access to employment and infrastructure
Distribution of employment	
10	Requirements for distribution of employment across the city and (our addition) to distribute key services (public schools, primary health centers, cultural centres and events) evenly among neighborhoods, giving priority to those most vulnerable or with special needs.
11	Requirements for ratio of jobs to housing
Demand management	
12	Parking restrictions
Design - Minimum requirements for:	
13	Access to public open space
14	Street connectivity
15	Pedestrian infrastructure, “walkability”
16	Cycling infrastructure, “cycle-inclusion”
17	Targets for walking mode share
18	Targets for cycling mode share
Density: requirements for	
19	Housing density requirements citywide, near transport, town centres and/or service hubs
20	Height restrictions on residential buildings (minimum or maximum)

Table 3 Indicators to evaluate presence of key city planning policies associated with health	
21	Urban growth boundary and/or greenfield development
Distance to public transport: requirements for	
22	Public transport access
23	Targets for public transport use
Transport infrastructure investment by mode	
24	Information on government expenditure per mode
25	Total number of measures where policy is present
Source: Figure 1, p. e884, Lowe et al. 2022, <i>The Lancet</i> Vol 10 June 2022	

PRINCIPLES GUIDING “PLACEMAKING” STRATEGIES FOR HEALTH AND COMMUNITY

How to get the most out of the potential for urban planning and mobility strategies to foster better health, happiness, equity, inclusion and flourishing environments? Readers, whether advocates or policymakers, are invited to explore the strategies in Appendix 1 in more detail, to pick and choose, and put together the elements most relevant to their particular context.

In this section, we focus on Placemaking, mainly as developed by Project for Public Spaces (US), key concepts, principles and lessons, because it provides the most complete strategy, likely to generate the most success in social policy, community approval, and physical/mental benefits. For more information and didactic materials we recommend their website and booklet. Publications and methods developed by the Danish architect, Jan Gehl (Gehl 2010, Gehl and Svarre 2013) are also very useful, particularly in training professionals and university level students. Finally, the GIZ (then GTZ) guide on Cycling-inclusive planning provides an excellent summary of key concepts and how to apply them in practical designs (Godefrooij, Pardo et al. 2009).

One of the most significant and consistent innovations in Placemaking is their people- and community-centered approach. They consider local identities, feelings of belonging and ownership as central, insisting that design and engineering components play a secondary, complementary role to these central values (Table 4).

Table 4. Placemaking defined		
	Placemaking <i>is</i>	Placemaking <i>is not</i>
1	• Community-driven	• Top-down
2	• Visionary	• Reactionary
3	• Function before form	• Design-driven
4	• Adaptable	• A blanket solution or quick fix
5	• Inclusive	• Exclusionary
6	• Focused on creating destinations	• Car-centric
7	• Context-specific	• One-size-fits-all
8	• Dynamic	• Static
9	• Trans-disciplinary	• Discipline-driven
10	• Transformative	• One-dimensional
11	• Flexible	• Dependent on regulatory controls
12	• Collaborative	• A cost/benefit analysis
13	• Sociable	• Project-focused

Source: Summary based on Project for Public Spaces website, accessed 20 May 2022, Citation (MLA 8): "What Is Placemaking?" Project for Public Spaces, 2007, <https://www.pps.org/article/what-is-placemaking>

Placemaking emphasizes four key attributes which, PPS argues, characterize grand plazas and modest neighborhood amenities (Table 5). These criteria can serve as an initial checklist for a participatory walking evaluation or street audit, to establish what works and what doesn't in particular neighborhoods or streets.

Table 5. Four key attributes	
<i>Most great places, whether a grand downtown plaza or humble neighborhood park, share four key attributes:</i>	
1	They are accessible and well connected to other important places in the area.
2	They are comfortable and project a good image.
3	They attract people to participate in activities there.
4	They are sociable environments in which people want to gather and visit again and again.

Source: Project for Public Spaces Booklet on website, accessed 20 May 2022, https://uploads-ssl.webflow.com/5810e16f876cec6bcb86e/5b71f88ec6f4726edfe3857d_2018%20placemaking%20booklet.pdf

In this sense, they note that conventional approaches to urban design must evolve from project-driven or discipline-led, to become more place-sensitive and, ultimately, place-led. This view is consistent with Arnstein’s views on citizen participation, which, she insisted in her famous ladder, must evolve from mere information sharing through to collaborations and citizen-led approaches.

A wheel developed by Project for Public Spaces (Figure 1) illustrates the interactions between sociability, activities, linkages, and comfort, to multiple additional benefits, ranging from property values and rent levels, through crime and sanitation statistics, physical activity and social networking.

What Makes a Great Place?

Project
for Public
Spaces

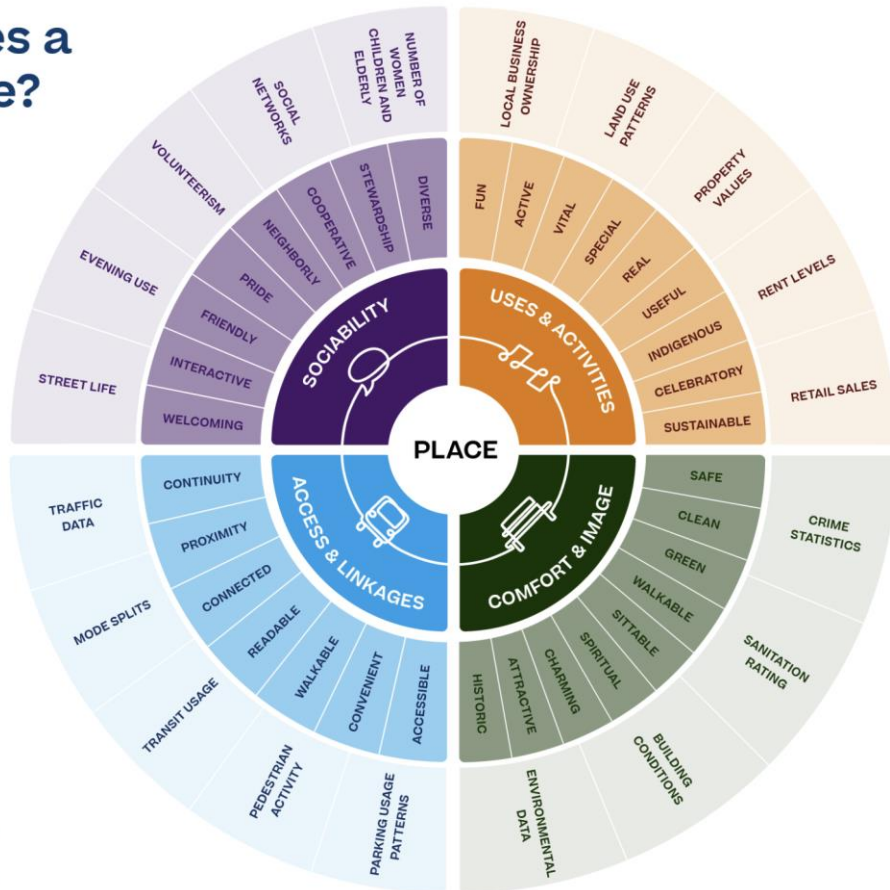


Figure 1 Project for Public Spaces Wheel illustrating multiple links and benefits of placemaking approaches, when properly applied.

Table 6 provides more insight into these four central components, providing key questions that can contribute to deliberations as process and project planning advance, and then serve for evaluating progress and effects once the results have been implemented.

Table 6, Four key components of placemaking

Access & Linkages	Comfort & Image	Uses & Activities	Sociability
<p>You can easily judge the accessibility of a place by noting its connections to the surroundings, including the visual links.</p> <p>A great public space is easy to get to, easy to enter, and easy to navigate. It is arranged so that you can see most of what is going on there, both from a distance and up close. The edges of a public space also play an important role in making it accessible. A row of shops along a street, for instance, is more interesting and generally safer to walk along than a blank wall or an empty lot. Accessible spaces can be conveniently reached by foot and, ideally, public transit, and they have high parking turnover.</p>	<p>A space that is comfortable and looks inviting is likely to be successful.</p> <p>A sense of comfort includes perceptions about safety, cleanliness, and the availability of places to sit. A lack of seating is the surprising downfall of many otherwise good places.</p> <p>People are drawn to places that give them a choice of places to sit, so they can be either in or out of the sun at various times of day or year.</p>	<p>A range of activities are the fundamental building blocks of a great place. Having something to do gives people a reason to come (and return) to a place.</p> <p>When there is nothing interesting to do, a space will sit empty. That’s the best measure that something is wrong. A carefully chosen range of activities will help a place attract a variety of people at different times of the day.</p> <p>A playground will draw young kids during the day, while basketball courts draw older kids after school, and concerts bring in everyone during the evening.</p>	<p>This is the most important quality for a place to achieve—and the most difficult. When a place becomes a favorite spot for people to meet friends, greet their neighbors, and feel comfortable interacting with strangers, then you are well on your way to having a great place.</p>
<p>1 Can you see the space from a distance? Is its interior visible from the outside?</p>	<p>Does the place make a good first impression?</p>	<p>Are people using the space, or is it empty?</p>	<p>Is this a place where you would choose to meet your friends? Are others meeting friends here?</p>
<p>2 Is there a good connection between this place and adjacent buildings? Or, is it surrounded by blank walls, surface parking lots, windowless buildings, or any other elements that discourage people from entering the space?</p>	<p>Are there as many women as men?</p>	<p>Is it used by people of different ages?</p>	<p>Are people in groups? Are they talking with one another? Do they talk to people in other groups?</p>

Table 6, Four key components of placemaking

	Access & Linkages	Comfort & Image	Uses & Activities	Sociability
3	Do occupants of adjacent buildings use the space?	Are there enough places to sit? Are seats conveniently located? Do people have a choice of places to sit, either in the sun or shade?	How many different types of activities are occurring at one time—people walking, eating, playing baseball, chess, relaxing, reading?	Do people seem to know each other by face or by name?
4	Can people easily walk there? Or are they intimidated by heavy traffic or bleak streetscapes?	Are spaces clean and free of litter? Who is responsible for maintenance?	Which parts of the space are used and which are not?	Do people bring their friends and relatives to see the place? Do they point to its features with pride?
5	Do sidewalks lead to and from the adjacent areas?	Does the area feel safe? Are there security personnel present? If so, what do these people do? When are they on duty?	Is there a management presence, or can you identify anyone in charge of the space?	Are people smiling? Do people make regular eye contact with each other?
6	Does the space function well for people with disabilities and other special needs?	Are people taking pictures? Are there many photo opportunities available?		Do many people use the place frequently?
7	Do the paths throughout the space take people where they actually want to go?	Do vehicles dominate pedestrian use of the space, or prevent them from easily getting to the space?		Does the mix of ages and ethnic groups generally reflect the community at large?
8	Can people use a variety of transportation options—bus, train, car, and bicycle—to reach the place?			Do people tend to pick up litter when they see it?

Source: Project for Public Spaces Booklet on website, accessed 20 May 2022, https://uploads-ssl.webflow.com/5810e16fbe876cec6bcbd86e/5b71f88ec6f4726edfe3857d_2018%20placemaking%20booklet.pdf

IN SUMMARY, DIVERSE STRATEGIES FOR ADAPTATION TO SPECIFIC CONTEXTS

As this policy review reveals, crucial ideas have expressed in a variety of strategies (Appendix 1) for addressing automobility's dominance of streets and public spaces, to reclaim them and realize their potential for contributing to human health and happiness.

In terms of practical recommendations, Project for Public Spaces suggests eleven key points, divided among:

UNDERLYING IDEAS

The community is the expert

Create a place, not a design

Look for partners

They always say "it can't be done"

PLANNING & OUTREACH TECHNIQUES

Form supports function

Triangulate, i.e., consider the relationships between a person, a bench, a telephone and a wastebasket, and how these amenities may function better when combined with a coffee cart (their example)

Experiment: Lighter, quicker, cheaper.

IMPLEMENTATION

Money is not the issue

You are never finished.

Find out more

Beckmann, J. (2001). "Automobility a social problem and theoretical concept." Environment and Planning D: Society and Space **19**: 593-607.

Gehl, J. (2010). Cities for people. Washington, Island Press.

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Rydin, Y., A. Bleahu, M. Davies, J. D. Dávila, S. Friel, G. De Grandis, N. Groce, P. Hallal, I. Hamilton, P. Howden-Chapman, K.-M. Lai, C. Lim, J. Marins, D. Osrin, I. Ridley, I. Scott, M. Taylor, P. Wilkinson and J. Wilson (2012). "Shaping cities for health: complexity and the planning of urban environments in the 21st century." The Lancet **379**(June 2): 2079-2108.

Sheller, M. and J. Urry (2000). "The City and The Car." International Journal of Urban and Regional Research **24**(4).

Additional resources

Iacofano & Mukul Malhotra, Streets Reconsidered Inclusive design for the public realm
Routledge, Nueva York, 2019

In recent years, several foundations and agencies have developed an extensive series of guides covering policy, program and design for improving transport, neighbourhoods and streets from different perspectives. These include:

German Development Agency, GIZ: <https://sutp.org/publications/10-principles-for-sustainable-urban-transport/> Depending on the document, publications are available in a wide variety of languages for use in non-English speaking environments and communities.



Global Designing Cities Initiative (GDCI), original part of the National Association of City Transport Officials (US), now a standalone initiative functioning globally, with resources primarily from the Bloomberg Foundation.

Of particular interest is the Global Street Design Guide, a major production with input from experts in Global North and South, which provides practical hands on solutions for reclaiming streets for social life. <https://globaldesigningcities.org/publication/global-street-design-guide/>

They also offer an associated publication that focuses on street transformations.



ITDP, the Institute for Transportation and Design Policy, a US-based NGO with longstanding work in Latin America, Asia and Africa, offers a series of publications focusing on everything from the social aspects of designing for women, children, transport oriented demand and indicators useful for evaluations. <https://www.itdp.org/publications/>.

WRI, the World Resource Institute, provides high-quality research from both Global South and Global North, the fruit of decades of work in diverse countries in Latin America, Asia and Africa, as well as the US and Europe.

https://www.wri.org/resources?query=transport&sort_by=field_is_featured



For more than two decades, GIZ/GTZ, the German development agency, has published a series of guidebooks and other resources regarding social development and sustainable transport. This poster, available in many languages, summarizes key principles. More information is available at: <https://sutp.org/publications/10-principles-for-sustainable-urban-transport/>

APPENDIX 1: DIVERSE STRATEGIES FOR STREET TRANSFORMATIONS FOCUSED ON HEALTH

Each context, each place may share many common characteristics with places elsewhere, but always involves a unique combination of social identities, values, imaginaries, challenges and desires. This summary provides some sense of the diversity of ways in which different kinds of people — citizens, governments, planners, consultants — have shaped their own strategies for transforming streets to make them more people-, health- and environmentally-friendly. We invite readers to find ideas, tools and inspiration, as part of co-creating their own strategy for change.

PLACEMAKING: DIVERSE STRATEGIES WORLDWIDE				
<p><i>Everyone has the right to live in a great place. More importantly, everyone has the right to contribute to making the place where they already live great. - Fred Kent</i></p>				
	Concept	Key definition	Key or Original Proponent	Country
1	Placemaking	WHAT IS PLACEMAKING?	Project for Public Spaces	US
		Placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.	Advanced application, Scottish Planning authorities	Scotland
			Implications for health	US
			Initial application, National Health Service	UK
		A bit old but still useful _____ _____ _____ and then this which brings things up to date _____ _____ _____ - led by Public Health, plus _____ _____	Applied as standard tool in Scotland	Scotland
2	Buen Vivir	Latin America, Europe	Foro para el Buen Vivir; international Forum for Wellbeing	Spanish
				French
				English

PLACEMAKING: DIVERSE STRATEGIES WORDLWIDE

*Everyone has the right to live in a great place.
More importantly, everyone has the right to contribute to making the place where they already live great.
- Fred Kent*

	Concept	Key definition	Key or Original Proponent	Country
3	Complete Streets	“Complete Streets are streets for everyone. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.”	Smart Growth America, with hosts the National Complete Streets coalition, and many local and regional city authorities	North America
4	Livable Streets 1.0	“Streets have become dangerous, unlivable environments, yet most people live on them. Streets need to be redefined as sanctuaries, as livable places; as communities; as resident territory; as places for play, greenery, and local history. Neighborhoods should be protected, although not to the point of being exclusionary. The neighborhood unit, the environmental area and the Woonerf are examined as models for the protected neighborhood. The criteria for a protected neighborhood depend on acceptable speeds, volumes, noise levels, reduction of accidents, and rights-of-way for pedestrians.”	Work by Donald Appleyard in the 1970s and 1980s	US and Europe
5	Livable Streets 2.0	“This latest update, Livable Streets 2.0, revisited by his son Bruce, updates on the topic with the latest research, new case studies and best practices for creating more livable streets. It is essential reading for those who influence future directions in city and transportation planning. Incorporates the most current empirical research on urban transportation and land use practices that support the need for more livable communities Includes recent case studies from around the world on successful projects, campaigns, programs, and other efforts Contains new coverage of vulnerable populations”	Recent update by Bruce Appleyard, 2000s	US and Europe
				FILM
5	Walkability & Cycle Inclusion	Global advocacy and studies focusing particularly on design and planning for walking and/or cycling.		Global advocacy

PLACEMAKING: DIVERSE STRATEGIES WORDLWIDE

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	Concept	Key definition	Key or Original Proponent	Country
6	Transit Oriented Development)	<p>“TOD, or transit-oriented development, means integrated urban places designed to bring people, activities, buildings, and public space together, with easy walking and cycling connection between them and near-excellent transit service to the rest of the city. It means inclusive access for all to local and citywide opportunities and resources by the most efficient and healthful combination of mobility modes, at the lowest financial and environmental cost, and with the highest resilience to disruptive events. Inclusive TOD is a necessary foundation for long-term sustainability, equity, shared prosperity, and civil peace in cities. A global shift from urban sprawl to inclusive TOD is a most urgent matter.</p>	Institute for Transport and Policy	US and Global
7		<p>Streets with fewer cars foster more relationships among people, with benefits to social cohesion, safety, security, physical and mental health. “HOW WE CAN MAKE STREETS FITTER FOR WALKING: We want to reverse the decline in walking. By making streets more suitable for walking and encouraging more people on their feet we can create a walking nation. We work with government to make change happen and work on the ground to get communities walking.!</p>	Living Streets (NGO)	UK
8	Living Streets	<p>“Living Streets Aotearoa is New Zealand’s national walking and pedestrian organisation, established in 1998, and incorporated in 2002. Living Streets works to develop walking-friendly communities throughout New Zealand and to promote the social, environmental, health and economic benefits of walking as a means of transport and recreation. Living Streets exists because the diverse needs and aspirations of people on foot are often overlooked. Walking is not consistently or fully integrated into decision-making in transport, urban design, public health and community development planning. “</p>	Living Streets Aotearoa (NGO)	New Zealand

PLACEMAKING: DIVERSE STRATEGIES WORLDWIDE

*Everyone has the right to live in a great place.
More importantly, everyone has the right to contribute to making the place where they already live great.
- Fred Kent*

	Concept	Key definition	Key or Original Proponent	Country
		"We envision streets as living public spaces that connect people to places and to each other."	Tucson and other locations	US
8	Calles Vivas	Streets that give priority to social rather than mobility functions, streets as places rather than places for motorized flows	Rancagua, Santiago and Providencia, Chile	Chile
9	Pop ups Livable Streets	Social activism tactic	Los Angeles	US, Germany
10	Urbanismo táctico	Social activism tactic from the Global North, taken up by some disempowered municipal governments in the Global South, to facilitate quick implementations that can solve problems and win people over, and possibly lead to additional, more major investment in road and environmental ecology		
11	Tactical Urbanism	"Urban planners use the term "tactical urbanism" frequently. The term tactical urbanism refers to a rapid and low-cost and scalable approach to making temporary changes to the urban environment, often in urban gathering areas. The process combines a development process with social interaction. It is also known as DIY urbanism, _____, Guerrilla Urbanism, Pop-up Urbanism, or Urban prototyping."		US
			Guide	US
11	Woonerf, Living Street (Netherlands) and Home Zone (UK)	A participatory method developed in the Netherlands to restore road safety and eliminate problem car behavior particularly from residential and mixed residential neighbourhoods, and around schools	A participatory, community centered planning process designed to create child- and family-friendly neighborhoods	Netherlands
			UK planning concept based on woonerfs	UK
12	CPTED	Crime Prevention Through Environmental Design, and related strategies developed within planning, community development and urban criminology, to reduce three key factors in high-crime sectors and prevent elsewhere: motivation, opportunity, incentives	Canada, International, Latin America	Canada and Latin America

PLACEMAKING: DIVERSE STRATEGIES WORDLWIDE

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- Fred Kent*

	Concept	Key definition	Key or Original Proponent	Country
13	Feminist or caring cities	Focuses on care-related travel, mainly by women, and develops urban planning and design elements that reduce risk and hazards, while improving eyes on the street and other components of urban safety and security.	Punt 6 collective, Barcelona	Spain
14		Particularly influenced by work by Ines Sanchez de Madariaga and her framing of care travel and other care-related urban phenomena that are typically ignored by mainstream planning	Diverse applications	Chile
14	Community severance	<p>What is community severance? Vos & Chardon, 1998</p> <p>“For [older people], isolation can be regarded as a combination of distance to other [places] and the resistance of the landscape between [them]. The road network will probably contribute considerably to the resistance between [them] ... higher traffic density ... increased mortality as well as increasing isolation. The negative effects of roads are often underestimated.”</p>	Jennifer Mindel, Paulo Ancaes, UCL research teams	UK
15	Safe and/or Cool Routes to School	“Safe Routes to School is a movement that aims to make it safer and easier for students to walk and bike to school. The first federally funded Safe Routes to School program was created in 2005, and has since undergone several legislative and policy transformations. In 2012, Congress created	Road safety advocates	Historical information
			Children’s advocates	Denmark
15			City government	Canada
15			NGO program	US

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	Concept	Key definition	Key or Original Proponent	Country
16		<p>the Transportation Alternatives Program (TAP) by merging together three previous programs that funded active transportation. In 2015, Congress authorized TAP for an additional five years, through 2020. Click here for the complete funding and legislative history of Safe Routes to School. The most successful Safe Routes to School programs incorporate the Six E's: evaluation, education, encouragement, engineering, enforcement, and equity. At the regional and state level, Safe Routes to School practitioners work to find new funding and ensure proper spending of existing funding for Safe Routes to School. And at the federal level, the Safe Routes Partnership and its allies maintain a steady voice for policy and funding support in Washington and provide a source of expert help, ideas, and resources for leaders at all levels.</p> <p>https://www.saferoutespartnership.org/safe-routes-school/101</p>	NGO program supported by government	UK
16	Rutas Bakanes a la escuela	<p>“Una literatura internacional, principalmente de países sajones, examina la utilidad de programas denominados “<i>Safe Routes to School</i>” o Rutas Seguras a las Escuelas, para fomentar el transporte activo (principalmente la caminata y la bicicleta) y con ello los niveles de actividad física suficientes para mejorar la salud física y mental. Al cambiar de contexto, a Chile, el marco general y los fundamentos del programa se transformaron profundamente, integrando un enfoque de género, educación cívica, y derechos, como parte integral del transporte sustentable, tomando en cuenta su dimensión social, la que a menudo es poco considerada.</p> <p>El resultado fue cambios profundos en las actitudes, capacidades y visiones de las comunidades escolares.”</p>	University-community collaborative research Lab, Laboratorio de Cambio Social	Chile

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	Concept	Key definition	Key or Original Proponent	Country
16	Playability and planning for child-friendly cities	The idea that city streets and public spaces should be safe priority places for children’s play and the adult and older adult activities associated with them Closely associated with the City for Children	Peña-Rivera y López-Navarrete (2021)	Costa Rica
			American Planning Association	US
			Francisco Tonucci	Italy, Global
17	Transport Justice and/or Social Inclusion	“Transport Justice develops a new paradigm for transportation planning based on principles of justice. Author Karel Martens starts from the observation that for the last fifty years the focus of transportation planning and policy has been on the performance of the transport system and ways to improve it, without much attention being paid to the persons actually using – or failing to use – that transport system. There are far-reaching consequences of this approach, with some enjoying the fruits of the improvements in the transport system, while others have experienced a substantial deterioration in their situation. The growing body of academic evidence on the resulting disparities in mobility and accessibility, have been paralleled by increasingly vocal calls for policy changes to address the inequities that have developed over time. Drawing on philosophies of social justice, Transport Justice argues that governments have the fundamental duty of providing virtually every person with adequate transportation and thus of mitigating the social disparities that have been created over the past decades.”	Karel Martens	Europe
			Karen Lucas, Tony Manzi	UK
			Lake Sagaris, Ignacio Tiznado	Chile

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	Concept	Key definition	Key or Original Proponent	Country
18	Healthy Cities	“WHO Healthy Cities is a global movement working to put health high on the social, economic and political agenda of city governments. Healthy cities are places that deliver for people and the planet. They engage the whole of society, encouraging the participation of all communities in the pursuit of peace and prosperity. Healthy cities lead by example in order to achieve change for the better, tackling inequalities and promoting good governance and leadership for health and well-being. Innovation, knowledge sharing and health diplomacy are valued and nurtured in healthy cities.”	World Health Organization, especially Europe	Global, WHO, PAHO, Europe, Canada
19	Open Streets	A Latin American practice that has spread globally, these initiatives typically eliminate cars from major connecting streets on Sundays, allowing pedestrians, skaters, cyclists and other forms of active transport to turn them into temporary parks and routes.	City of Bogotá; OPS/PAHO; Los Angeles, among others	Colombia

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	Concept	Key definition	Key or Original Proponent	Country
20 (a)	Universal access 1: Reference to spatial distribution of mobility	As one of the four global goals framing sustainable mobility in the Global Mobility Report (GMR), universal access in urban areas is the ability for people to reach the destinations necessary to lead productive and fulfilling lives. But transport infrastructure and services are rarely distributed equitably, and ensuring equity of access is of paramount importance. By 2050, the world’s urban population is expected to grow by 2.5 billion people, reaching 66 percent of the total global population. Most urban growth is projected to take place in developing countries in Africa and Asia. As economic activity continues to shift from mature economies toward these emerging markets, the number of daily trips made by people in urban areas could increase by 50 percent between 2005 and 2025. The GMR positioned access to economic and social opportunities for everyone as a key goal for achieving sustainable mobility, regardless of income, gender, age, disability status, and geographical location. The Global Tracking Framework (GTF) proposes indicators to measure progress toward that goal. This work supports Sustainable Development Goals 9 and 11 and the Habitat III New Urban Agenda.	World Bank and many transport authorities	Global and local
20 (b)	Universal access 2, sometimes known as universal design and access: Seeks to equalize mobility and access opportunities among people with temporary or permanent disabilities	“Universal design means planning to build physical, learning and work environments so that they are usable by a wide range of people, regardless of age, size or disability status. While universal design promotes access for individuals with disabilities, it also benefits others.”	Social movements of people with disabilities and their carers	US, Europe, Canada, Latin America

Source: Own search (2021-2022) and respective websites, as listed.

APPENDIX 2: FIND OUT MORE ABOUT SPECIFIC STRATEGIES

PLACEMAKING: DIVERSE STRATEGIES WORLDWIDE				
	Concept	Key or Original Proponent	Country	Find out more
1	Placemaking	Project for Public Spaces	US	https://www.pps.org/article/what-is-placemaking
		Advanced application, Scottish Planning authorities	Scotland	https://www.gov.scot/binaries/content/documents/govscot/publications/factsheet/2018/06/stirling-council-planning-authority-core-documents/documents/sg01-placemaking-sep-2014/sg01-placemaking-sep-2014/govscot%3Adocument/SG01%2B-%2BPlacemaking.pdf
		Implications for health	US	https://www.nationalacademies.org/our-work/the-value-of-inclusive-placemaking-for-health-equity-and-well-being-a-workshop
		Initial application, National Health Service	UK	https://www.england.nhs.uk/publication/putting-health-into-place-executive-summary/
		Applied as standard tool in Scotland	Scotland	https://www.ourplace.scot/about-place/placemaking
2	Buen Vivir	Foro para el Buen Vivir; international Forum for Wellbeing	Spanish	https://capbienvivre.org/forum-bien-vivre/foro-internacional-para-el-buen-vivir-2022/
			French	https://capbienvivre.org
			English	https://capbienvivre.org/forum-bien-vivre/international-forum-for-well-being-2022/
3	Complete Streets	Smart Growth America, with hosts the National Complete Streets coalition, and many local and regional city authorities	North America	https://smartgrowthamerica.org/what-are-complete-streets/
4	Livable Streets 1.0	Work by Donald Appleyard in the 1970s and 1980s	US and Europe	https://www.jstor.org/stable/1043165
5	Livable Streets 2.0	Recent update by Bruce Appleyard, 2000s	US and Europe	https://www.e-bookdownload.net/search/livable-streets-2-0
	FILM		https://streets-alive-yarra.org/journal/donald-appleyards-livable-streets/	
5	Walkability & Cycle Inclusion		Global advocacy	

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	Concept	Key or Original Proponent	Country	Find out more
6	Transit Oriented Development)	Institute for Transport and Policy	US and Global	https://www.itdp.org/library/standards-and-guides/tod3-0/what-is-tod/
7	Living Streets	Living Streets (NGO)	UK	https://www.livingstreets.org.uk
8		Living Streets Aotearoa (NGO)	New Zealand	https://www.livingstreets.org.nz
		Tucson and other locations	US	https://www.livingstreetsalliance.org
8	Calles Vivas	Rancagua, Santiago and Providencia, Chile	Chile	https://providencia.cl/provi/site/artic/20210322/pags/20210322143424.html
9	Pop ups Livable Streets	Los Angeles	US, Germany	https://ladotlivablestreets.org/content-landing/street-pop-up-events
10	Urbanismo táctico			
11	Tactical Urbanism		US	https://www.re-thinkingthefuture.com/designing-for-typologies/a6052-an-overview-of-tactical-urbanism/
		Guide	US	http://tacticalurbanismguide.com/about/
12	Woonerf, Living Street (Netherlands) and Home Zone (UK)	A participatory, community centered planning process designed to create child- and family-friendly neighborhoods	Netherlands	https://en.wikipedia.org/wiki/Woonerf
		UK planning concept based on woonerfs	UK	https://en.wikipedia.org/wiki/Home_zone
13	CPTED	Canada, International, Latin America	Canada and Latin America	https://www.cpted.net
14	Feminist or caring cities	Punt 6 collective, Barcelona	Spain	https://www.punt6.org/es/es-col-lectiu-punt-6/
15		Diverse applications	Chile	https://www.ciudadfeminista.cl
16	Community severance	Jennifer Mindel, UCL researchers	UK	https://discovery.ucl.ac.uk/id/eprint/1544770/1/01%20What%20is%20community%20severance%20M.pdf
17	Safe Routes to School	Road safety advocates	Historical information	http://guide.saferoutesinfo.org/introduction/history_of_srts.cfm

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	Concept	Key or Original Proponent	Country	Find out more
		Children's advocates	Denmark	https://www.jstor.org/stable/10.7721/chilyoutenvi.15.1.0234
		City government	Canada	https://www.calgary.ca/roads/safety/active-school-routes.html?redirect=/activeschools
		NGO program	US	https://www.saferoutesinfo.org
		NGO program supported by government	UK	https://www.gov.uk/safe-walking-cycling-routes-school
18	Rutas Bakanes a la escuela (Kool Routes to School)	University-community collaborative research Lab, Laboratorio de Cambio Social	Chile	https://revistascientificas.us.es/index.php/HyS/article/view/11255
19	Playability and planning for child-friendly cities	Peña-Rivera y López-Navarrete (2021)	Costa Rica	http://www.cambiarnos.cl/wp-content/uploads/2021/07/TRANSPORTE-Y-SALUD_FINAL_21JUN_compressed.pdf
		American Planning Association	US	https://www.planning.org/blog/blogpost/9101938/
		Francisco Tonucci	Italy, Global	https://www.youtube.com/watch?v=ykc8-7DmxTY
20	Transport Justice and/or Social Inclusion	Karel Martens	Europe	https://www.routledge.com/Transport-Justice-Designing-fair-transportation-systems/Martens/p/book/9780415638326
		Karen Lucas, Tony Manzi	UK	https://westminsterresearch.westminster.ac.uk/item/941y5/transport-the-environment-and-social-exclusion
		Lake Sagaris, Ignacio Tiznado	Chile	http://www.cambiarnos.cl/balance-de-transporte-justo/
21	Healthy Cities	World Health Organization, especially Europe	Global, WHO, PAHO, Europe, Canada	https://www.who.int/europe/groups/who-european-healthy-cities-network
22	CicloVía/Open Streets	City of Bogotá; OPS/PAHO; Los Angeles, among others	Colombia	https://www.paho.org/en/file/36693/download?token=f1hrFEEA
23 (a)	Universal access 1: Reference to spatial distribution of mobility	World Bank and many transport authorities	Global and local	https://openknowledge.worldbank.org/handle/10986/30485

PLACEMAKING: DIVERSE STRATEGIES WORDLWIDE

	Concept	Key or Original Proponent	Country	Find out more
23 (b)	Universal access 2, sometimes known as universal design and access: Seeks to equalize mobility and access opportunities among people with temporary or permanent disabilities	Social movements of people with disabilities and their carers	US, Europe, Canada, Latin America	https://www.buffalo.edu/access/help-and-support/topic3.html
			Chile	https://www.ciudadaccessible.cl
24	BOLD Policy Project ,		Canada and US	https://windsorlawcities.ca/wp-content/uploads/2023/02/Brief-BOLD-Policy-Project.pdf , or http://www.jaypitter.com/#Placemaking

Source: Own search (2021-2022) and respective websites, as listed.