

Fresque
de la Ville.fr

The City Fresh

Is a serious game to dialogue on the issues of the city's construction and to identify collectively the transitions to be undertaken

Information and instructions: www.fresquedelaville.fr

Fresque de la Ville.fr



The game is played in teams of 5 to 8 players who collaborate and debate to organize the cards in a logical cause-consequence order.

They progressively compose a large fresco describing the way we build our cities.

There is no uncontestable answer and the frescoes can be different from one group to another

How to play?

To play the game you need:

- A facilitator who can lead 1 to 3 teams at the same time.
- A team of players (5 to 8 people per team).
- A set of cards and materials per team: a sheet of paper about 1m x 1m60, a table to tape it to, tape, markers.

At least 1h30 of time.

The game is composed of 4 sets of cards that are distributed one by one by the facilitator. During the last set, the players make arrows between the cards to connect them to each other, tape them on their sheet and have to find a title.

At the end, we advise you to put the frescoes vertically to have a nice overview.

To play a shorter version it is possible to remove the cards: n°7, n°15, n°23 and n°34.

To find all the detailed explanations, download the instructions on www.fresquedelaville.fr

How to play?



URBAN SPRAWL



Urban sprawl

Urban sprawl is the rapid expansion of the geographic extent of cities and towns, often characterized by low-density residential housing, single-use zoning, and increased reliance on the private automobile for transportation.

In France, urban sprawl grows three times more quickly than the population. Every year, between 20 to 30,000 hectares of land are taken from natural, agricultural or forest use to urban use.



INTENSIFICATION OF CAR USE



Intensification of car use

Since the beginning of 21st century, the number of passenger cars in use in France has increased by one third whereas population grew by 11%. In 2020, 36 million cars are in use, for a population of 67 million people. This intensive use is linked to the presence of road networks and consumes fossil fuels.

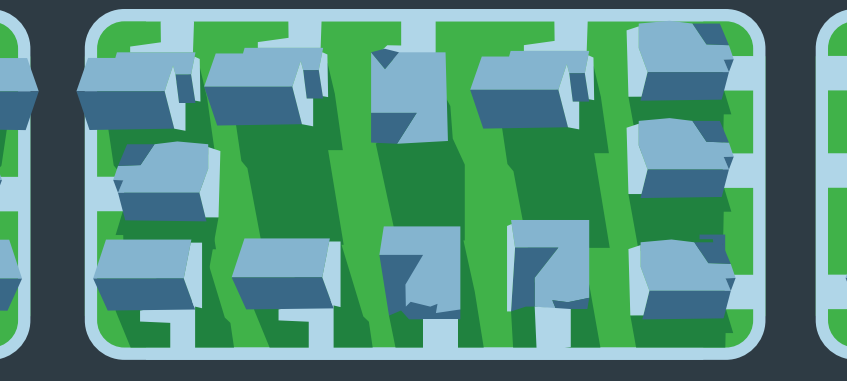


ROAD NETWORKS



Road networks

The French road network is 1 million km long, or more than 25 times around the Earth. This makes it easier for people to work far away from home.

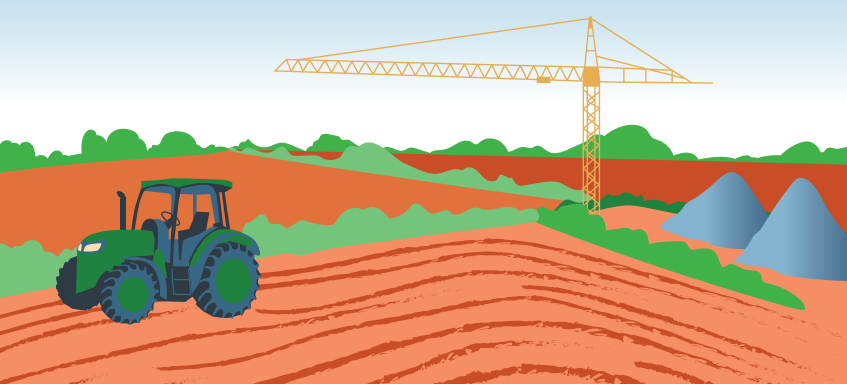


SUBURBAN HOUSING

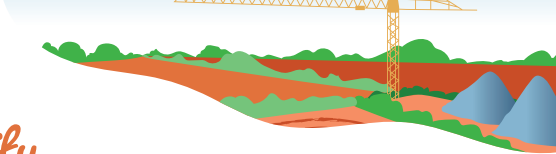


Suburban housing

The «suburban» model was born in the 1950s in the United States: neighbourhoods of standardised houses bought on credit, built on agricultural land. This model is developing in many countries on the outskirts of towns and villages, contributing to urban sprawl.



FOOD SECURITY



Food security

One third of the agricultural area that feeds the French is located outside France. This limits resilience in the event of a food crisis.



LOSS OF AGRICULTURAL LAND



Loss of agricultural land

Between 1960 and 2010, the useful agricultural area per capita was divided by 2 in France, due to the increase in population and the decline in cultivated land. This raises questions about food security.



RISING PROPERTY PRICES



Rising property prices

Property prices are rising in the heart of attractive metropolises, pushing some of the population to buy in the suburbs at a more affordable price. This leads to more socially homogenous neighbourhoods and thus to spatial segregation.

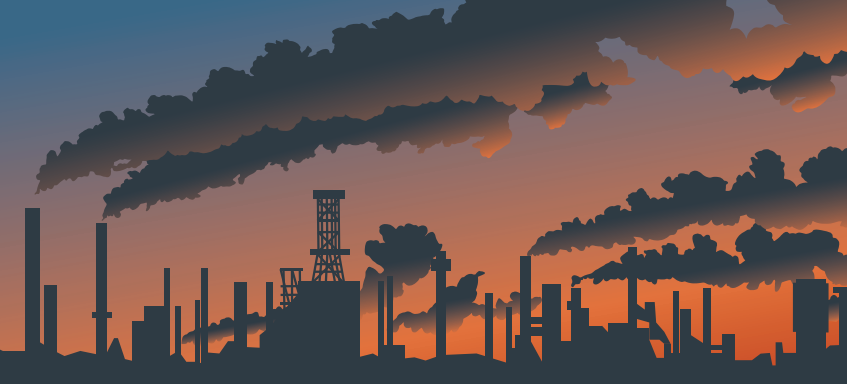


CONSUMPTION OF FOSSIL FUELS



Consumption of fossil fuels

The use of thermal cars, the construction of buildings and infrastructures consume fossil fuels, such as oil or gas.



GREENHOUSE GAS EMISSIONS



Greenhouse gas emissions

The use of a building consumes fossil fuels and electricity. At the global scale, the production of electricity accounts for 40% of the total GHG emissions. Other sectors: industry and construction 19%, transportation (excluding international maritime and air transport) 18%, agriculture 13%, building 6% and waste 3%.

Source: ClimateWatch, 2019 data



AIR QUALITY



| Air quality

Transport and heating generate air pollution. Poor air quality causes 48,000 premature deaths per year in France and about 4,2 million worldwide.

Source: OMS



OUT-OF-TOWN INDUSTRY



Out-of-town industry

Industry has been relegated to the outskirts of cities because of the nuisance it can generate and the high price of land in city centres. This contributes to urban sprawl.



SEPARATION OF USES



Separation of uses

The separation of uses (production, work, housing, leisure), opposite to mixed-use, leads to neighbourhoods in which only one use is possible. This encourages urban sprawl and car dependency.



SOIL SEALING



Soil sealing

A lot of land is sealed, especially to accommodate road infrastructure. This causes increased flooding and amplifies the effects of urban heat islands.



CONSTRUCTION



Construction

In France, about 400,000 houses are built every year. The construction sector is a major consumer of resources and emits a lot of waste.



BUILDING OBSOLESCENCE



Building obsolescence

When buildings lose their use, their adaptation to new uses is not always possible. This multiplies the number of wastelands and leads to the construction of new buildings.



SPATIAL SEGREGATION



Spatial segregation

The price of real estate and the separation of uses organise the territory into housing areas without social and functional diversity.



CITY FOR THE CAR



City for the car

With the increase in the use of cars, the city has been designed for them. For example, more than 50% of public spaces in Paris are dedicated to cars



LOGISTICS ZONES



Logistics zones

Logistics zones are becoming increasingly common at the entrance to cities. The trend is accelerating with the development of e-commerce. This contributes to urban sprawl and generates goods flows in the city.



CLIMATE CHANGE



Climate change

Greenhouse gases emitted by human activities lead to an increase in average temperatures and the frequency of extreme weather events.

See the Climate Fresk for more details



COMMERCIAL ZONES



Commercial zones

There are more than 10,000 commercial zones in France. Several million additional square meters are authorised every year on the outskirts of towns. This contributes to urban sprawl.



INCREASE IN DISTANCES TRAVELLED



Increase in distances travelled

Whereas in 1973, French people travelled an average of 13km per day, they travelled 44km per day in 2018.



ECONOMIC COST OF URBAN SPRAWL



Economic cost of urban sprawl

The sprawling city entails additional costs for its construction and operation: infrastructure, urban services, etc.



URBAN HEAT ISLANDS



Urban heat islands

Climate change will make the phenomenon of urban heat islands, i.e. a rise in the temperature of city centres compared to the outskirts, more prevalent. They are caused by heat-storing building materials, lack of water and vegetation.



LOSS OF BIODIVERSITY



Loss of biodiversity

Animals and plants are affected by climate change and the fragmentation of their environments: they move or disappear.

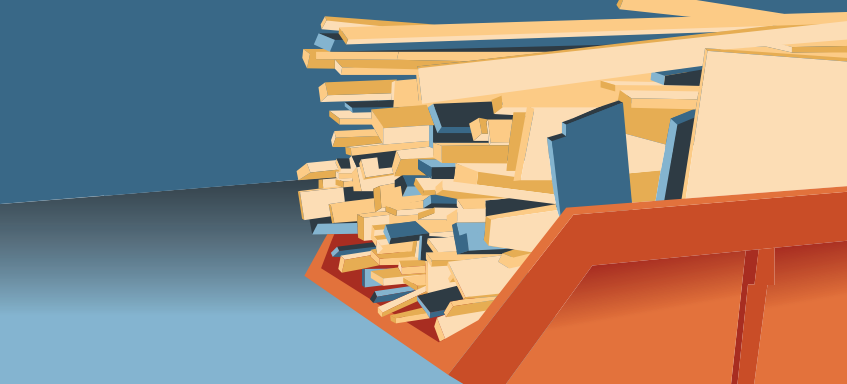


WASTELANDS



Wastelands

A wasteland is a built-up or undeveloped area that has not been used for an abnormal period of time. It consumes land without use. We are currently unable to quantify the exact number of wastelands in France.

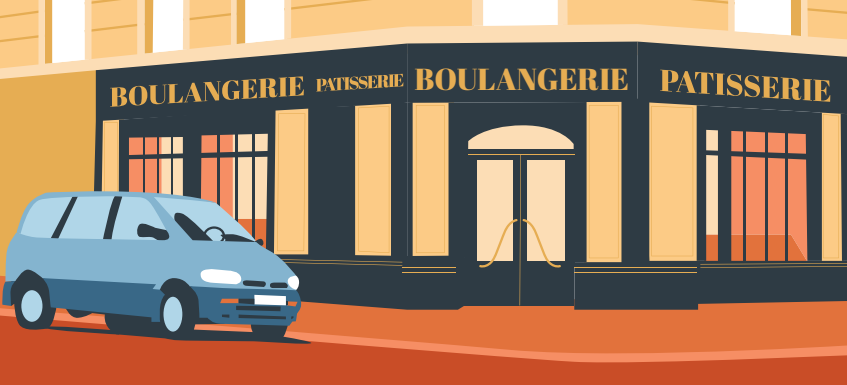


WASTE FROM (DE)CONSTRUCTION



Waste from (de)construction

In 2014, construction activities in France generated 227 million tonnes of waste out of 324, all waste combined, i.e. almost $\frac{3}{4}$ of the waste produced in the country.



DEPENDENCE ON THE CAR



Dependence on the car

When the city is designed for the car, particularly because of the separation of uses, it is difficult to do without. In 2015 in France, 40% of car journeys in urban areas were less than 3 km long.



FLOODING



Flooding

The sealing of soils prevents water from infiltrating: this can lead to increased flooding.



TRANSPORT OF GOODS



Transport of goods

In 2019, 89% of land-based goods in France are transported by road. This causes traffic problems and air pollution.



HUMAN HEALTH



Human health

Poor air quality, the disappearance of species and the emergence of new diseases are worsening our health.



FRAGMENTATION OF NATURAL ENVIRONMENTS



Fragmentation of natural environments

Urbanised areas create breaks in ecological continuity and fragment natural environments. This endangers biodiversity.



DECONSTRUCTION



Deconstruction

Changing needs cause buildings to become obsolete. This can lead to its deconstruction and produce a lot of waste.



SOCIAL CONFLICTS



Social conflicts

Social and spatial segregation leads to inequalities between populations and encourages the emergence of social conflicts.



FRAGILE CITY



Fragile city

The current city is not very adaptable or resilient. It is not organised to absorb crises and struggles to evolve.



CONSUMPTION OF NATURAL RESOURCES



Consumption of natural resources

Building requires many natural resources such as sand, water, wood, minerals, metals, etc. These resources are becoming scarcer and can be a source of conflict between countries.



HEATWAVES



Heatwaves

Rising temperatures are increasing the frequency of heat waves. Due to the sealing of the ground and urban heat islands, these heatwaves are particularly felt in cities.





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37