



# **GLOBAL NIGHTTIME RECOVERY PLAN**

## **CHAPTER 3:**

## **INNOVATING FOR 24-HOUR CITIES**

# WHAT IS THE GLOBAL NIGHTTIME RECOVERY PLAN?

*“THE NIGHTCLUB AND THE BAR ARE AMAZING, SPECIAL THINGS - THEY’RE FUNDAMENTAL TO OUR CULTURE. THEY’RE WHAT DRAW PEOPLE TO CITIES, THEY’RE WHAT MAKE PLACES FEEL VIBRANT.”*

– ANDREW TUCK, HOST OF MONOCLE’S THE URBANIST

The **Global Nighttime Recovery Plan** is a collaborative practical guide that aims to provide all members of the nighttime ecosystem the knowledge and tools to aid their cities in planning for safe, intentional, and equitable re-opening.

## Opportunities to Reimagine

Nighttime industries are facing unique pressures, but are also led by strategic and creative problem solvers and collaborative, resourceful organisers. By considering both spatial and temporal dimensions of the 24-hour city, these cross-sector leaders can enable cities to rebound from COVID-19 stronger and more resilient than before.

Each chapter includes:

### Guidance from re-opening to re-imagining:

1. **RESOLVE: Analysis** of cities’ immediate actions to contain COVID-19.
2. **RESILIENCE and RETURN: Tools and strategies** to shape recovery.
3. **REIMAGINATION and REFORM: Scenario planning** to define next normal.

**Not “Best Practice,” but “Practice”:** No one has all the answers yet—the plan highlights various workable approaches in an ongoing, collective learning process.

**Challenging “the way things were”:** Pre-pandemic, nightlife was already vulnerable, and working close to the margin. As we return, how do we re-envision a better “normal”?

**Never one-size-fits all:** We know what works in one political or cultural context may not work in all. These models are a starting point for cities to modify and re-contextualise in service of more equitable, just, and inclusive nightlife scenes.

**Suggestions for measuring progress:** Both stories and data—quantitative and qualitative—are essential to capture progress and success in nightlife landscapes.

**Harm-reduction mindset:** We recognise that people will always want to gather. Rather than denying that impulse, we wish to help people do so safely. This guide should always be used in the context of local public health guidelines.

We hope this resource is of use in your city, and we’d love to hear how you’re putting it to work. Please stay tuned at [nighttime.org](https://nighttime.org), and reach out to us with questions, ideas, and interest: [hello@vibe-lab.org](mailto:hello@vibe-lab.org).

With warm wishes,

The Global Nighttime Recovery Plan team



THE GLOBAL NIGHTTIME RECOVERY PLAN WILL BE RELEASED CHAPTER-BY-CHAPTER OVER THE COURSE OF 2020. FIND THE LATEST INSTALMENT ON [NIGHTTIME.ORG/RECOVERYPLAN](https://nighttime.org/recoveryplan).

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## INTRODUCTION: INNOVATING FOR 24-HOUR CITIES

Finally, a safe and inclusive urban night is increasingly being recognised as vital to the economic, social and cultural wellbeing of the city as a whole. The night is experienced by the people who live in our cities; those who visit them and the often invisible workers who keep them functioning. Whether in the entertainment industry, transit staff, or key workers - we need to make cities work better for all of us. Covid-19 has challenged the way we design cities, regulate them and how we move around them after dark.

This chapter examines the problems faced in creating safe, welcoming and attractive cities at night in the time of Covid-19, particularly in a phase when 'second waves' and resurgences mean potential further lockdowns and local restrictions may be commonplace for the foreseeable future. Those in the emerging fields of night-centric planning, design, and policy are uniquely positioned to offer solutions because of their experience in considering the temporal aspects of city life. When space for physical distance is in such high demand, creative time-based strategies can decongest valuable space and offer more economic and social opportunity.

We present potential solutions to welcome citizens securely back to the nighttime city through three sections:

- the **activation** of our streets and spaces in the nocturnal hours;
- foregrounding the undervalued but critical role of **illumination**;
- developing more inclusive approaches to **movement** around our cities after dark.

It is vital that municipalities, licensing and planning authorities, business groups and transit operators are proactive in what is a fast-changing landscape of user behaviour and social norms. The chapter also demonstrates how existing tools and techniques that have been used to create more resilient nocturnal cities over the past decade can benefit both the recovery of the night and of cities as a whole.

## ISSUE STATEMENT

**The city at night appears to be suffering more than in the day, not just because of the restrictions on nightlife, arts and culture, but because the night is too often seen as the time that can be pushed to the back of the line when urban strategies are being developed and funding is handed out (witness the rush to re-closure of nightlife and cultural business when the scientific evidence for their shutting did not exist). However, the pandemic has foregrounded these temporal injustices in a way that almost three decades of previous after-dark research and advocacy have failed to do.**

**These unprecedented times have created an opportunity for those passionate about the night—entrepreneurs, urbanists, politicians, artists, academics, local activists—to challenge the marginalization of the night, so that both during recovery and afterwards, nighttime is better integrated into how we plan, regulate, manage and understand cities, so that change becomes permanent.**

Movement and transit are the connective tissues that allow cities to function. Even in a time when cities such as London have stopped 24-hour subway services, we must not lose focus on sustainable, healthy and equitable solutions to urban movement that work both day and night.

There are huge opportunities, already demonstrated in many places, to embrace the hours after dark and exploit longer and later opening of services to address issues of physical distancing.

Cities are looking proactively at how they respond to the crisis by thinking in new ways and fast-tracking existing plans and projects to aid recovery. It is crucial that temporary and experimental interventions, be they policy changes or physical projects, can be changed quickly as evaluation takes place to measure their impact, and where effective, integrated permanently into our cities at night.



## 3.1 ACTIVATION: INNOVATING FOR 24-HOUR CITIES

Many people have had no choice but to keep working in our cities throughout the pandemic. We are all incredibly grateful for their efforts. But welcoming people *safely* back to our cities on a discretionary basis—both day and night—is critical to society's recovery. The evidence already shows that most people (unless they absolutely must travel) will stay at home if they don't feel safe. If we are to encourage more people back to the nighttime city, its attractions, spaces, businesses and transport must feel safe and welcoming.

Nearly every city around the world is suffering from lower footfall, often up to 70% lower than pre-Covid-19. This is particularly true of urban centres and culture and nightlife districts. Despite the economic, social and cultural urgency of the situation, it may seem strange to say that, at this point, we do have time on our side.

Making more use of the hours in the day allows us to create more of the most precious commodity of the Covid-19 era: space for physical distance. If a city is to operate later and longer, being innovative and flexible will help us make the best use of our urban space over the full twenty-four hours.

The start of this process has been at the micro level - through the movement of eating and drinking and some distanced events outdoors (see Chapter 1 *Managing Outdoor Space & Sound* and Chapter 2 – *The Future of Dancefloors*). But we also need innovative macro city-scale activation strategies that draw people back to our cities in the first place, alongside communications plans to tell people what's going on, to inform them *why* the city is safe, and *how to access* it (see also 3.3 - *Movement*).



PHOTO: CLAY LECONY



## i. ANIMATION: MAKING OUR CITIES ATTRACTIVE AT NIGHT

Pre-Covid-19, the majority of cities, capitals and tourist centres were already struggling to develop a strategic 24-hour approach, a cohesive nighttime offer and systems of after dark management (see the upcoming GNRP *Governance* chapter). If major world cities are struggling to offer a critical mass of activity at night, then this suggests many urban centres are struggling. Planned activation of the city at night (tied in to wider 24-hour city plans and to other sections in this chapter such as *Movement* and *Illumination*) is vital to mitigate the impact of Covid-19, as well as to rebuild better so we can create more inclusive and diverse nocturnal cities of the future.

Large sections of society want to go out in the evening and at night, but the range of activities previously available is severely limited. This may be because those activities cannot currently be made Covid-mitigated, prove unappealing in physically distancing distant form, or the businesses that provide them have ceased trading.

If we still want active nighttime in our cities in the near future, we must resist the temptation—particularly as winter comes in the northern hemisphere—to bunker down. Fortunately, cities, landowners, cultural producers, community groups and business organisations are starting to think about how to represent the city in a way which is attractive to those who may be nervous or who have become accustomed to a diet of streaming television, home-delivered everything, and online fitness classes.

Cities that use a mix of activation techniques within an overall place-based strategy that brings together all of those with a stake in the night—municipalities, business, arts and community—will have a much greater chance of success than individual actors on their own.

### OPPORTUNITIES

Formalise existing initiatives on outside seating for food and drink businesses (and offer grants for ‘winterisation’).

Create socially-distanced place-based events, night walks and tours bringing art, music, science, sport and culture outside.

Commission public art and lighting installations (see also 3.2 - *Illumination*), which show clearly that positive change is happening.

Landowners with empty or unsold retail or office units can offer discounted or free spaces for artists and makers, pop-up food and retail as well as community groups who can play a key role in activating the evening.

Collaborate *between* sectors to create much stronger outcomes. For example, bars and restaurants, museums and galleries, independent shops and personal services promoting their neighbourhood together will succeed better than individual businesses trying to recover alone.

Develop collective voucher schemes and promotional nights to drive trade on quieter weeknights.

Use ambassadors, rather than police, to manage foot flow and physical distancing. This creates a more inclusive and approachable city.

Municipalities should start planning for more residential in urban centres now.

Municipalities should consider funding enterprise start-up tax breaks for those prepared to open new business in downtowns or cultural districts.

### CHALLENGES

The challenges of weather, physical distancing and crowd management all still apply.

During the pandemic, online entertainment, social media and tech-based socialising have become further entrenched.

Re-introduction of work-from-home directives will limit latent audiences for evening activities in city centres. Many office workers do not want to return at all.

Landowners often prefer units to remain empty than risk low and no-return occupiers – but models of short-term letting contracts for creative uses do now exist.

## ii. LONGER AND LATER: FLEXING REGULATIONS TO PROMOTE THE NIGHT

We are not advocating the 24-hour city concept for all places. Rather, we want to show how towns and cities can flex regulations to support longer opening, something that can help physical distancing in response to the pandemic, whilst promoting long-term cultural change to opening hours as well as changing citizens' habits. There are “shades of night”—different times and contexts—which are adaptable to different uses and regulations.

In some cities, later opening of shops, markets and services is the norm. New York is famously “the city that never sleeps”, and in Asia and Latin America, eating, drinking and shopping late into the night is common. But in many cities activity traditionally stops earlier. In the Covid-19 era, this is often *much* earlier. This pandemic has meant an important interruption to the concept of the “24-hour city.” A remarkable feature of most distancing schemes is their conservative use of time: based on the premise that less activity equals less exposure to the virus, curfews and so-called “Cinderella laws” have been adopted by cities all over the world - even global nightlife capitals such as Berlin, which faced its first citywide curfew in 70 years. In March 2020, London suspended its Night Tube service for a year, while New York City's subway stopped running 24-hours for the first time since the service began its operation in 1904. These interruptions gravely affect nighttime workers, who cannot afford other mobility options to travel to and from their places of work. In this context, a key part of our response must be to encourage people to safely enjoy and be able to transit through their cities again (providing it is within the current local and national regulations).

Fortunately, some cities are now realising that there is room to be innovative in the way they apply existing regulations or have sought to flex policies to allow short-term changes, with the potential for them to become permanent - if acceptable to the community. Flexibility may aid businesses' sustainability as they can operate at reduced capacity, but over longer hours.

Where community challenges (e.g. noise, litter) were posed by some late-night businesses (or in reality their customers), these are likely to have lessened. This presents an opportunity to rethink hours of operation and controls, but also poses a threat: there is less noise for residents and less work for the police. Both may be intolerant of an increase.



PHOTO: ADAM NIESCIORUK





PHOTO: HESHAN PERERA

Urban planning is also now in the spotlight. Planning policy and regulations are key to both spatial location of nighttime activity but also its temporality. Planners need to identify how planning policy can be changed to facilitate recovery and develop a more diverse evening and nighttime city.

There will be huge pressure to re-envision land use in those cities and districts where commercial property is predominant, because demand for offices may not return to the pre-pandemic levels. There is a need to undertake land use studies to understand what could replace that stock. More urban residential land use is attractive because it creates new users of services in the evening and at night, but this also creates conditions for future disputes regarding late night activity. These are new residents who will have a stake in their neighbourhood. But it comes with challenges around the quality of development and its integration into existing placemaking, and existing nightlife venues which must be protected through ‘agent of change’ policies.

Opening public services later presents opportunities for innovation. The night is not just about leisure and consumption. For those who work late and who are returning home, evening services can be a life-saver. For night-workers, services that they can use in their ‘lunch’ break (which may be midnight) are invaluable.

Being able to get the services you need in your local neighbourhood at the right time of day and night by walking is key to the concept of the “15-minute city”, as popularised by the mayor of Paris, Anne Hidalgo. The pandemic has certainly heightened the importance of the neighbourhood, as commerce and the use of amenities has localised for many people. But this will be meaningless if the 15 minute city only applies to the daytime. At night, luminous legibility, good quality pavements, and stopping places for respite can facilitate walkability. Fortunately, developers are starting to incorporate the principles of walkable, 15-minute cities into their plans.

Whilst there are many parts of the world where retail, night markets and consumer services *do* open later into the evening, there remain many cities and neighbourhoods where the offer closes early. By *carefully* and *appropriately* relaxing closing times for retail, nightlife and services—as Sydney and Vietnam are currently experimenting with—the more we can support business, social and cultural recovery from Covid-19 whilst developing more viable and functional after-dark cities.



## OPPORTUNITIES

Relax temporal (not just spatial) licensing and planning restrictions, so retail and leisure can open later to aid physical distancing and promote business viability. This includes examining the feasibility for longer extended hours on high streets and retail markets.

Open health centres and municipal services later to allow community participation in socially distanced settings.

Relax regulations on use and permitted business activities for nighttime businesses which otherwise are used for assembly so they can 'pivot' to alternative business models (e.g. letting a concert hall sell retail merchandise, takeout food, or become an art gallery).

New opportunities for socially distanced night markets, supporting small businesses and street activation.

Designing integrated pilots to encourage later open hours - pairing entertainment, new forms of lighting and seating alongside promotional efforts.

## CHALLENGES

Later opening of nightlife districts could bring back old problems of noise or perceptions of antisocial behaviour.

Rapidly revised regulatory schemes may have unintended and unknown risks for consumer and worker safety and nuisance.

Survey research about consumers' stated preferences regarding safety and demand is needed to allow regulators the evidence-basis with which to design new regulations that are beneficial to business, whilst prioritising safety.

Not everyone (employees or business owners) wants to work later into the evening or at night. There are implications for sleep quality, mental health and relationships.

Temporary relaxations of licensing and planning may set a future expectation.

Handled wrongly, incorrect guidelines could leave workers having to choose between their health and economic security. It may be better that some subsectors remain closed (and properly subsidised).

Later opening requires a 'critical mass' of retailers and other services to create a sustainable destination, alongside marketing and promotion.

Flexibility and later opening needs to be linked to effective movement and in particular methods of getting people home.

Allowing regulatory fluidity may upset existing well-balanced land uses and operating times.

Relaxations could lead to rushed, piecemeal development where the quality of placemaking suffers.

### iii. COMMUNICATION: HELPING PEOPLE TO UNDERSTAND WHAT'S ON OFFER

Key to creating a welcoming and safe city after dark is ensuring everyone knows what is on offer, what is being done to make it safe, and how to get around.

In the pandemic-recovery era, there is a need to research consumer, resident and worker attitudes *and* behaviour on a regular basis, in order to tailor communications to these segments and which motivate them to participate in the city at night in a safe way that is right for them.

We can segment society into hypothetical groups:

- Those who must go out in order to work.
- Those who want to go out and will do so no matter what (but might not know what is open).
- Those who would like to go out but who are scared or do not feel confident.
- Those who are happy to stay at home (but might be tempted out with great deals).
- Those who rarely or never went out anyway, even pre-Covid-19.

It is possible using this type of segmentation to develop nuanced communications strategies that help people (re)access the evening and nighttime city.

*“A POST-COVID CITY MUST EMBRACE THE NIGHTTIME ECONOMY FOR LIVELIHOOD CREATION AND BETTER URBANISM. A 24-HOUR CITY WITH A VIBRANT NIGHTLIFE AND NIGHT MARKETS ARE KEY ATTRIBUTES OF CREATIVE CITIES. A LIVELY CITY AT NIGHT IS ALSO OFTEN A SAFE CITY DUE TO COMMUNITY SURVEILLANCE.”*

– PRATHIMA MANOHAR, CEO, THE URBAN VISION

#### OPPORTUNITIES

Cities can create a community-engaged vision and strategy for nighttime design and governance to guide community and economic development through recovery and beyond. Credible engagement with stakeholders will endure beyond the pandemic and include more voices in civic conversation about the local nighttime economy.

Ensure that the city's overall Covid-19 resilience and recovery plan considers the hours of evening, night and dark hours of the morning, and all of the relevant stakeholders. This can be done by creating a specific resilience and recovery working group with the objective of driving the renaissance of the evening and night.

Work with destination management organisations (DMOs) to showcase the retail, cultural and nighttime economy offers to tourists.

Undertake regular surveys to understand resident and visitor confidence in visiting the city and its neighbourhoods, both day and night.

#### CHALLENGES

There are those who will not wish to return to downtown areas, or leisure or cultural neighbourhoods for the foreseeable future and resources targeted at them will be wasted.

Individuals or groups who are failing to comply with health guidance may deter those who would otherwise be tempted to return at night.

Further waves and local lockdowns are having deeply disruptive economic and political impacts on any momentum that has been hard won.



## EXAMPLES OF SOLUTIONS TO SAFE AND WELCOMING CHALLENGES:

CITIES	SOLUTIONS
China	The Chinese government is promoting a consumption-based approach to Covid-19 nocturnal recovery, including opening shops later but also services such as medical centres.
Newcastle, Australia	Flexing licensing laws. The NSW Government has relaxed 'lockout licensing laws' in a trial to allow restaurants to stay open and serve drinks until midnight and small bars until 2am.
London, UK	Bermondsey Neighbourhood Marketing Campaign, where local restaurants, bars, shops, services come together to offer discount evenings.
Various cities, Vietnam	The Vietnamese government is developing a framework for major cities where it wants to promote later opening of services, entertainment, night markets and restaurants.
London, UK	The Mayor has commissioned a later opening study into the costs and benefits of 'Later opening London'. Includes Toolkit for municipalities to open shops and services later. Due October 2020.



PHOTO: Y S

*“WHILE TRAVEL RESTRICTIONS AND PHYSICAL DISTANCING HAVE CREATED MANY CHALLENGES FOR CITIES’ NOCTURNAL ECOSYSTEMS, THEY COULD ALSO CREATE INCENTIVES TO DEVELOP MORE LOCAL NIGHT SCENES. NIGHTLIFE AND ENTERTAINMENT USES HAVE TRADITIONALLY BEEN SEPARATED THROUGH LICENSING AND ZONING LAWS INTO SPECIALIZED DISTRICTS, AWAY FROM RESIDENTIAL USES. AS MORE PEOPLE WORK FROM HOME AND AS PUBLIC TRANSIT OPTIONS BECOME MORE LIMITED TO TRAVEL TO AND FROM CITY CENTERS AT NIGHT, CBDs MIGHT GAIN NEW RESIDENTS WHILE PERIPHERAL NEIGHBORHOODS MIGHT WITNESS A RENAISSANCE OF THEIR CULTURAL AND ENTERTAINMENT OFFER. DECENTRALIZING AMENITIES SUCH AS NIGHTLIFE, LEISURE CENTERS AND CREATIVE SPACES COULD HELP CREATE MEDIUM-INTENSITY ENTERTAINMENT HUBS RATHER THAN CONGESTED AREAS WHERE TENSIONS BETWEEN RESIDENTS AND REVELERS TEND TO EXACERBATE.”*

– ANDREINA SEIJAS

## CASE STUDY: A SAFE, WELCOMING AND LATER OPENING SYDNEY

Sydney, capital of New South Wales, has had its challenges with nightlife over the past few years (for example, from the infamous state imposed ‘lockout laws’ (from 2014, revised 2019). But it is now at the forefront of global 24-hour city visioning, planning, data and impact evaluation; an encouraging example to all other aspiring 24-hour global cities.

Comprising 33 councils, the highest profile of these—City of Sydney Council, which covers central Sydney and inner suburbs—has taken a lead on the night since February 2013, implementing its vision for Sydney at night: the *Open Sydney Strategy*. In June 2019 the council published a new set of policies to promote later opening, innovation and expansion of the nighttime city. These include: changing planning policy to allow the city centre to trade 24 hours rather than until 5am (to coincide with new late night Metro stops and light rail system), later opening of shops and hospitality venues in certain neighbourhoods and, perhaps most ambitiously, a plan for an entirely new later opening cultural quarter in the industrial area of Alexandria.

In August 2020, the council published new proposals to streamline approvals for shops and cultural activities, adjust zoning regulations to allow creators and light industrial makers back into retail areas to enliven evenings and protect the sound rights of venues from encroaching residential development.

The city’s lead was followed in September 2020 by the NSW Government when it published its *Sydney 24-Hour Economy Strategy* for the whole of Greater Sydney. With City of Sydney at its heart, the strategy also focuses on growing 24-hour districts and the nighttime offer of city neighbourhoods. This innovative document recognises the importance of providing connected transit, shopping, healthcare and public services for night workers. It also introduces a 24-hour ‘Coordinator General’ and funds an *Activate Sydney @Night Programme* (giving grants to neighbourhoods to expand their nighttime offer). Woven through all is a strategic recognition that the 24-hour city is no longer comprised of just the nighttime economy but of all those supporting workers, business and services.

## THE RIGHT TO THE PANDEMIC CITY BY MICHAEL FICHMAN



PHOTO: MIKE RUBIN

The dialogue about the “right to the city” at night—the communities and activities that are given legitimacy in a city’s public life—has taken on new dimensions during the pandemic. Chapter 1 (*Managing Outdoor Space & Sound*) explored how cities have grappled with how, where and when to extend private commercial uses into public space and whether to allow socially distant concepts of events.

In and around the Motor City of Detroit, on-street drag racing (like warehouse parties) is one of the city’s loudest and most popular illegal night time activities. The source of a diverse and large following, these races are nonetheless notorious for accidents and loud noise. In recent years, like underground music before it, underground drag racing began a cross-over to a few instances of corporate legitimacy. Now, auto manufacturers sponsor events like the *Motor City Showdown* at Detroit Airport.

This year, health concerns led to the cancellation of major legal events. This happened despite objections that auto-oriented events (like drive-in concerts and parking-lot dining) were ideal for Covid-mitigation and that carefully planned races would allow for proper spacing and protective equipment.

The alternative to sanctioned drag races, as with regulated music and entertainment, is spontaneous events - a risk to health and a source of noise, nuisance and negative PR. This begs the question “which activities and communities deserve sanction to use the city in a Covid-mitigation way?” The answer is deliberated through the politics and the governance of the nighttime city - the subject of future chapters of the Global Nighttime Recovery Plan.



## 3.2. ILLUMINATION: KEEPING THE LIGHTS ON

Properly designed lighting is crucial for the implementation of safe, welcoming, and attractive after-dark places. Not only is visibility critical for people to identify destinations, clarity of pathways ensure traversing between those destinations is safe and pleasant. For cities seeking to make the best use of the full 24 hours, well-designed lighting is vital to extend operating hours and daytime activities into the night. This increases the potential for communities and businesses to thrive.

Creating Covid-mitigated, repurposed spaces for socialising in cities will follow the quick-start, flexible processes we have learned to live with in the spring and summer of 2020. We posit that temporary pilots yield great results. And, if we get the design and management of new trial projects right, we can demonstrate their permanent value. At the same time, we can also use the disruption caused by the pandemic as a chance to re-evaluate and re-invigorate existing spaces, using light to maximise their value.

Here we suggest quick and simple lighting and design interventions alongside long-term and permanent policy changes. This is not a 'how best to light cities guide' - it's a guide to experimentation in a dynamic time. We say that *now* is the time to be bold - to test out imaginative schemes and innovative ideas that merit permanence in the post-Covid-19 era.

## i. WELCOME PEOPLE TO CONNECT WITH THE POWER OF LIGHT



PHOTO: LENI SCHWENDINGER ILLUMINATED SHOPS AND STOREFRONTS IN QUEENS, NY, PROVIDE A VARIEGATED STREET-WALL THAT INCENTIVISES WALKABILITY.

Light is a powerful magnet. Even the simplest festoons and fairy lighting attract people. Additionally, public light-art and media displays act as landmarks, aiding community identity. The characteristics of light can create a friendly environment *and* aid physical distancing. Focused light beam edges and colour can augment wayfinding and boundary-setting to direct people through public and private spaces. Although ephemeral, light is a strong nighttime design tool when integrated with space and amenity design to control the spread of infection by reducing crowds, and facilitate safe interaction and footfall in cities for social, cultural and economic reasons.

## OPPORTUNITIES: *SHORT-TERM*

Use inexpensive lighting and painted surfaces to identify a welcoming venue while reinforcing distance and preferred spatial use. For example - utilise strings of light to reinforce physically distanced markers.

Promote recognisable identity through lighting colour, theme, medium and style for a restaurant, club or district.

Use community light projects to raise awareness and set the stage for local opening-up endeavours, whether small businesses or government programmes. For example, conduct physically distanced workshops to create lighting concepts.

Repeated, programmatic activities with light can be leveraged to build anticipation and return visits.

Use pilot projects to test for future permanent installations. Temporary installations may bypass regulations when labelled art or installed with a date for de-installation.

## CHALLENGES

Expertise, labour, marketing, and investment costs.

Requires a combination of social and technical acumen (event planning, lighting expertise).

In some cases, festivals and public art will be more critically judged for quality.



PHOTO: DON SLATER/CONFIGURING LIGHT OUTDOOR WORKSHOP IN PLACE DES FÊTES, PARIS.





PHOTO: LENI SCHWENDINGER AN EMPTY PARKING LOT IN ALINGSAS, SWEDEN BECOMES A "LIGHT PLAYGROUND" AFTER HOURS

## OPPORTUNITIES: LONG-TERM / PERMANENT

Strategic emphasis on district character such as 'city of light' or 'illuminated nights' can be part of a cohesive medium to long-range plan for increased footfall.

Introduce local, regularly-occurring light festivals.

Coordinate illuminated signage and facades in neighbourhoods to symbolise care and safety.

Future-proof and plan for "smart" street lighting which saves energy (and money) and uses responsive and variable LED schemes managed by software.

## CHALLENGES

Permanent installation can require permits and approvals with long waiting periods. For example, there may be regulations and codes limiting media or designations for light pollution.

Design and installation requires professional design and engineering and may incur significant costs.

Local buy-in should be sought and acted upon for equity.



## ii. ADAPTABILITY: DEPLOY LIGHT FOR MOVING AND DWELLING

Because of the pandemic, people are nervous about going out, not just at night, but during daytime as well. It is therefore important to quell this anxiety by developing attractive, safe and interesting places for hanging out *and* for passing through, that are well lit at night.

For those passing through a city or space - providing secure places to rest after dark is especially critical for women and late-night workers. Illuminated shelters, seating and dwell spaces can be provided between work hubs and transit. Food trucks can also provide safe illuminated spaces combined with access to nourishment late at night.

As sites open up during the pandemic, they are subject to health regulations including distancing, mask wearing, and capacity limits. 'Safe' has come to imply physical separation at the expense of the sense of belonging conferred by closeness with others. While health controls inherently dampen late-night spirits, lighting can help counteract these psychological barriers, creating the perception of safety by defining and connecting places in the dark and heightening visitors' confidence.



PHOTO: CLAY LECONY



## OPPORTUNITIES: *SHORT-TERM*

Simultaneously enhance required spatial relationships and attraction to places:

Utilise physical attributes such as illuminated street furniture, lanterns, fairy lights and reflective materials for distancing markers and focal points.

Delineate boundaries with visual effects such as ‘form factor’ (the shape of lighting fixtures), colour (and colour temperature) and levels of brightness.

Encourage temporary lighting of flyovers or the illumination of façades, monuments and signature tree accent lighting to address wayfinding.

Organise Covid-compliant light events such as the light and lantern festivals or night walks which bring communities together.

Create illuminated urban ‘rest stops’ which can be transit shelters and/or structures for pedestrians who need to stop on their journey. Examples include smart shelters in Seoul with emergency phones and charging stations and Covid-measures such as UV sterilisers and thermal cameras (to detect fever).

As a precursor for lighting advocacy, conduct a NightSeeing™, Navigate your Luminous City audit for education and community engagement activities for district improvement schemes (see Further Reading).



PHOTO: [WWW.MONTREAL.CA](http://WWW.MONTREAL.CA) POOLS OF LIGHT CAN DELINEATE BOUNDARIES.



## OPPORTUNITIES: LONG-TERM / PERMANENT

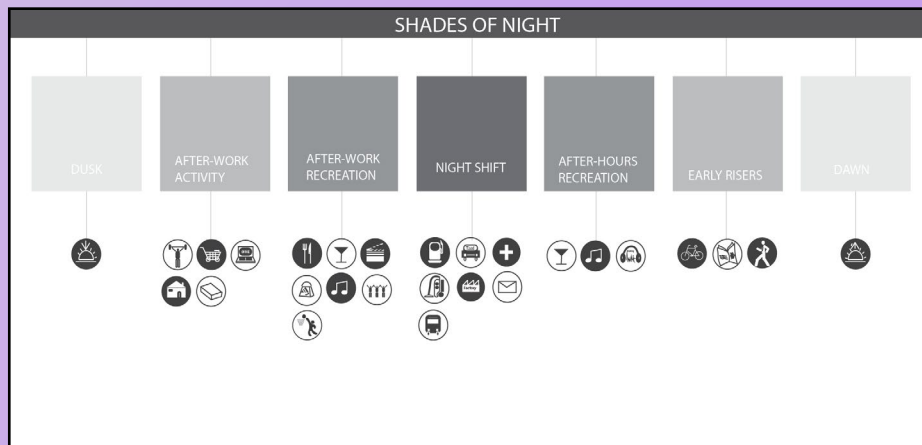
Consider system-wide upgrades in street lighting, especially for intersections and walking areas. These are proven methods to increase physical safety at locations and between them. These infrastructure programmes are excellent candidates for energy-efficient economic stimulus investment.

Combine night transit initiatives and considerations for ‘first and last mile’—walking and cycling to public transit—with better illumination.

Use lighting to define paths and directionality. Successfully designed illumination provides visibility to decrease movement conflicts with vehicles or micro-mobility.

Scenography, as used in the theatre, can be planned into streetscapes. Use associative and dynamic light effects such as colour, ‘dissolves’ and animation, to link emotions, memory, site-specificity to encourage visitors to dwell.

Properly designed illumination defines and underscores local public space. An ‘existing conditions’ study tracking light levels, nighttime activities, and community priorities should be used to inform future lighting design.



GRAPHIC DESIGN: FATIMA TERIN

SHADES OF NIGHT IS A TIME-BASED FRAMEWORK TO ANALYSE EXISTING CONDITIONS FOR SPECIFIC LOCALES THROUGHOUT THE NIGHT: OCCUPATION, INCLUDING CIRCULATION AND DEMOGRAPHICS SIMULTANEOUS WITH CHANGING LEVELS OF PUBLIC AND PRIVATE LIGHT.

## CHALLENGES:

Dynamic lighting sequences and time-of-night scheduling must be in tune with conflicting spatial uses (residential in mixed use areas, the needs of wildlife).

Some design interventions may not be allowable due to local regulations.

Installing permanent lighting can be time consuming and costly.

Hiring a lighting consultant improves quality and chances of success but increases the budget.

Securing community input, through pilots and tests, is important and can reduce complaints after implementation, but can be time-consuming at the outset.



PHOTOS: CARLOS PARDO



PHOTO: LENI SCHWENDINGER

(TOP) PAVEMENT, OR STREET SURFACES, ARE AVAILABLE FOR WAYFINDING TO SHOW BOUNDARIES, DIRECTIONS, AND SPECIFIC PLACES, SUCH AS ZEBRA CROSSINGS, AND COVID-RELATED DISTANCING MARKERS. THESE EXAMPLES DISPLAY UNIQUE PROJECTED LIGHT SIGNS. (BOTTOM) CITIES ARE IMPLEMENTING NIGHTTIME TRANSIT AND TRANSPORTATION PROGRAMMES WHICH, WHEN COMBINED WITH LIGHTING, POWERFULLY ADDRESS SAFETY.



### iii. NIGHT SPACE IS WORKPLACE: LIGHT IT RIGHT



PHOTO: LENI SCHWENDINGER *FOOD TRUCKS ARE A RELIABLE ILLUMINATED STOPPING POINT.*

During the pandemic there has rightly been a focus from nighttime advocates on culture, entertainment and hospitality workers as well as venue managers and owners and key workers, all of whom have had to bear the brunt of restrictions, but still have to work if they can. The pandemic has raised the profile of those who keep our cities working at night: These 2<sup>nd</sup> and 3<sup>rd</sup> shift workers—from IT technicians to office cleaners; hospital staff to call centre operatives—must traverse the night city before and after their shifts. For the likes of transit drivers, sexworkers, street cleaners or the ‘nightwatchmen’ found on streets in Lagos (protecting homes and communities), the nighttime streets are their workplace (See sidebar).

These workers have to operate in arduous physical and mental conditions. From the outset, nightshift workers’ conditions are inequitable. Numerous hazards come with night work - from Shift Work Disorder (which occurs due to the disruption of the sleep/wake cycle) to violence and harassment against women in the world of work. In addition, for rough sleepers, their only option may often be the street. Historically, night workers have been invisible and often more vulnerable than daytime workers; they deserve effective and appropriate lighting to enhance their wellbeing and safety.

### 24-HOUR LAGOS ADAPTS TO THE PANDEMIC ERA BY MICHAEL FICHMAN

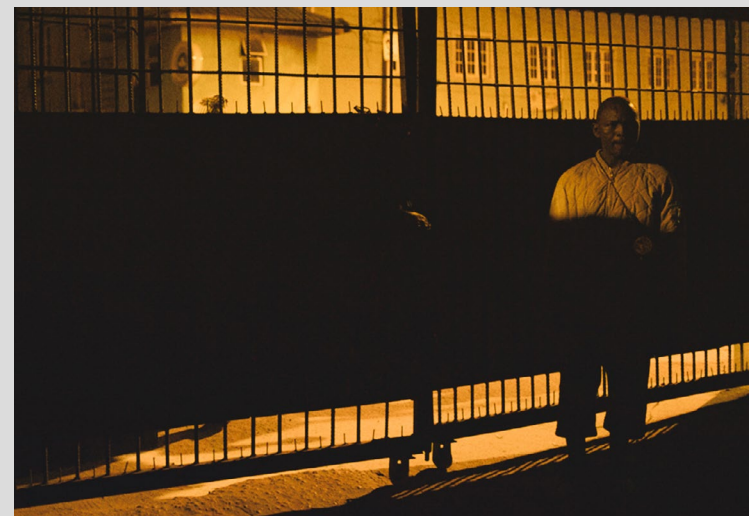


PHOTO: CHRYSTEL OLOUKOÏ

Lagos, Nigeria, has long been a 24-hour city—characterised by informal patchworks of nighttime activity, policing and lighting—and a high degree of economic stratification. Congestion and inefficient transport mean many commutes must start very early and end very late. As with many megacities in the global south, mobility quickly rebounded through lockdowns and curfews.

Navigating Lagos at night is a challenge. Private nightwatchmen commonly block off residential streets and grant access only to known residents. The pandemic meant watchmen with formalised contracts couldn’t come to work and poorer neighbourhoods lost the ability to pay entirely. Burglaries were believed to have increased during the lockdowns of early 2020.

Pop-up nighttime establishments using generator-powered lighting continue to purvey food, entertainment, or sex work. They have largely defied curfews and revived colonial-era “lantern laws” through transactional relationships with police. Lighting arrangements are economically stratified as well, with lower economic status areas characterised by surveillance lighting or pop-up commerce rather than atmospheric lighting schemes.

## OPPORTUNITIES

Advocate for the public lighting agency to implement softer, warmer, public street lighting.

Build community networks to smooth late-night relationships and behaviours through consensus about lighting.

Undertake surveys with night workers to map where they feel unsafe and create temporary (with the view to permanent) lighting solutions.

For night venues and restaurants in night districts, provide services to local night-shift workers.

## CHALLENGES

The need for lighting design education will take time.

Developing community networks is difficult and many cities lack nighttime governance capacity.

The sociology of night work is incredibly complex. Credible engagement and effective policy and planning requires understanding of issues of immigration, gender, class, culture and race.



PHOTO: CARLOS PARDO



PHOTO: LAURA MENDOZA

*IN SOME COUNTRIES "DESIGNED" LIGHTING IS NOT AN ECONOMIC, OR QUALITY-OF-LIFE, PRIORITY. THESE EXAMPLES ILLUSTRATE MINIMAL ILLUMINATION - WHICH IS BETTER THAN NONE AT ALL - IN COLOMBIA AND IN SPAIN. THE BOTTOM IMAGE DEMONSTRATES UNDESIGNED SAFETY LIGHTING. THE TOP IMAGE DEMONSTRATES VARIED LIGHT TEMPERATURES (COOL AND WARM, WHICH SHOULD BE CONSCIOUS DESIGN CHOICE RATHER THAN AN ACCIDENTAL INSTALLATION.*



EXAMPLES OF SOLUTIONS TO ILLUMINATION CHALLENGES:

CITIES	SOLUTIONS
Naqshe Jahan Square, Isfahan, Iran	In Iran, it is a custom to picnic in public spaces after dark, whether parks or shopping malls. At times, when green space is available, but does not have sufficient lighting, people bring portable gas-lighting sources. These lights, known as “picnic gas” are giving way to portable LED lighting.



PHOTO: SHAHABEDIN ZEINI ASLANI

CITIES	SOLUTIONS
Bogota, Colombia New York City, USA	Bogota’s <i>A Cielo Abierto</i> ( <i>Bogota Open Sky</i> ) programme was launched in September 2020 and codifies open air activity to benefit the city’s 48,000 restaurants and their predominantly female workforce. New York City’s <i>Open Restaurants Program</i> has allowed for 10,000+ restaurants to expand into sidewalks and streets in 2020. Venues displayed ingenuity utilising every type of ‘string lighting’ and other simple, cost-effective and flexible temporary lighting applications: i.e. ‘DIY lighting’.



PHOTO: DELICIAS DE LA VEGA BOGOTA, COLOMBIA

CITIES	SOLUTIONS
Salford, UK	Salford's <i>Lighting the Legend</i> event celebrated the area's best-loved buildings in 2017 with a lantern parade organised by Ordsall Community Arts. It is a beloved annual event that engages parents, children, shopkeepers and civic institutions in crafting lanterns.

PHOTO: LENI SCHWENDIGER

CITIES	SOLUTIONS
Adelaide, AUS	Adelaide Metro's <i>Late Night Home Zones</i> , launched in January 2020, are dedicated late night transportation collection areas for public transit and private rides. These four areas feature enhanced lighting to increase safety and reduce fear of crime, improved appearance of the public realm and better wayfinding.

**Home Zone services**

**After Midnight buses**

**East** **Currie Street E1**  
N1 to Golden Grove via O-Bahn  
N22 to Wattle Park  
N502 to Salisbury  
N541 to Fairview Park via O-Bahn  
N864 to Mount Barker

**West** **Currie Street V2**  
N30 to West Lakes

**North** **King William Street X2**  
N178 to Newton  
N202 to Ingle Farm  
N224 to Gawler via Elizabeth  
N254 to Semaphore via Arndale

**South** **King William Street C2**  
N21 to Aberfoyle Hub via Marion  
N262 to Marion  
N721 to Seaford via Noarlunga

**Ride collection point**  
Currie Street E2

**Home Zone**

Adelaide Railway Station

NORTH TCE

BANK ST

KFC

HINDLEY ST

LEIGH ST

Currie St

TOPHAM MALL

East buses  
N1  
N22  
N502  
N541  
N864

McDonalds

Ride collection point

Pancake Kitchen

PL

GILBERT

West bus  
N30

North buses  
N178  
N202  
N224  
N254

South buses  
N21  
N262  
N721

RUNDLE MALL

JAMES PL

HOME ZONE

E1

E2

X2

V2

C2

**Home Zone offers:**

Real Time travel info

CCTV


Lighting

Police patrols

Toilets

PHOTO: WWW. WINNIPEGARTS.CA



CITIES	SOLUTIONS
<p><b>Touring, temporary installations in selected locations: London, UK; Montreal, CAN; Boston, Chicago and NYC, USA; Brisbane, AUS</b></p>	<p>A public art project from the <i>Quartier des Spectacles Partnership</i> in Montreal comprises a playful series of see-saws. The works allow a distanced relationship between users, who become light and sound artists while playing on the installation.</p>
	
<p>PHOTO: <a href="http://WWW.WINNIPEGARTS.CA">WWW.WINNIPEGARTS.CA</a></p>	

*“WELL DESIGNED LIGHTING IS AN OPPORTUNITY TO INFUSE WONDER, BEAUTY AND JOY TO THE URBAN FABRIC. IT CAN CREATE UNIQUE DESTINATIONS AND EXPERIENCES IN AN EPHEMERAL WAY UNLIKE ANY OTHER MEDIUM. THERE IS NO DOUBT THAT THE OUTDOOR ENVIRONMENT IS GOING TO PLAY A BIG ROLE IN THE ECONOMIC AND SOCIAL RECOVERY OF OUR CITIES AFTER COVID-19 BUT TO CONSIDER THIS AS ONLY A DAYTIME SCENARIO MISSES THE CRITICAL ROLE OF NIGHT AS A TIME AND PLACE.”*

– MARTIN LUPTON, LIGHT COLLECTIVE

*“STRATEGIES FOR OUTDOOR LIGHTING CAN TAKE A CUE FROM THEATRE BY CREATING VISUAL BOUNDARIES THAT SIMULTANEOUSLY DELINEATE PHYSICAL SPACING AND, WITH A DRAMATIC FLOURISH, ATTRACT PEOPLE TO CIVIC CENTERS WHERE THEY CAN SAFELY ENGAGE IN SOCIAL, CULTURAL AND COMMERCIAL EXCHANGE.”*

– MICHAEL STILLER, UPLIGHT

*“MY DREAM FOR A POST-COVID URBAN FUTURE ARE SERIAL PUBLIC PLACES THAT GLOW LIKE A STRING OF PEARLS OR SPARKLE LIKE INCANDESCENT BREADCRUMBS WHICH ARE RECOGNIZABLE BY THEIR LIGHT SIGNATURES. THESE PLACES BECOME BELOVED AND DEVELOP INTO NIGHTTIME OASES. IN THIS VISION PERFORMANCES ARE PROGRAMMED, FOOD IS PURVEYED, AND POCKETS AND CORNERS ALLOW FOR SPACING THAT FEELS CLOSE BECAUSE OF THE MANNER OF LIGHT AND INVITING DESIGN SCENARIOS.”*

– LENI SCHWENDINGER, NIGHTSEEING

## CASE STUDY: KINGS CROSS, LONDON - FROM FAIRY LIGHTS TO LIGHT FESTIVALS

In 2015 the redesign of the public square around London's largest transportation hub, Kings Cross, by architects Stanton Williams and lighting design StudioFractal was completed. This flexible space incorporated several station entrances and exits marked by signage, colour and light and some examples of 'good practice illumination'. The design features many quality elements – softly glowing general coverage, cool/warm contrasts, punctuation from amenities, such as benches, structures and plantings, some sparkle and handy lighted entries and exits. This creates a welcoming atmosphere for visitors, night workers and residents alike.

Kings Cross Station serves approximately 140,000 people a day. Presently, in late 2020, the nighttime square feels welcoming for commuters to and from the boroughs by bus and subway, long distance travellers, school children, and those walking to civic amenities nearby (the British Library, for example). As mentioned in this section, the least expensive lighting technology is highly flexible "dots" of direct-view light, known in various cultures as festoons, fairy lights, swags, or seed lights. Their flexibility is derived by the powering method: string lights are powered and positioned at once by way of an electrified wire.

In a giant leap of sophistication, there is one charming example that echoes these magical lights. The station's forecourt is illuminated with small, indirect view adjustable fixtures, attached to two tall and thin towers, which allowed the designers to cover the courtyard walking surface with great dexterity. The graceful towers of little illuminated dots create a physical form factor that is at once delicate while tall and imposing. Thus, the overall pedestrian transit space is established, well-lit and inviting.

The backdrop is warm light cast onto a golden brick façade. The perimeter is marked by illuminated trees and utility structures lit with vertical linear strips. The well-placed benches are 'called out' by pools of light, sitting on the edge of the busy entry desire lines, are illuminated below, creating a punctuated pattern that helps with pedestrian navigation. Building-related light is warm, outdoor gathering space light is a neutral cool colour. A perfectly scaled public art installation, IFO (Identified Flying Object, aka The Bird Cage), is set off to the side, a pivot point between Kings Cross and St Pancras and nearby Granary Square and Coaldrops Yard. The Square has also held a Lumière festival, hosts outdoor concerts and other cultural events.



PHOTO: LORNA WESTWOOD





PHOTO: BIT CLOUD



### 3.3 MOVEMENT: HELPING PEOPLE ACCESS CITIES AFTER DARK

Movement is the general term for how we get around cities. This can be through ‘modes’ such as public transit (buses, subways and trains), via active transport (cycling, scooters or walking), cars (private, taxis or ride-hailing), emerging ‘micromobilities’ such as electric scooters and bicycles (including the rise of cargo-bikes) and movement by those with wheelchairs and prams.

Transit must be all of the following: *safe, affordable, efficient, reliable and inclusive*. This is particularly true at night, when issues of security are at the forefront of users’ minds. nighttime movement planning is an area where most cities were still playing catch up, even before Covid-19.

We must use this moment to create better and safer movement for those venturing out after dark, whether they are enjoying the cultural and social life of the city, working or performing in those venues or one of the many second and third-shift workers who keep our cities functioning around the clock.

This section considers both novel responses as well as existing good practice that can be deployed quickly to get cities moving safely after dark in the coming months and to make the best of these changes stick permanently.

*“PROVIDING ADEQUATE ACCESS FOR THOSE WHO NEED TO TRAVEL AT NIGHT FOR WORK, AND THOSE WHO WANT TO DO SO FOR LEISURE, MUST BE A STRENGTHENED COMPONENT OF AN URBAN POLICY. LUCKILY, THERE ARE SOME LOW-HANGING FRUITS THAT CAN HELP IN IMPROVING SAFETY, RELIABILITY AND SERVICE IN THE TRANSPORT SECTOR, SUCH AS INCREASING NIGHT FREQUENCY OF BUS SERVICES AND PROVIDING GREATER SAFETY TO CYCLISTS AT NIGHT (BY CREATING ‘SAFE ROUTE’ PROGRAMS AND ‘BIKE TO / FROM WORK’ INITIATIVES). TO AN EXTENT, THE SHARP CHANGES IN MOBILITY MADE SOME OF THESE PATTERNS MORE VISIBLE AND SOLUTIONS WERE ADOPTED THAT CAN IMPROVE CONDITIONS IN THE LONGER TERM”.*

– CARLOS PARDO



PHOTO: ELTON YUNG



## I. 'NIGHT-PROOFING': MAKING MOVEMENT STRATEGIES WORK AT NIGHT

Even in 'normal' times, nighttime movement and transport options are often poor or non-existent in many towns and cities. Lack of safe and well-lit infrastructure for cycling and walking and prohibitive pricing for transit services are just some of the challenges. This lack of prioritisation and investment negatively impacts visitors and workers. Indeed, as the pandemic initially developed and ridership plummeted, some cities specifically targeted evening and nighttime public transit services for reductions. Using these services became more difficult, expensive or impossible: yet some of our most important key workers relied upon them.

Without a frequent, reliable and integrated transit system linked to city-wide ease of movement, many people who may want to use the city at night will simply stay at home. Others, who depend on transit to get to and from work during the dark hours, are now often suffering from extended itineraries because of long wait times for connections. Some are at risk of losing their job if transit schedules are depleted. Many cities are trying hard to plan for the change in transport demands post-lockdown, but too many plans do little to support the resuscitation of nightlife and to ensure that key workers can get to and from their employment.

As a result, it is vital that businesses, individuals and government authorities with a stake in the city at night work to 'night-proof' movement strategies to get citizens moving again. Critical to this is that visitors and workers feel that public spaces and streets are welcoming (see *Illumination*), that public transit poses minimal risks to health and active travel is promoted wherever possible. Cities' responses will need to be dynamic in order to cope with any further local restrictions or national lockdowns.



PHOTO: JUAN ROJAS

## OPPORTUNITIES

Create a three-phase movement plan: **immediate** (emergency measures learned from the initial lockdowns that can be better applied to cope with any future restrictions); **emergent** (short-term improvements - particularly to service nightlife and cultural attractions); **futureproofing** (changes that normalise temporary interventions and uses the pandemic as an opportunity to fast-track proven good practice).

- Because of reductions in transit services due to budget and safety measures, immediate responses could include longer-term free or low cost bike leasing, fast track micromobility permitting, buddy-system walks to transit, installation of on-street emergency call systems.
- Emergent examples might include monitoring movement of people to convince transit agencies to restore services at particular times relevant to nightlife venues and culture or locations where employees have greater demand for night services. A tangible project could be erecting nighttime safe havens between entertainment districts or at transit nodes (see 3.2 *Illumination*).
- Futureproofing can use the current crisis as an opportunity to convince policymakers that in the long-run, available night transit and ease of alternative modes of circulation will contribute to a socially and economically more successful nighttime city.

Focus on 'movement inclusivity': how will it serve night workers, disabled users, women, minority communities, Covid-vulnerable populations and those apprehensive of venturing out because of risk aversion.

Ensure mobility plans explicitly ease travel to and from nighttime economy hubs.

Consider discounted transit at night when it can stimulate non-essential travel - use price to induce use and decongest the transit system.

Ramp up services in line with the reopening of nighttime districts and consider ways transit may help kickstart city centres and nighttime businesses.

Deploy better and more persuasive information to increase the probability of using these travel modes by communicating risk-reduction measures and transit utility.

Undertake studies ('origin destination surveys') that fully examine nighttime travel requirements of visitors and workers, so movement plans can be updated to properly reflect the 24-hour city.

For vehicular travel, provide secure and appropriately-lit parking with price commensurate with demand.

Transit is an ideal area for economic stimulus provided adequate planning has been undertaken.

## CHALLENGES

There is a temptation to avoid meaningful community and business engagement in order to 'get things done'.

Transit agency finances have been heavily impacted by the pandemic. Transit customers are in short supply, and future ridership projections are hard to make.

In the longer term, increased telecommuting may impact the business models of transit providers, although easing pressure on '9-5' could reduce overall operating costs.

Increased single passenger auto transit is on the rise, and such patterns may persist.

There is a service ceiling for transit given physical distancing requirements.



## ii. MULTI-MODALITY: MAXIMISE CHOICE AND ACCESS AFTER DARK

Many cities have already seized opportunities to prioritise active travel and reduce private and commercial vehicle usage by introducing temporary and, sometimes, permanent walking and cycling infrastructure. The pandemic has given cities a licence to experiment, for example, with road closures, low traffic neighbourhoods (LTNs), parklets and re-allocating of public space.

Fewer vehicles mean lower air and noise pollution and a less hostile urban environment. The pandemic has offered a flavour of how an alternative future for neighbourhoods and city centres could look. Cycling and bike sharing are surging in cities worldwide. This is particularly true at night where outside dining and socialising has been an early beneficiary of road closures.

However, in late 2020, formerly lively central business districts (CBDs) and entertainment hubs are suffering from lack of visitors, due to fear of travel, increasingly viable home working and reduced domestic and international tourism. Introducing and encouraging effective multi-modality is more important than ever in order to de-crowd public transit and avoid an increase in car journeys whilst allowing access to the city centre. (A longer-term problem is to think about how CBDs can be transformed to offer a more resilient combination of land-uses and tackle an over-reliance on retail, offices and leisure, which the pandemic has exposed as a potentially unsustainable mix).

Conversely, neighbourhood centres have been given an unexpected boost where residents are spending much more time at or near to home. This in turn brings local benefits but it also requires adaptation, for example, sidewalks may not have space for the increased numbers of pedestrians, enough seating, integrated lighting, or sufficient cycle storage. Indeed, people may choose to drive short distances from their home creating new parking and congestion issues.



PHOTO: JASON KRÜGER

## OPPORTUNITIES

Attract cyclists and pedestrians as they spend more per visit than visitors by car.

Promote active travel to help workers get to their jobs safely whilst attracting visitors back into urban centres (when distances are reasonable - ideally less than 5 miles).

Greenlight socially responsible micromobility schemes (properly trialled and integrated) with reduced fees for shared mobility. Reallocate road space to aid standing, walking and using bicycles and other forms of micromobility, particularly in the evening to facilitate responsible socialising.

The unprecedented (temporary) absence of rush hours demonstrates how in future it will be possible to spread transit loads beyond the 9-5 timeframe, potentially boosting the evening economy and reducing transit agency costs associated with serving morning and afternoon rush hours.

Use car parks for socially distanced events, night markets and dining and integrate with temporary and festive lighting (and ensure that regulation is changed to allow and encourage these types of use).

Trial new electric and sustainable 'freight consolidation' delivery systems for hospitality and nighttime businesses, particularly in areas with road closures.

Audit existing lighting, wayfinding and safety of stations and transit nodes for after dark improvements, both physically installed in the streets and via websites and mobile apps.

Promote permanent modal shift away from cars and towards active mobility and transit by updating transport and spatial plans.

## CHALLENGES

Safety and sanitation concerns of using any type of shared mode (public transit, shared micromobility, car-based), must be addressed by providing specific information of the risks and how to reduce them (good ventilation, use of facemasks, silence and distancing).

New cycling and walking infrastructure must be implemented so that it is safe, secure and 'readable' in the dark. For example, integrate luminous signalisation alongside spatial and paving solutions. Elements could include easily deployable lighting, reflective and retro-reflective surfaces, and internally, battery-powered markers.

Cars, taxis and ride hailing as individualistic responses have gained a competitive advantage from Covid-19. These present numerous negative externalities including congestion, pollution, inefficient land uses, and modal displacement.

Micromobility vehicles and services should have concrete measures to eliminate use by intoxicated users.

Potential safety risks between vehicles and cyclists or pedestrians are very serious and often poorly understood or addressed.

The political will to tackle car dominance is rare.



### iii. COMMUNICATING: MOVEMENT IS OPEN, SAFE AND WELCOMING



PHOTO: ANDREW GOOK

Despite early warnings of the possibility of high Covid-risk associated with transport, it has been shown that critical risk factors can be managed. There have been few outbreaks linked to transit). It is vital that city authorities and transit operators communicate the safety of transport to residents, visitors and workers and how they can act to reduce risk and reassure them of the resulting low-risk environment. Where nightlife is re-emerging, attractive and low-Covid-risk travel alternatives should be publicised for visitors to enjoy leisure and hospitality. Not everyone wants to travel right now, but for those that want to socialise in the evening or who have to get to work it is possible to move with very low risk by following the guidelines.

As of late 2020, there appears to be a 'reality-perception gap'. Dynamic messaging can go a long way to behaviour change. Also, the messages needed are very clear: enhanced ventilation, users must all wear facemasks and should travel in silence, while shorter trips (less than 30 minutes) and distancing can also play a role in reducing risk.

#### OPPORTUNITIES

Promote walking and cycling as activities with a particularly low risk of contagion of Covid-19 and health benefits.

Target key messages to a segmented population (high risk individuals, night workers, consumers) based on user research.

There are lower than usual volumes of passengers on transit so physical distancing is much more possible, particularly in the evening and at night.

Use onboard wi-fi, public announcements, real-time information boards, transit apps, social media to reinforce transit sanitation measures and passenger requirements.

Extend messaging to existing and new wayfinding and navigation systems—both physical and online—create games and engagement tactics that promote the experience of travel.

For temporary active travel measures such as LTNs, communicate the reasons for them and the positive impacts expected, including health benefits.

#### CHALLENGES

Governments and cities that bring in regional or national lockdowns at very short notice will disrupt the hard work done to rebuild fragile transit user confidence.

The media focuses heavily on the negatives of Covid-19 impact rather than the personal and societal health benefits of increasing active travel and the economic, cultural and social benefits of participating safely in the evening and nighttime economy.

An effective communications strategy to change perceptions and create feelings of safety requires sufficient budget and expertise.

When people do travel, the experience of safety *must* match the message.

Too much demand jeopardises safety by destroying the conditions necessary for distancing

## EXAMPLES OF SOLUTIONS TO MOVEMENT CHALLENGES:

CITIES	SOLUTIONS
Dublin, Cork, Limerick, IRL	The <i>Irish Nighttime Economy Task Force</i> was set up in August 2020 with a mandate to examine 24-hour transport feasibility in larger cities.
Abu Dhabi, UAE	<i>Healthcare Link</i> is a free, on-demand microtransit service set up to help key healthcare workers, including at night.
London, UK	Mayor of London's <i>Streetspace Plan</i> promotes active travel, low traffic neighbourhoods, temporary and permanent sidewalk expansions.
Bogota, Colombia	<i>NUMO Mobility Pilots</i> supported 400 free e-bikes for healthcare workers since March.
Austin, USA	<i>CapMetro's</i> visual cleanliness strategy involves replacing old fabric seats on buses, publishing videos of staff cleaning a different vehicle every day, and new contactless payment technologies.
Philadelphia, USA	<i>SEPTA's</i> vehicle airflow communications strategy incorporates detailed information about air exchange rates for every fleet vehicle into briefings from public health authorities.
Global	<i>Let's Roam</i> is a global database of walkable neighbourhood activities including nighttime activities.



PHOTO: CARLOS F PARDO



## CASE STUDY: MUMBAI, INDIA - SAFER FOR WOMEN, SAFER FOR ALL

SafeCity is a project from Mumbai, with support from Stanford University, Vital Voices and the US State Department. It is working to create safer urban and mobility experiences, particularly at night. What makes it unique is that whilst its mission is to create safer spaces and movement for women, the result is delivering a safer urban experience for *everyone*. Using a combination of user experience surveys, urban design audits and app-based reporting, the results give planners, transit operators, landowners and advocacy groups precise intelligence and hotspot mapping on *where*, *when* and *why* women do not feel safe.

Given that cities now have an opportunity to re-envision themselves, this also has to mean a safer vision as part of a mandate to make cities more reassuring to a more diverse range of people, particularly after dark.

The SafeCity team have applied their methodology to address these problems in railway stations and transport interchanges, streets and junctions as well as markets – settings where women’s safety and sexual harassment and crimes is commonplace (92% of women in New Delhi report being sexually harassed in public). This prevents girls and women using their city as equals and further inhibits both their participation in society and personal development.

SafeCity is based on 10 principles that can be applied to any city, no matter what size or stage of development; such as ‘eyes on the street’ and involving women in urban design projects, but also wider principles such as increasing women’s participation and visibility within the urban workforce (e.g. more female taxi drivers at night) and ‘last mile’ audits to ensure workers and socialisers can get home more safely at night. 80% of the women and girls who participated in the SafeCity campaigns for safe neighbourhoods have said that they are now more confident navigating public spaces after 7pm in the evening.

– ELSAMARIE DSILVA

## SUMMARY: IMAGINATION, COURAGE, SOLIDARITY

The pandemic is having a crippling impact on culture, society, business and, to a greater or lesser extent, on us all as individuals. Covid-19 and the crises it has spawned forces us to continually readjust, to be more flexible than ever and to make difficult decisions. However, what it also offers, (and this is where hope springs eternal), is the chance to reconfigure our cities at night for the better. This chapter offers advisory information to plan and programme in the present conditions to create a better after-dark future.

The pandemic has shone a radiant light on the importance, and often the poor conditions and pay, of key workers who keep our hospitals, transit, manufacturing and services functioning at night. It has also shown the value of nightlife, events, arts and hospitality, not just by preventing us from accessing them but by highlighting the huge numbers of jobs and businesses at risk and the threat to the very existence of nightlife and life at night.

Let us seize the opportunities to fundamentally change the city, or else the raised consciousness of the night will simply ebb away. We will be left back where we were prior to the pandemic, but with a hole at the heart of our towns and cities where once their souls were found. This chapter has shown that forward-thinking cities are already creating specific strategies and practical actions for enriching their nighttime lives. There has been a clear shift in thinking from previous understandings of the ‘nighttime economy’ to visioning, planning, designing, and measuring for the nighttime city; something that is necessary for a rich and complete social and cultural life.

It is now time for the world to pick up the examples in this chapter and to adapt them; both to create their own solutions that can be shared amongst the growing number of cities worldwide that realise that the night is not to be feared. Nightlife is in fact a shared competitive edge, a point of difference as well as a point of coherence, something woven into the very DNA of who we are.

– ALISTAIR TURNHAM

## **FURTHER READING**

### **ACTIVATION**

**Angela Hartnett and José Pizarro launch Bermondsey Street hospitality Campaign**

<https://www.bighospitality.co.uk/Article/2020/09/03/Angela-Hartnett-and-Jose-Pizarro-Bermondsey-Street-Eat-Out-Help-Out-extension-campaign-initiative>

**Mayor of London Responds to Night Time Commission's Advice**

<https://accessaa.co.uk/mayor-of-london-responds-to-nighttime-advice/>

**Light Shows and Live Bands: China Wants to Boost its Nightlife to Spur Economy**

<https://www.cnn.com/2019/09/20/china-promotes-nightlife-nighttime-activities-to-boost-economy.html>

**Relaxed Liquor Law Trial Potentially Extended, Residents Concerned about Flow On Effects**

<http://2nurfnews.blogspot.com/2020/09/relaxed-liquor-law-trial-potentially.html>

**Vietnam Mulls Prolonging Night-Time Entertainment in Major Cities to Boost Economy**

<https://e.vnexpress.net/news/news/vietnam-mulls-prolonging-nighttime-entertainment-in-major-cities-to-boost-economy-4137915.html>

### **ILLUMINATION**

**Adelaide Metro Late Night Home Zone**

<https://www.adelaidemetro.com.au/Timetables2/Special-services/Late-Night-Home-Zone>

**An Interactive Light-Sound-Playground Installation that is Automatically Physically Distanced**

<https://www.creos.io/en/portfolio/impulse/>

**Asian Cities Virus-Proof Public Transit with Smart Shelters, Thermal Scanners**

<https://www.kcet.org/coronavirus-worldwide/asian-cities-virus-proof-public-transit-with-smart-shelters-thermal-scanners>

**'Bogotá a Cielo Abierto': así reactivaremos el sector gastronómico**

<https://bogota.gov.co/mi-ciudad/desarrollo-economico/bogota-cielo-abierto-para-reactivar-el-sector-gastronomico>

**Enlivening Public Space at Night, an International Overview of Light/Art/Festivals**

<https://artsu.americansforthearts.org/products/enlivening-public-space-at-night-an-international-overview-of-lightartfestivals>

**Guerrilla Lighting**

<https://lightcollective.net/light/ing/guerrilla-lighting>

**International Labour Organization and UN Women's Handbook**

<https://www.unwomen.org/en/digital-library/publications/2019/03/handbook-addressing-violence-and-harassment-against-women-in-the-world-of-work>

**Lighting Detetives**

<https://shomei-tanteidan.org/en/>

**London's Think Night Report**

[https://www.london.gov.uk/sites/default/files/ntc\\_report\\_online.pdf](https://www.london.gov.uk/sites/default/files/ntc_report_online.pdf)

**LUCI Association**

<https://www.luciassociation.org/>

**More Lighting alone does not Create Safer Cities. Look at what Research with Young Women tells us**

<https://theconversation.com/more-lighting-alone-does-not-create-safer-cities-look-at-what-research-with-young-women-tells-us-113359>

**New York City Open Restaurants Program**

<https://www1.nyc.gov/html/dot/html/pedestrians/openrestaurants.shtml>

**Nightlife Workers Speak out about Living and Working through COVID-19**

<https://abcnews.go.com/US/impact-coronavirus-nightlife/story?id=70904736>

**NightSeeing - Navigate Your Luminous City**

<http://www.nightseeing.net/>



### **Salford Landmarks Brought to Life at Lantern Parade**

<https://www.salixhomes.co.uk/news/salford-landmarks-brought-life-lantern-parade-0>

### **“Sleepless and invisible”: The Hidden Story of London’s Night Workers**

<https://www.prospectmagazine.co.uk/arts-and-books/sleepless-and-invisible-the-hidden-story-of-londons-night-workers>

### **Shift Work Disorder Symptoms**

<https://www.sleepfoundation.org/shift-work-disorder/symptoms>

### **Who Works the Night Shift?**

<https://www.pbs.org/livelyhood/nightshift/who.html>

## **MOVEMENT**

### **Abu Dhabi Launches Free Bus Service for Medical Workers**

<https://www.arabnews.com/node/1655671/corporate-news>

### **After Coronavirus, Bicycles will have a New Place in City Life**

<https://fortune.com/2020/06/15/bicycles-coronavirus-cities-lime-citi-bike/>

### **Apple Mobility Trends Reports**

<https://covid19.apple.com/mobility>

### **Bogotá Company Deploys 400 Free E-Bikes to Help Health Workers Respond to COVID-19**

<https://thecityfix.com/blog/bogota-company-deploys-400-free-e-bikes-help-health-workers-respond-covid-19-carlos-pardo/>

### **Cosmic Cars: Techno and Drag Racing in Detroit**

<https://victoryjournal.com/stories/cosmic-cars/>

### **First Legal Drag Races in Detroit**

<https://www.candgnews.com/news/first-legal-drag-races-roar-through-detroit-104469>

### **Let’s Roam – Imaginitive Example of Local Walking Programs (Global Locations)**

<https://www.letsroam.com/>

### **Mayor’s Bold New Streetspace Plan will Overhaul London’s Streets**

<https://www.london.gov.uk/press-releases/mayoral/mayors-bold-plan-will-overhaul-capitals-streets>

### **Minister Martin hosts first Night-time Economy Taskforce**

<https://www.chg.gov.ie/minister-martin-hosts-first-nighttime-economy-taskforce/>

### **The New Passenger Experience: In a COVID-19 World, Communicating about Cleanliness is Key**

<https://www.masstransitmag.com/management/article/21150016/the-new-passenger-experience-in-a-covid19-world-communicating-about-cleanliness-is-key>

### **Philadelphia’s Traffic Congestion was Bad Before the Pandemic. It Could get Worse.**

<https://www.inquirer.com/transportation/philadelphia-traffic-congestion-covid-pandemic-cars-septa-20201005.html>

### **SEPTA Trains and Buses have Great Airflow — Which Means Less Coronavirus Risk for Riders**

<https://whyy.org/articles/septa-trains-and-buses-have-great-airflow-which-means-less-coronavirus-risk-for-riders/>

### **Woodward Dream Cruise Cancelled**

<https://www.freep.com/story/news/local/michigan/oakland/2020/06/29/woodward-dream-cruise-2020-officially-canceled-board/3279975001/>

# CONTRIBUTORS

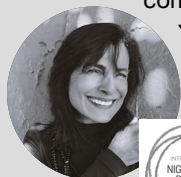
## CHAPTER LEAD

**Alistair Turnham** is the founder of nighttime city experts MAKE Associates. He has been creating nighttime strategies for over 20 years. He helped develop the Purple Flag accreditation scheme ‘for better cities at night’ and is a former Special Adviser on the nighttime economy to the UK Government. He is currently working on a project for the Mayor of London measuring the costs and benefits of ‘later opening London’.



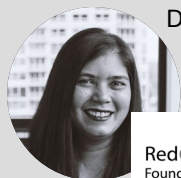
MAKE

**Leni Schwendinger** is a published, award-winning authority on issues of city lighting, with more than 20 years of worldwide experience creating illuminated environments for infrastructure and public spaces. Her focus on the darkened hours includes innovative, community involvement methodologies such as “NightSeeing™, Navigate Your Luminous City” programme. She directs the International Nighttime Design Initiative which is establishing an interdisciplinary profession. She is a Visiting Research Fellow at the London School of Economics’ Configuring Light and a Design Trust for Public Space Fellow in New York City.



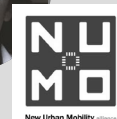
## CONTRIBUTORS

**ElsaMarie DSilva** is the Founder & CEO of Red Dot Foundation (India) and President of Red Dot Foundation Global (USA). Its platform SafeCity crowdsources personal experiences of sexual violence and abuse in public spaces. Since SafeCity started in December 2012, it has become the largest crowd map on the issue in India and abroad.



RedDot  
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**Carlos F Pardo** is a Colombian urbanist who, through his work with international multilateral and bilateral agencies and development banks and NGOs, has supported and led sustainable transport projects in Latin America, Africa and Asia for more than 15 years. He is the founder of Despacio.org and is Senior Advisor to the New Urban Mobility Alliance (NUMO).



## INTERVIEWEES

**Cornelius Harris** is the Label Manager at Underground Resistance and the Vice President at Detroit Berlin Connection. He is a cultural advocate, currently focusing on Detroit culture and its relation to the state, country, and world.



**Dimitrios (Jim) Mastoras** has served for over twenty-three years and is a Master Police Officer in Arlington County, VA, USA. He developed and implemented strategies to reduce alcohol related harm while establishing trustful relationships with restaurant owners. Using Proactive Alliance as the foundation, he created the first restaurant accreditation program in the U.S. In 2019, the DOJ COPS Office published a toolkit he authored titled, The Arlington Restaurant Initiative - A Nightlife Strategy to Improve Safety and Economic Viability, to be used by departments across the US.



**Chrystel Oloukoï** is a PhD Candidate in African and African American Studies at Harvard University. She works on policing and nightlife in Lagos and Johannesburg.





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**Richard Foster** is PR and Communications Manager at WORM, a Rotterdam-based multimedia alternative cultural centre and network organisation at the intersection of (popular) culture and (performing) arts. His writing appears regularly in *The Quietus*, *The Wire*, *Louder than War*, and other music and academic publications.

Berlin Clubcommissioner **Lutz Leichsenring** + former Amsterdam night mayor **Mirik Milan** are co-founders of [VibeLab](#), which engages, connects, and counsels cross-sector stakeholders to keep cities vibrant and flourishing after dark. VibeLab has consulted on the formation of nightlife offices and commissions in London, Madrid, New York, Tokyo, Vienna, Los Angeles, and more, and continues to facilitate idea exchange and implementation for communities, institutions, government agencies and brands worldwide.

**Diana Raiselis** is a German Chancellor Fellow with the Alexander von Humboldt Foundation, researching the role of nightlife in sustainable cities. She is a founding member of the Los Angeles Nightlife Alliance.

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THE PREVIOUS CHAPTERS OF THE GLOBAL NIGHTTIME RECOVERY PLAN ARE AVAILABLE AT [NIGHTTIME.ORG](https://nighttime.org)

## CHAPTER 1: OPEN-AIR NIGHTLIFE AND COVID-19: MANAGING OUTDOOR SPACE & SOUND

## CHAPTER 2: THE FUTURE OF DANCEFLOORS: BUILDING MORE FLEXIBLE, OPEN, AND INNOVATIVE CLUBBING EXPERIENCES

STAY TUNED FOR NEXT CHAPTERS THROUGHOUT FALL AND WINTER 2020.

### DISCLAIMER:

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