

From Roads to Streets

Lyon Right Bank of the Rhône
Restitution of METREX Workshop

AUGUST
2021



Preamble



► Reminder of the approach

At the end of 2019, the Métropole de Lyon is invited to join two reflection processes on infrastructure transformations via two European networks:

- **Urban Regeneration in the City Fringe** led by Eurocities
- « **From Roads to Streets** » led by METREX.

These European projects have set themselves the objective of comparing the projects and methods of road infrastructure transformation of a dozen European cities such as **Brussels, Oslo, Gothenburg, Amsterdam, Utrecht, Vilnius, Prague, Düsseldorf, Helsinki** and **Lyon**. This work is coordinated by **Paul Lecroart**, architect and urban planner at the Institut Paris Région (specialist in this field and author of a [series of international comparison](#))

Several times postponed, this event (local event) on the European agenda, consists in:

- 1/ the holding of a **technical workshop of international experts** at the end of August 2021.
- 2/ the organization of a **meeting of all partner cities** in October 2021.

Indeed, the first workshop made it possible to identify specific questions for the Lyon case, but also more general recommendations that are addressed to most of the member cities. They will be debated in the presence of their technical and/or political representatives on October 7 and 8, once again in Lyon, thus consolidating the two networks.

Workshop presentation

3 days Workshop on the Lyon case – Right Bank of the Rhône:
Presentations + field visit / workshop (working session) / report



Paul Lecroart

Senior urbanist (Paris),
chair of METREX 'From
Roads to Streets' Expert
Group



Sonia Lavadinho

Geographer with social
sciences background in
urban sociology and
anthropology (Geneva)



Daniel Casas Valle

Urban designer
and planner (Porto
& Amsterdam)



Frédéric Héran

Transport economist and
urban planner (Lille)



Joan Caba

Architect and urban
planner (Barcelona)



Henk Bouwman

Architect and urbanist,
Secretary General of
METREX

Participants – International experts



Event Program

Wednesday 25th August 2021

(Urbalyon)

- 10:00 **Greetings** by Metropole de Lyon / Urbalyon and Paul Lecroart (Chair of "From Roads to Streets" Expert Group)
« From roads to streets : State of art » by Paul Lecroart
The challenges of transforming infrastructure in Lyon by MDL / Urbalyon
- 12:30 Lunch break @Musée d'Histoire de Lyon
- 14:00 **Study tour** (Bike) – Lyon Waterfront The "Right bank of the Rhône" Focus / Regaining the River
- 18:00 Debriefing – **First impressions** [> ITW by Lise Pedersen]
- 20:30 Dinner @Modulo

Thursday 26th August 2021

- 08:30 **Workshop** / Ideas – Discovery report
[Maps / Sketches / Pictures / References/...]
- 12:30 Lunchbreak @Part-Dieu
- 14:00 Debriefing / Questions
- 14:30 **Workshop** / Ideas – Discovery report
[Maps / Sketches / Pictures / References/...]
- 18:30 Dinner – Woodstower Music festival

Friday 27th August 2021

(Broadcasted discussions)

- 09:30 Introduction by organisers Eurocities (Pernille Rosvik) /METREX (Henk Bouwman)
- 10:00 Presentation of **key ideas and issues for Lyon River bank transformation by experts**
List of principles to be discussed with Eurocities/METREX members [What Take away for "your city" ?] for the October session.
Discussions with **Metropole de Lyon/Ville de Lyon Staff** + online audience tbc
Closing by the hosts **Metropole de Lyon / Urbalyon / Paul Lecroart** > follow-ups
- 12:00

Introductory framing of the workshop



Metropolitan realities: dynamism and negative externalities

URBALYON PRESENTATION

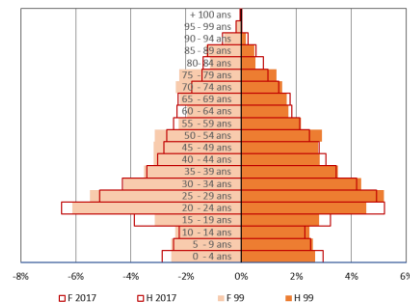
Dynamism and negative externalities of Lyon metropolitan area:
 congestion, pollution, social segregation, rising values, exodus of families

City core and rural areas: opposite age structures – Families exodus

- Increase of the young adults proportion because of the city attractivity for studies and jobs
 - Departure of the families (after the 2nd child) from the city core
- Real estate prices have triple in 20 years

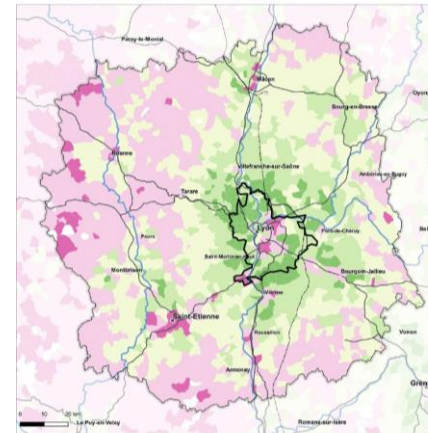


Age structure of the city of Lyon between 1999 and 2017



Social disparities are widening

Median income available (in euros) within the Lyon metropolitan area

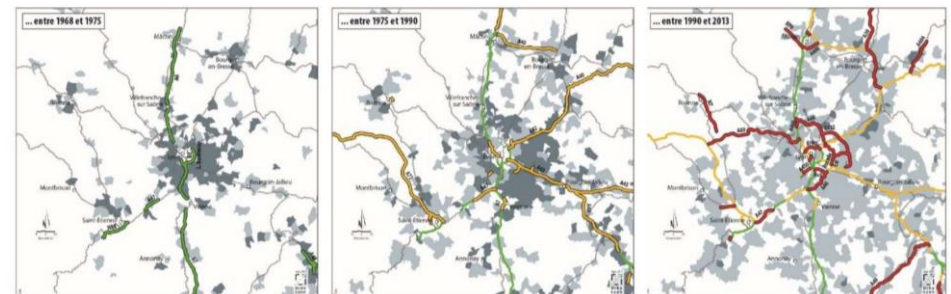


- The share of households below the low-income threshold has increased mainly in the heart of the agglomeration over the past 10 years
- The social housing districts (300,000 inhabitants in the Métropole de Lyon) continue to concentrate situations of great precariousness as well as the Métropole of St Etienne
- The poverty rate is two to three times higher than in the rest of the metropolitan area



The increase in the motorization rate of households continues

- 5 million car trips per day
- 9 cars among 10 have only the driver on board
- Two-thirds of the workforce commute by car



The end of expressways in cities: a global movement

PAUL LECROART PRESENTATION

Before



After



San Francisco



Seoul



Paris

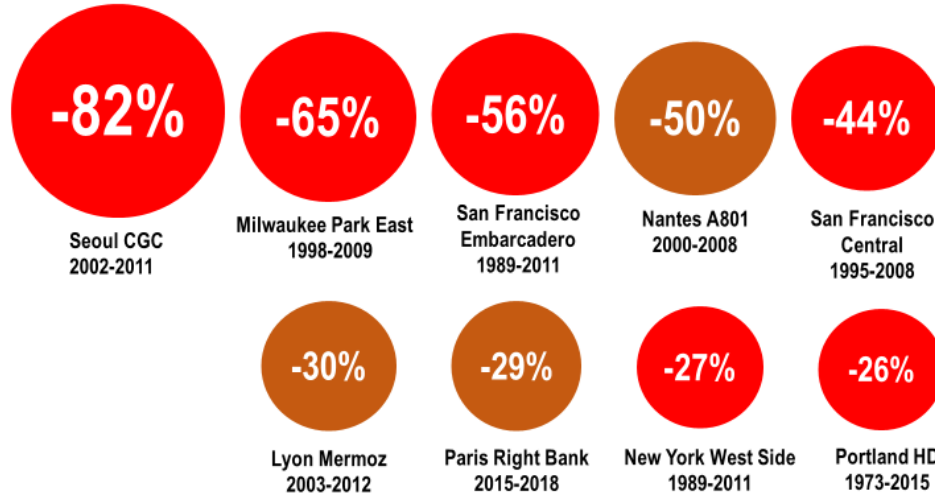
- Birmingham**
- Bogota**
- Bruxelles**
- Canton**
- Helsinki**
- Lyon**
- Los Angeles**
- Nantes**
- New York**
- Milwaukee**
- Montréal**
- Portland**
- Stockholm**
- Vancouver**
- etc.**

Very positive effects

PAUL LECROART PRESENTATION

Less traffic...

Lesson #1. Traffic Evaporation



Séoul (FR) 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► Redevelopment project of the Right Bank

Main objectives

- Quality of public space and integration of new uses
- Mobility and environmental quality in connection with the project of calming down the Presqu'île
- The relationship between the city and its river



125 000 m²

of potential public space over the 2 500 m of quays between the Pont de Lattre de Tassigny and the Pont Gallieni.

Schedule

- Concertation from November 8th to December 30th, 2021
- Drafting a call for tender for the architectural and engineering team in progress



Working method



Field visit



« FLOODING CITY WITH CARS »

« NOT FOR PEOPLE »



« difficult to navigate »

« ponts surdimensionnés »

« no anchors for bridges »



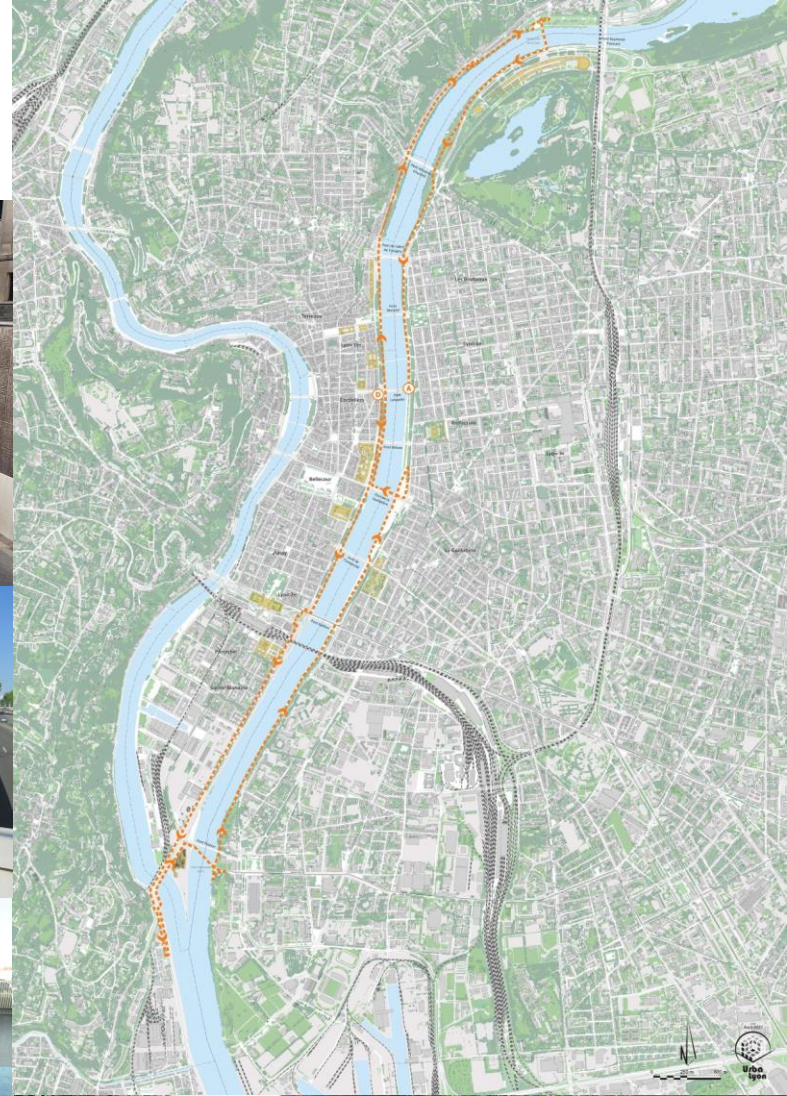
« topography »

« LEFT-OVERS »



« disconnected from city and river »

« SOUND »



« RANDOM »

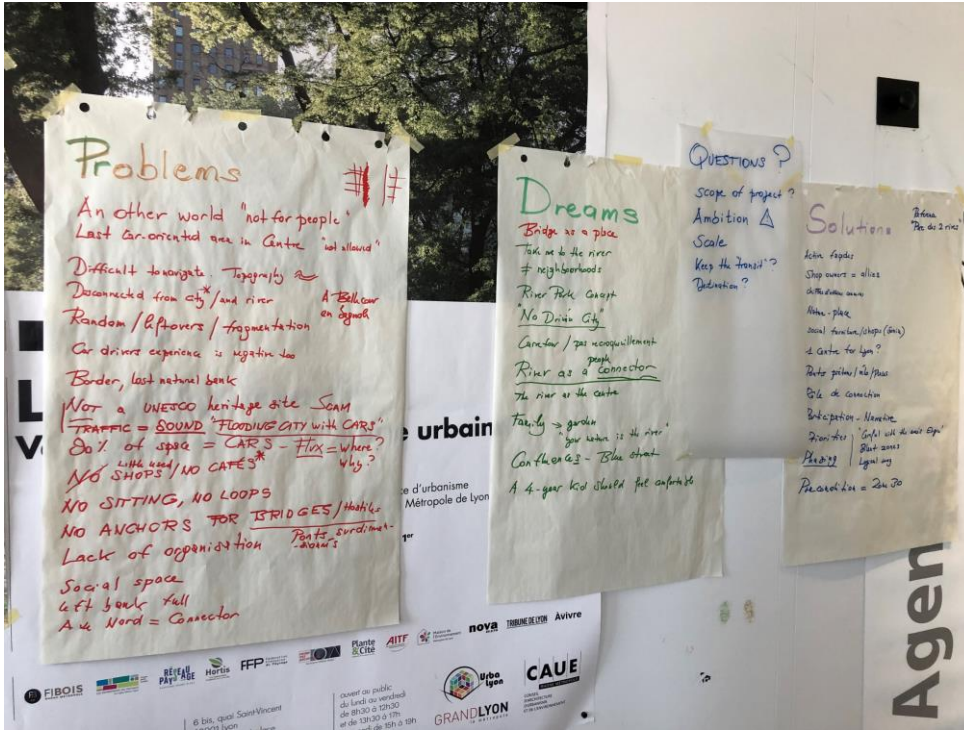




► Field visit (video made by Sonia Lavadinho)



Brainstorming

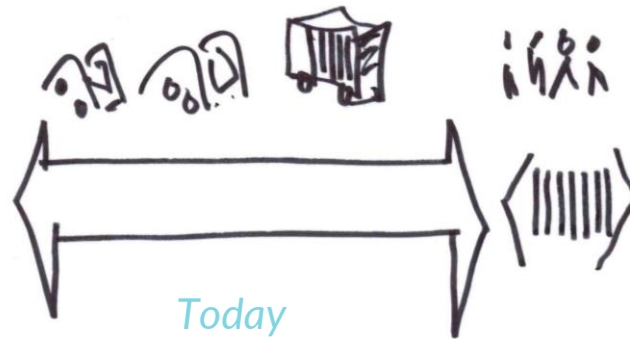


- Method called « Atelier de l'avenir » to share impressions after the field visit about **problems, solutions, dreams, narratives.**

- Work groups concentrated on the main ideas and according to the different scales of perspectives



Main ideas & recommendations





► Main ideas from the brainstorming

bridge as a place

NO DRIVING CITY

TAKE ME TO THE RIVER

River as a connector

different neighbourhoods

FAMILY

your nature is the river

DREAMS

active facades

Silent Zone

ZONE 30

SOLUTIONS

PONTS-PLACES

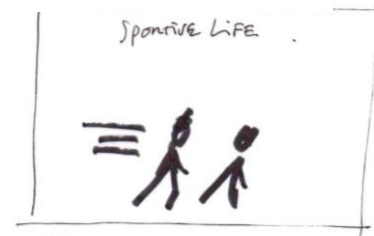
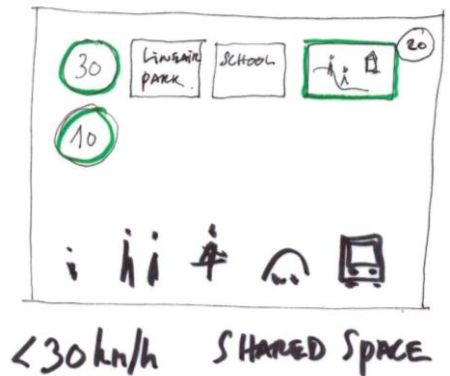
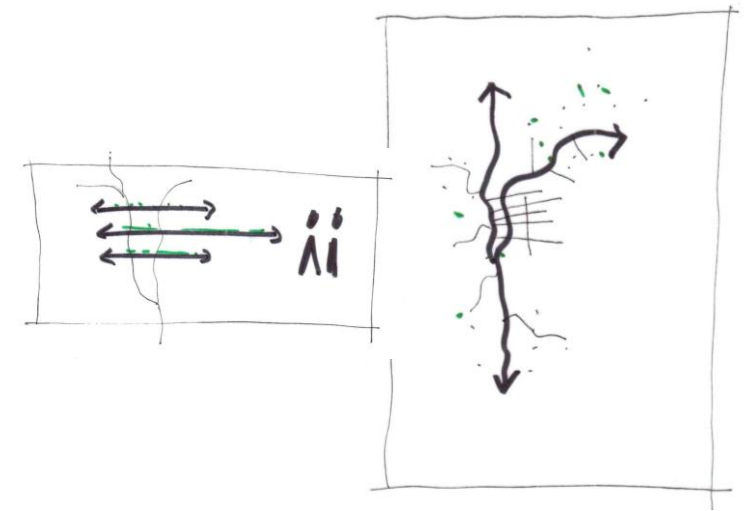
NATURE

Priorities

phasing

▶ Changing the point of view for the transformation of the Right Bank

- From north-south to **multiple directions**
- From road to **river and large central area** (which means also an update of some streets in the peninsula; especially those who will connect directly to pedestrian/bike bridges)
- From a great project to an **organic rediscovering** of the area
- From traffic engineering to **collective human values** ... children/family, health, for all, social place, sport, ...
- From monomodal approach to **omnimodal one**, the beauty of urban complexity



HEALTH



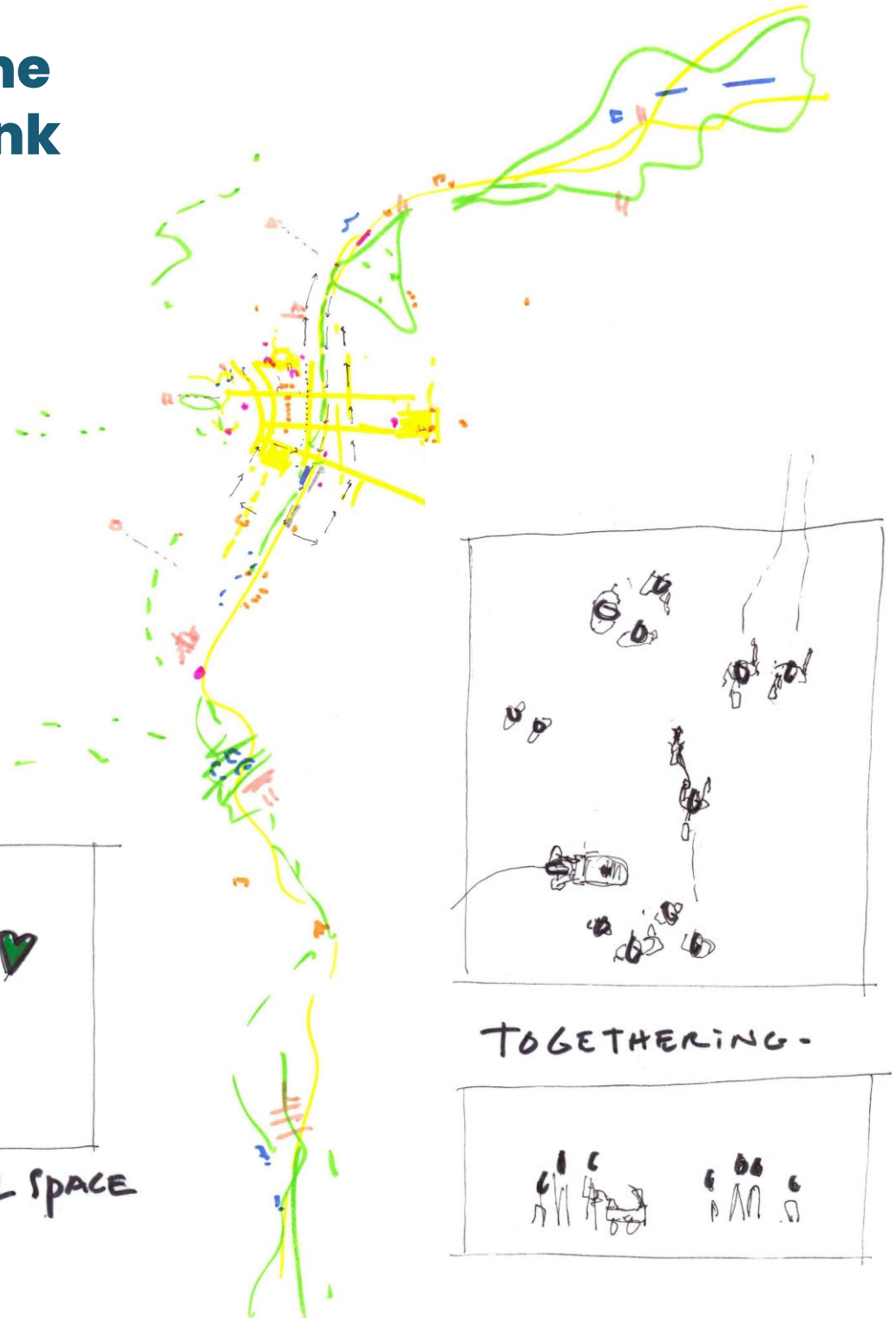
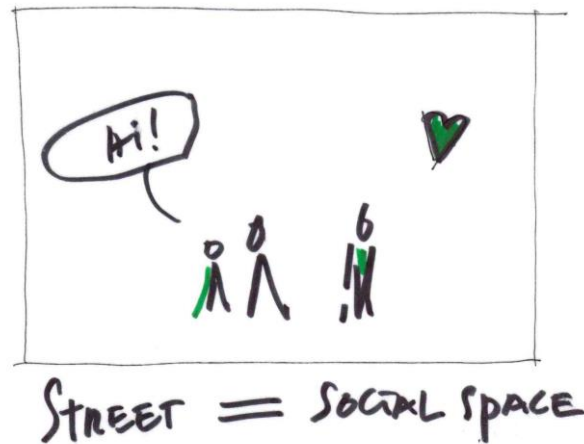
LEISURE

► The outlined narrative for the transformation of the Right Bank

Life lines

« This is a story of a river that is a connector which brings people, families and kids learning how to be resilient in the future »

The river seen as the Life lines of Lyon to define the project with another perspective : connecting small and regional scale, connecting history to future, connecting people & kids to water and natural system, connecting both river banks

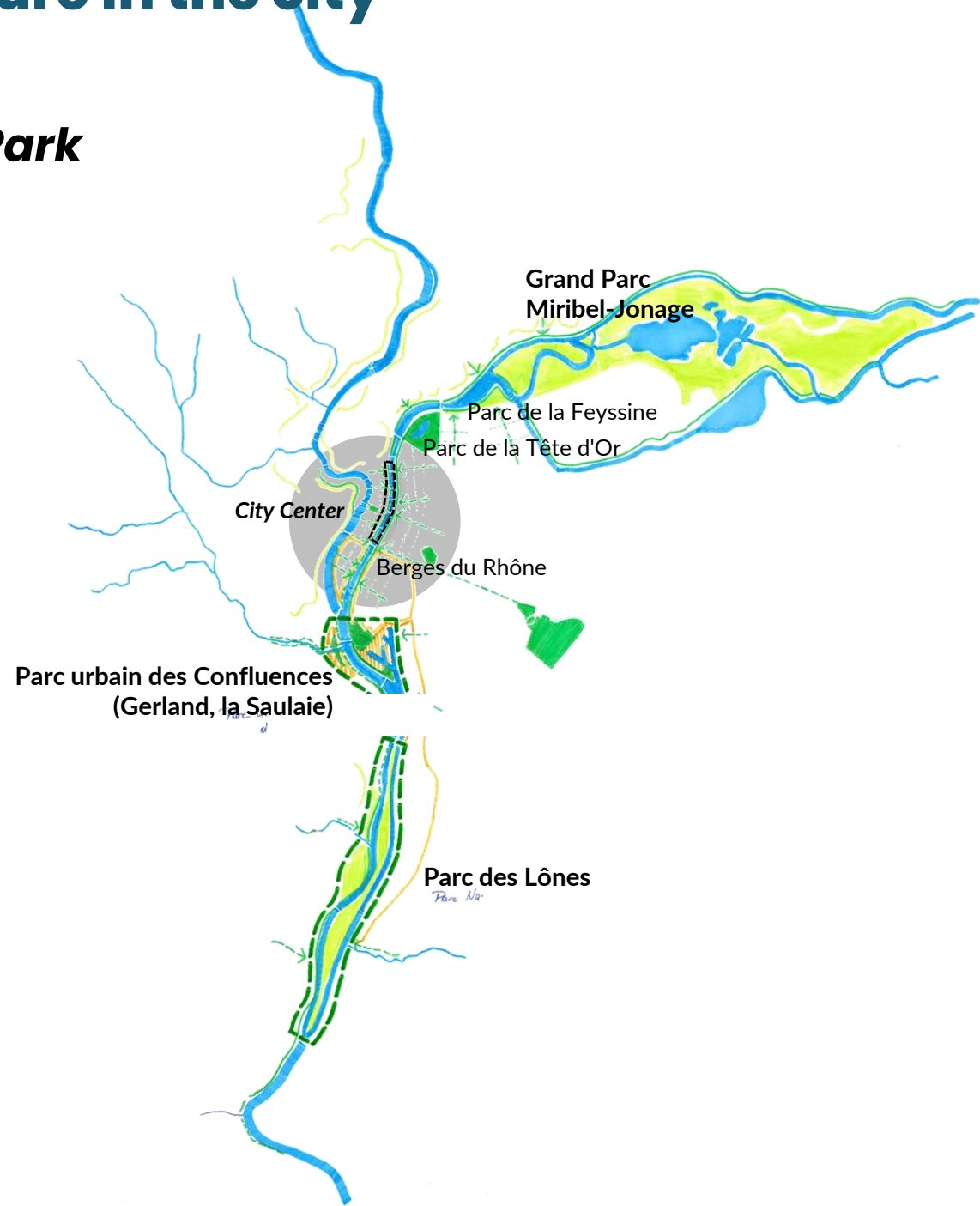




Green structure and nature in the city

River Park

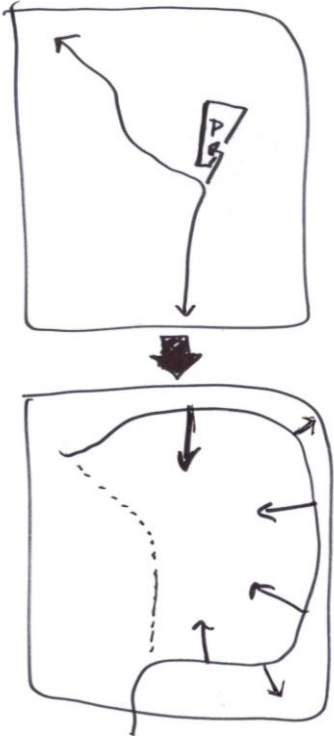
-  Rivers and bridges
-  Natural parcs
-  Urban parcs
-  Green connectors/green streets
-  Proposed project areas
-  Green urban development
-  Other project areas
-  Right Bank study area



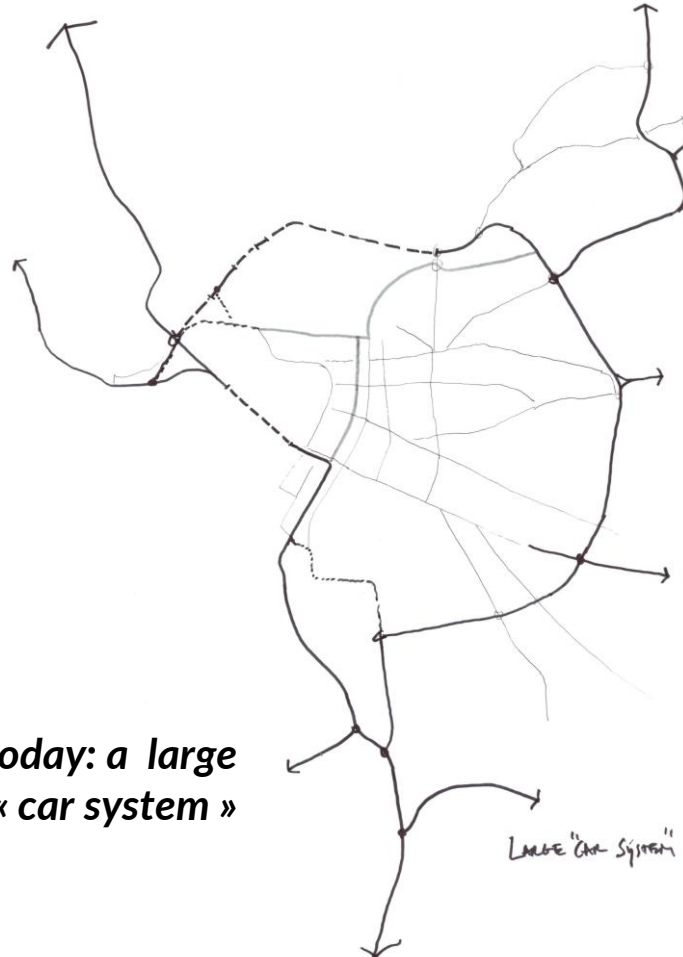
▶ Calming down



Defusing accessibility



Health as part of the daily life



Today: a large « car system »

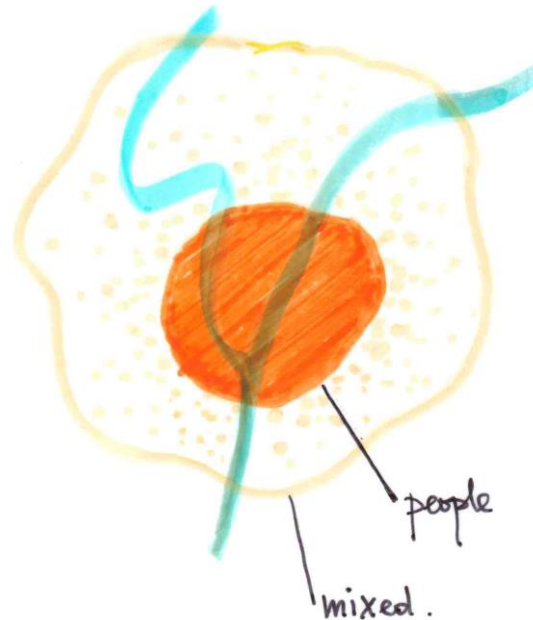


Tomorrow: « by pass » of the city center
by using existing infrastructures and cutting existing exits

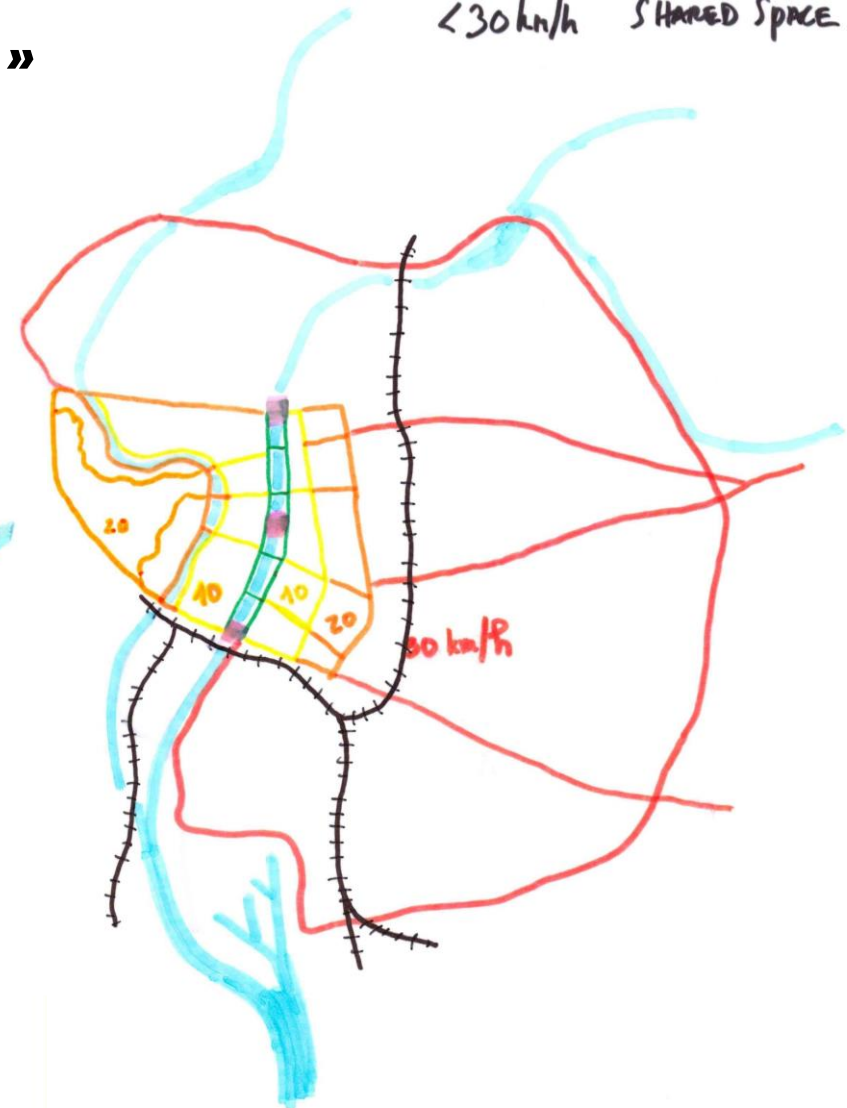
► Calming down

- Expanding pedestrian areas
- Share space between the different transportation modes (prerequisite: speed limit)
- The walkability of the Rhône, reconnecting people to the river
- The Rhône as a center and a point of reference to regulate modes and speeds, and calm down the living environment
- Influence on people's health (air, noise, water, physical activities)

The idea of a center that puts people first. From this center, we gradually reach a sharing zone between the different modes of travel, which stays pedestrian-friendly



The « fried egg » approach



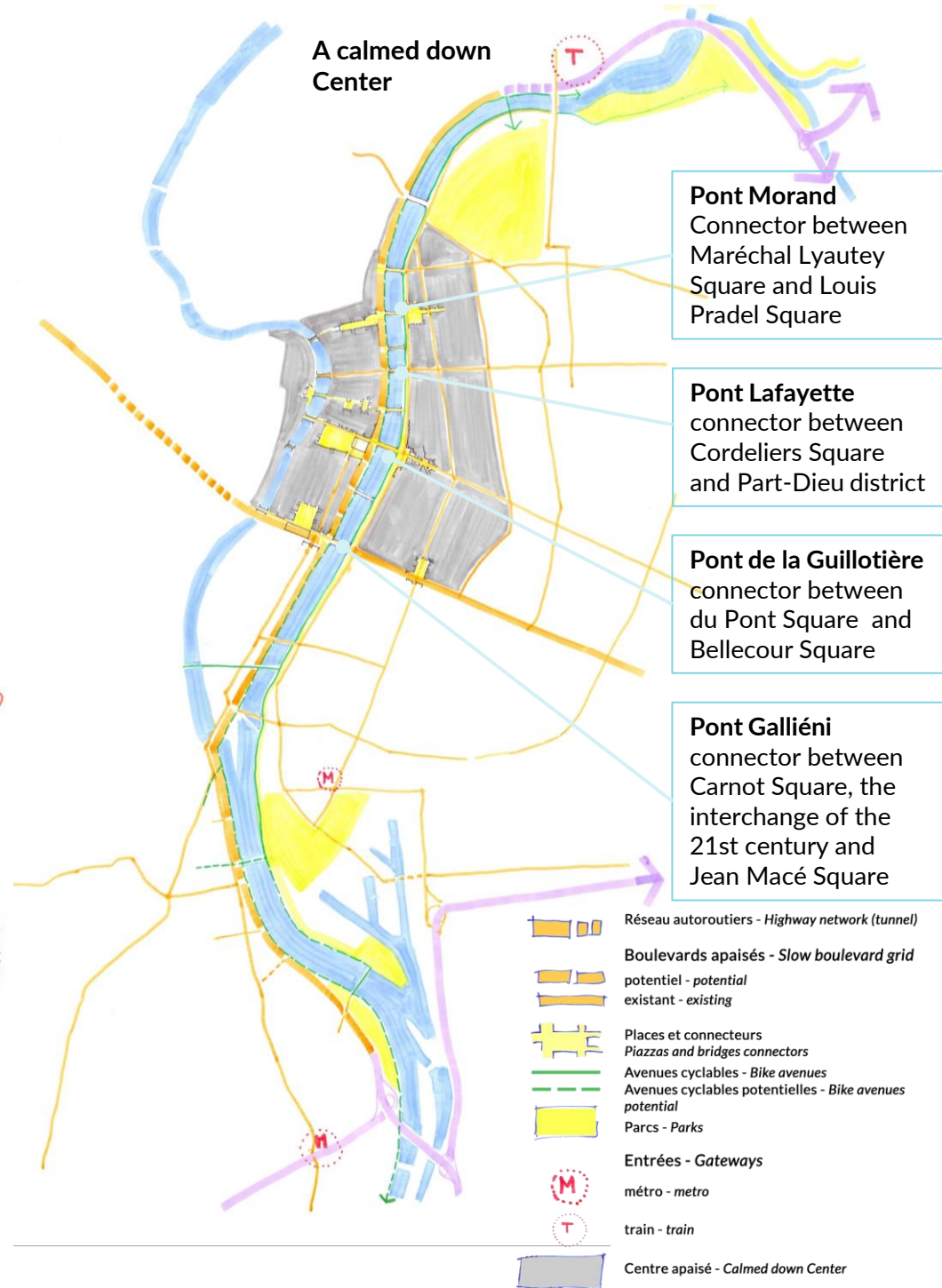
Concept of lowering speeds by successive speed limit zones around the calmed Rhône

Connectors to the city

- Revealing bridges as connectors on both banks
- Include bridges as extensions of the existing public space network
- Characterize the identity of each bridge and each crossroad, to renew the mental image of the right bank so that the users know where they are !

Bridges

Bridges : levers to connect existing public spaces



Connectors to the city

Bridges

« Settle a new mental map in which the bridges and the crossroads are more important than the all 8.5km linear »

Pont de Lattre de Tassigny	
	Pont Morand
	Passerelle du Collège
	Pont Lafayette
Pont Wilson	
Pont de la Guillotière	
Pont de l'Université	
Pont Gallieni	

- pedestrian
- cycle
- public transport
- private vehicle

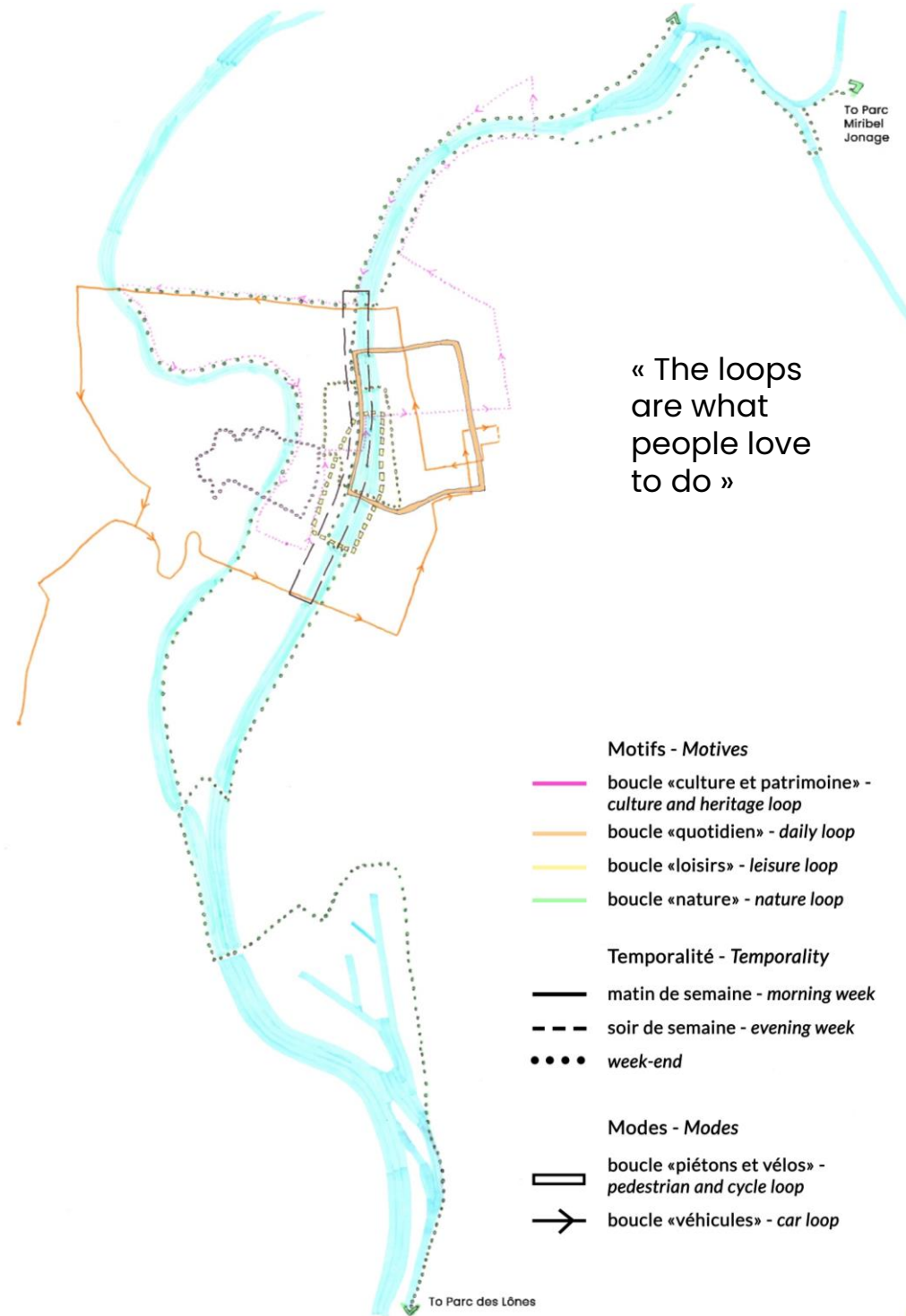
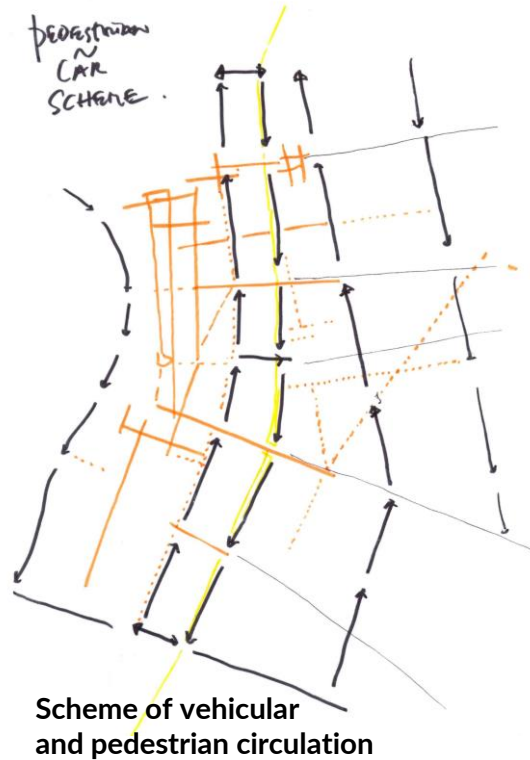


Desire

- Break free of the linear constraint imposed while it is more natural to make loop
- Make people want to walk in the city, and have several options to go around the city
- Connect places, neighbourhoods, banks
- Rely on a loop system to reduce traffic

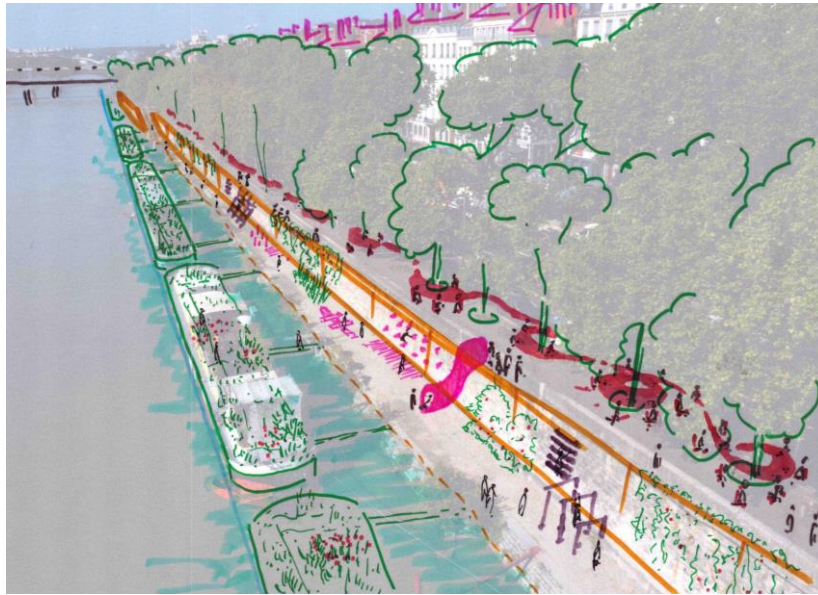
«It would be logical to **standardise the traffic directions** along the Rhône and the Saône, with only one-way traffic on each bank. [...] A reduction in traffic on the north-south corridor must be accompanied by an **equivalent reduction in east-west traffic**. This means reducing or eliminating traffic on some bridges. »

Loops

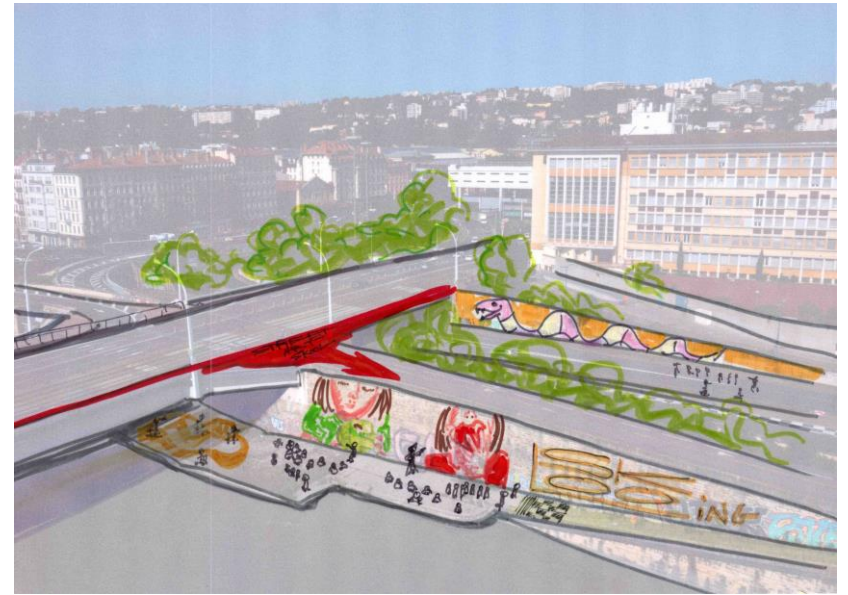


Learning

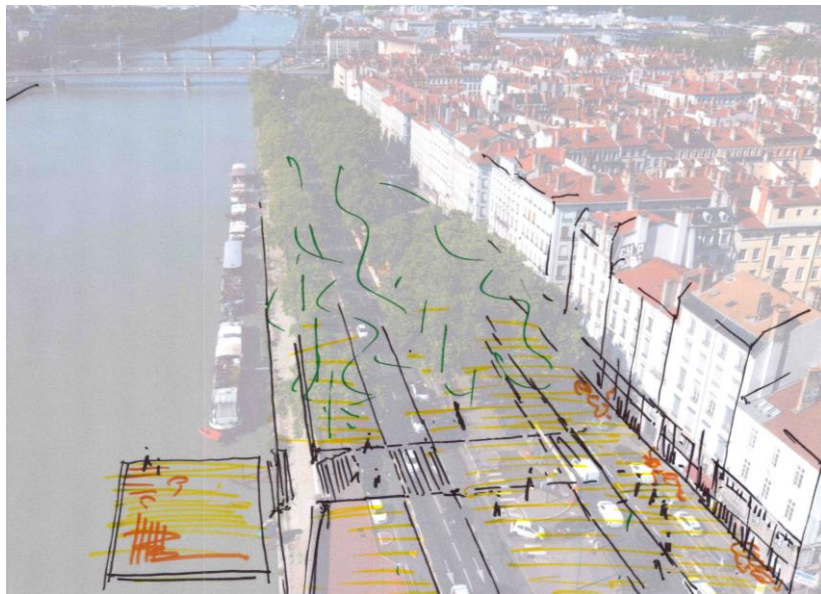
« The idea is to give more space to relationship, for people and families to be together »



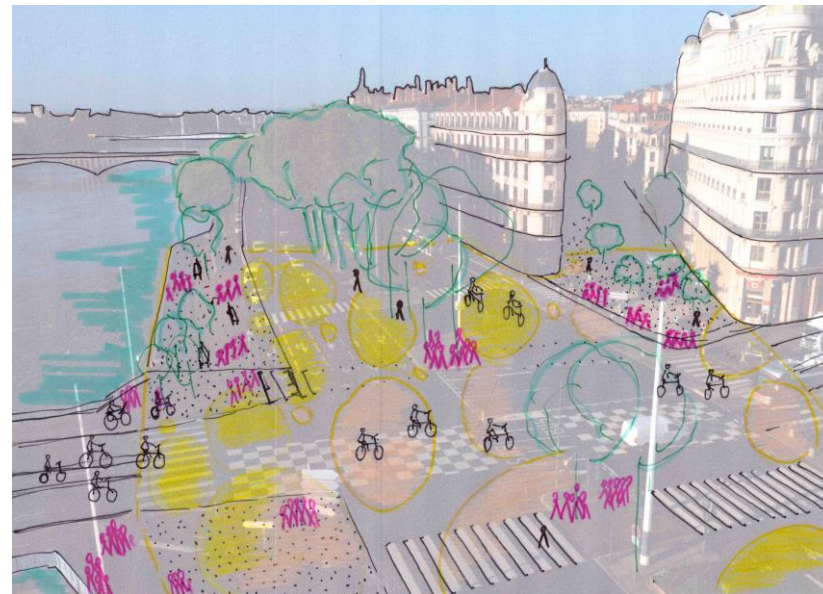
About leisure, gathering and edible city



About learning and streetart



About connecting to the river and active facades



About family friendly crossroad

« To shrink all space dedicated to speed and pop up all the others »

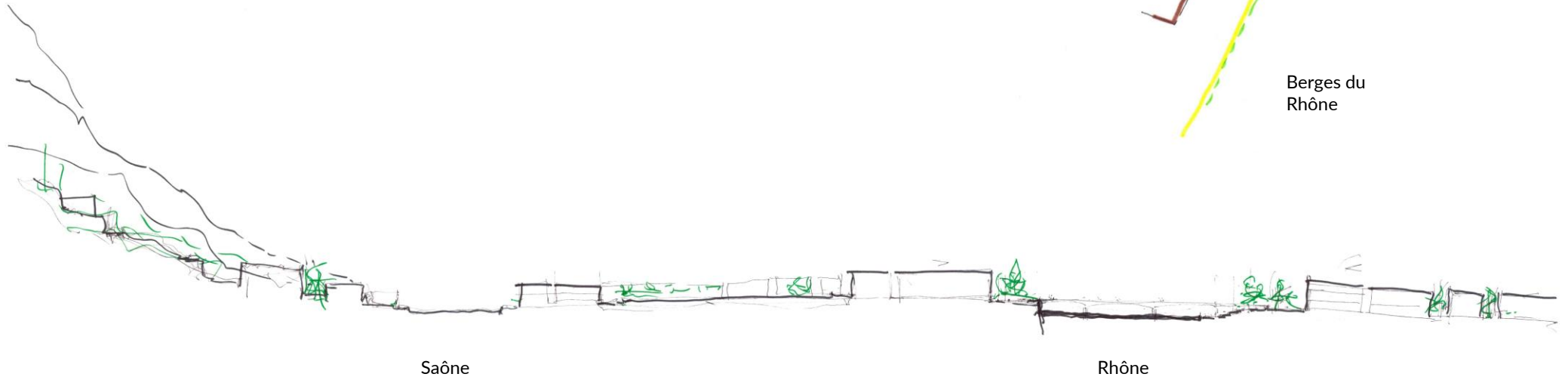
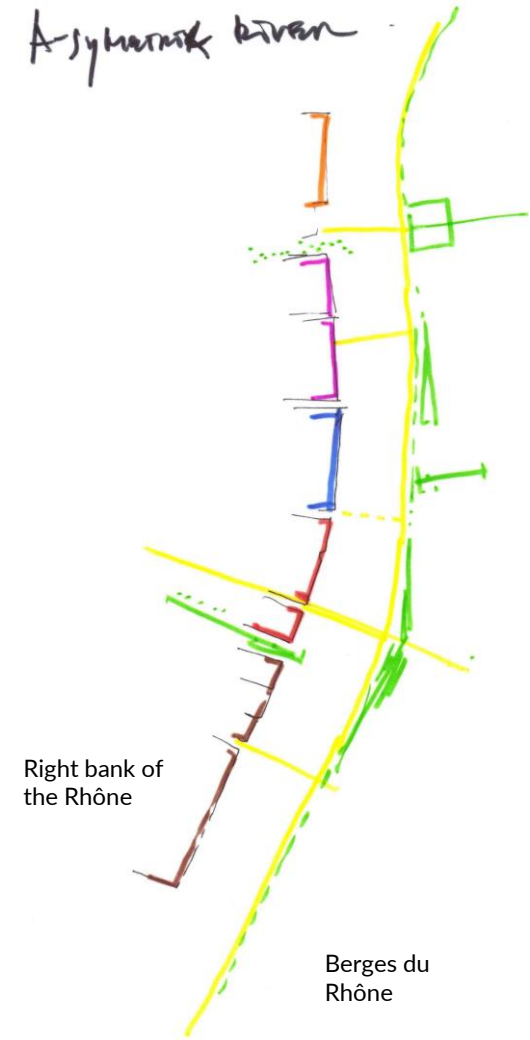


Landscape approach

Differences between the Right Bank and the Left Bank of the Rhône:

- A diversity of sequences vs. the linear project of the « Berges du Rhône »
- The characteristic of a quay in direct connection with the city vs. low quays disconnected from the surrounding neighbourhoods

Asymmetric Asymétrique





► Changing global approach

- Learning from french, european and international good practices
- Changing lens of analysis and adopting new indicators
- Expand the scope (perimeter of reflection and project) and changing perspectives (from a north-south to an east-west view)
- Value mobility alternatives for the metropolitan area inhabitants



► New needs for mobility analysis

To analyse the reduction of traffic on the north-south axis

- **Enlarge the field of reflection to both banks of the Rhône**, to take into account all the north to south traffic
- **Adopt an omnimodal approach** to relativise the car flows and remind that there are great alternatives
 - > *Regulate car flows of the two banks of the Rhône*
 - > *Compare them to the public transport flows within a 500 m corridor around the Rhône, also including pedestrian and cycling flows.*
- **Consider vehicle occupancy** to move from vehicules measurement to people measurement
- Keep in mind that the counts don't represent the traffic but are proportional to the traveled distances



► An appropriate approach for an emblematic project

- **A joint commission for the project** (Sytral public transportation authority, cultural and economic actors, including citizen involvement)
- **Emblematic short-term actions that illustrate the final/political ambition** for the project, and support behaviour changes through experiments: periodic closing of quays / bridges
- **Follow a « step-by-step » transformation process based on experiments** : look for the possibilities of using the existing space, explore the potential of all viaducts / hoppers / bridges / hidden spaces, different uses during day-night / winter-summer / daily-event, etc.
 - > 1st potential closing in the summer of 2022 with an event celebrating the river (see legal personality of the Rhône)
 - > other potential closing related to emblematic cultural events of Lyon (Festival of Lights, Biennials, ...)
- **An opportunity to test new forms of citizen association** : Citizen call for ideas (rather than expert) ; consultation for the future of the city (rather than for the project itself)





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