

EXPANDING THE PUBLIC REALM –FROM ROADS TO STREETS AND BEYOND

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L'Institut Paris Region, Paris Metropolitan Region Planning Agency

GRAND LYON
la métropole



SESSION 2 MEETING PROGRAMME

14:00 Introduction **Learning Together**

Paul Lecroart, Senior Urbanist, Institut Paris Region

14:30 First Round **Hot Regional Debates**

- Laurent Michelin, Head of Infrastructure, Métropole du Grand Lyon
- Niklas Aalto-Setälä, Strategic Urban Planner, City of Helsinki

15:10 Second Round **Plans are fine. How Do We Deliver?**

- Milène Deneubourg, Project Leader, Perspective Brussels
- Sandeep Shingadia, Director, Transport for West Midlands? Greater Birmingham

15:40 Third Round. **Joining Forces for Liveable Low Carbon City-Regions**

- Pernille Grimeland Røsvik, Project Leader EUROCITIES, Oslo City Planning
- Joan Caba Roset, Project Leader URBACT, Barcelona Metropolitan Area
- Pietro Reviglio, Policy Officer EUROCITIES

16:10 Discussion **Traffic & Transport. Delivery and Cooperation. Funding Strategies and Instruments**

16:40 Wrap-Up: **Further Reflections and Work Agenda. Conclusion**

TRANSFORMING HIGHWAYS INTO STREETS: **A KEY TO LIVEABLE CITY-REGIONS**

Ticks many boxes

- Urban Intensification for Compact City-Regions
- Moving People More Efficiently
- Low Carbon Strategies
- Climate Change & Environmental Strategies
- Mix-Use Quality Public Space for All

Lyon Mermoz A43 Highway to Boulevard Transformation

© Fabian da Costa_Gautier Conquet

TRANSFORMING HIGHWAYS INTO STREETS: **POST COVID SHIFTS**



- **Moving People Out of Their Cars**
- **Not Moving People and Jobs Out of Cities: Greening and Liveability**
- **Impacts of E-Commerce and Digital Services**

PAST CHANGES

Paris, Rivoli Street



1910



1960

FAST CHANGES AHEAD



25,000 cars/day

2018



2019



12,000 bikes/day

2020

© LP/Philippe Bayerle

© Christophe Bélin/Mairie de Paris

M. Gawlik/Institut Paris Region

© DR

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RADICAL TRANSFORMATION

Paris, Left Bank Expressway
Before / after



2012



2013

FROM ROADS TO STREETS METREX EXPERT GROUP LEARNING PLATFORM

EUROCITIES *Urban Regeneration in the City Fringe Working Group* -Leader Oslo

URBACT RiConnect Programme -Leader Barcelona AMB



Learning Together

- Sharing expertise
- Understanding processes and impacts
- Drawing lessons
- Finding innovative solutions
- Raising issues at national and EU level

Previous Meetings in 2020

- URBACT Manchester, Jan. 30- Feb. 1
- **METREX Online Kick Off, March 30**
- EUROCITIES Digital Meeting, June 24
- **METREX Online Lisbon & Pre-Lyon Conf., July 1-3**
- EUROCITIES Digital Meeting, Sept. 10



From Roads to Streets

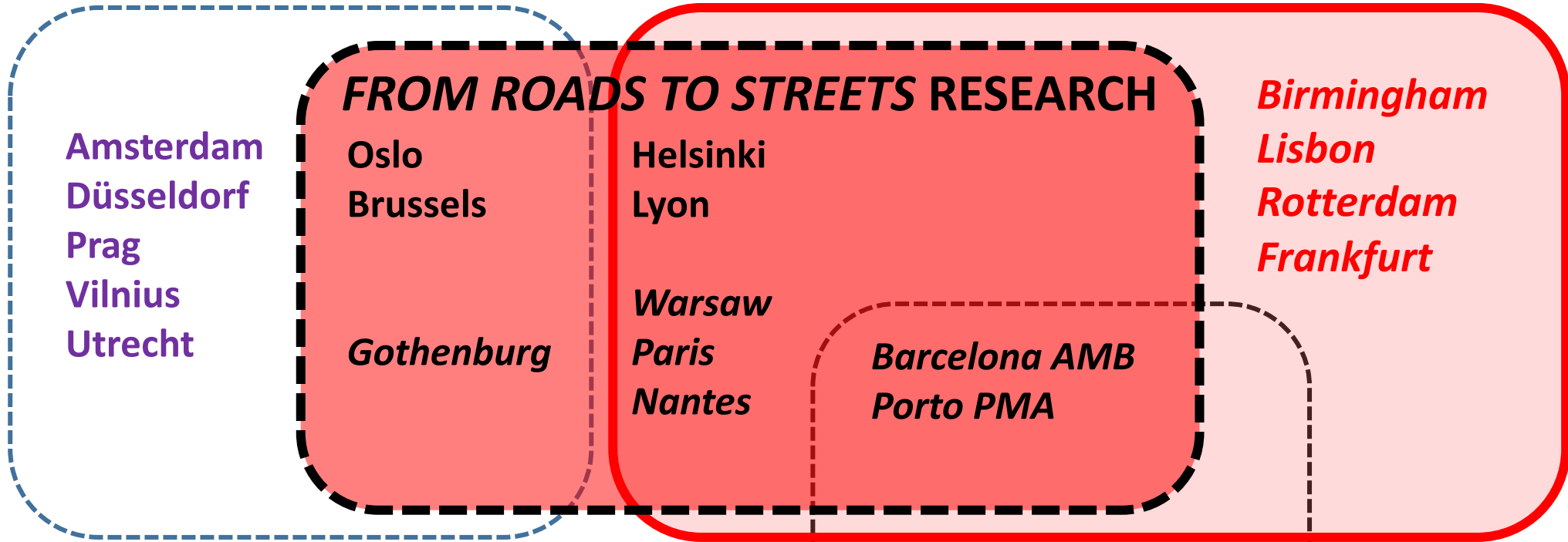
METREX Expert Group From Roads to Streets – Urban Regeneration in the City Fringe

In cooperation with the [Eurocities](#) project “Urban Regeneration in the City Fringe”, METREX has initiated an Expert Group From Roads to Streets: the transformation of roads to urban streets as a key measure to transform the urban fringe.

The EUROCITIES project will primarily investigate how to transform and integrate today's road-traffic barriers in the surrounding urban fabric. The intention is to change the roads from car-promoting structures to promoters of environmentally friendly transport and urban multifunctional spaces.

3-NETWORK LEARNING PLATFORM **METREX + EUROCITIES + URBACT**

FROM ROADS TO STREETS METREX EXPERT GROUP



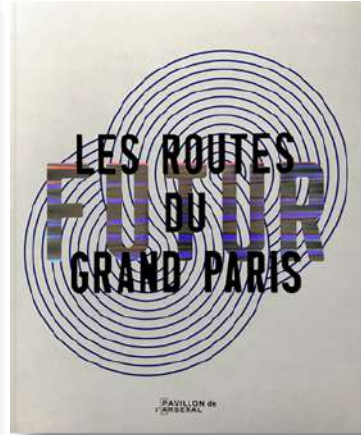
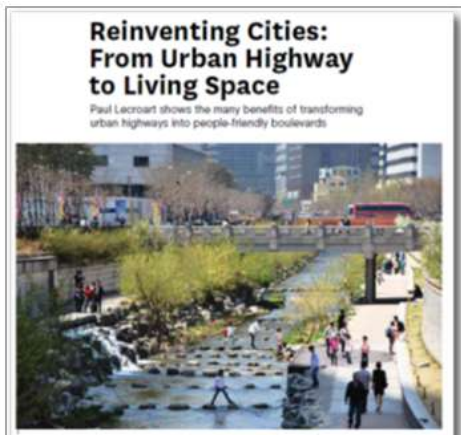
URBAN REGENERATION IN THE CITY FRINGE EUROCITIES WORKING GROUP



URBACT RICONNECT NETWORK



HIGHWAYS-TO-BOULEVARD PROCESSES: TAKE-AWAYS FROM PREVIOUS WORK



Take Away #1. Removing Highways Reduces Traffic, **Not Movement**

-82%

Seoul CGC
2002-2011

-65%

Milwaukee Park East
1998-2009

-56%

San Francisco
Embarcadero
1989-2011

-50%

Nantes A801
2000-2008

-44%

San Francisco
Central
1995-2008

-30%

Lyon Mermoz
2003-2012

-29%

Paris Right Bank
2015-2018

-27%

New York West Side
1989-2011

-26%

Portland HD
1973-2015

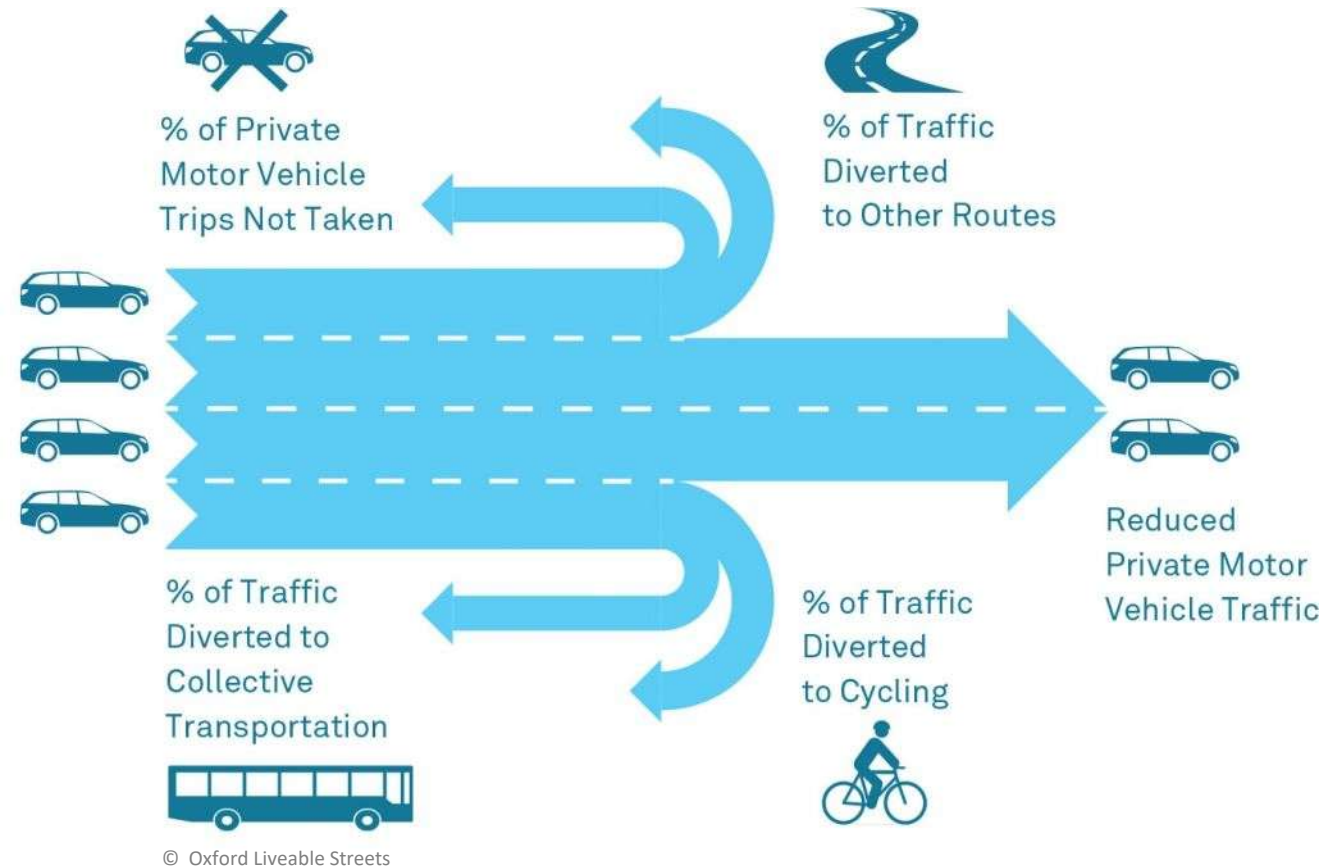
Take Away #1. Traffic Evaporation. Change of Travel Behaviour

Disappearing Traffic. Patterns of Change

Cairns, Goodwin & al. *Traffic Impact of Highway Capacity Reduction: Assessment of the Evidence*, DETR 1998.

Cairns, Goodwin & al. *Disappearing Traffic: The Story So Far*, 2002

- Other Route
- Other Time
- Modal Shift
- Car-Sharing
- **Activity Programme**
- **Less Trips**
- **Work at Home**
- **Co-working**
- **Shop Locally**
- **Re-Location of Home/Job**
- **Combinations...**



Take Away #1. Car-Use No Longer Driver of City Development

Vancouver 1996-2011

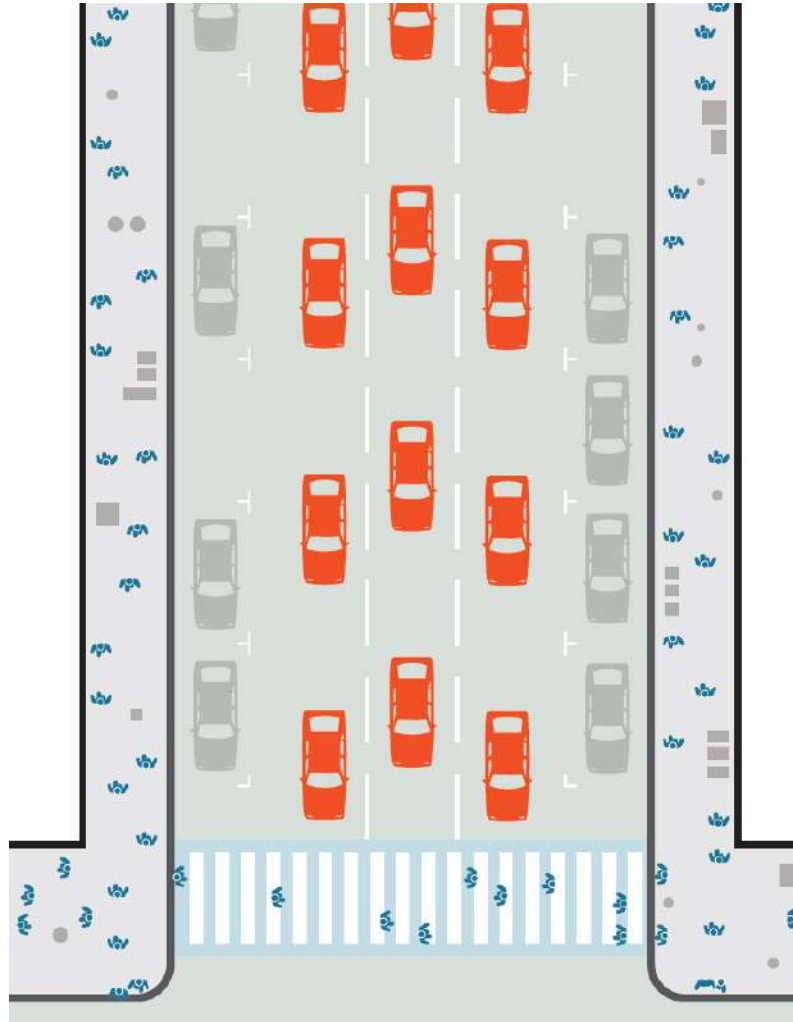


CITY

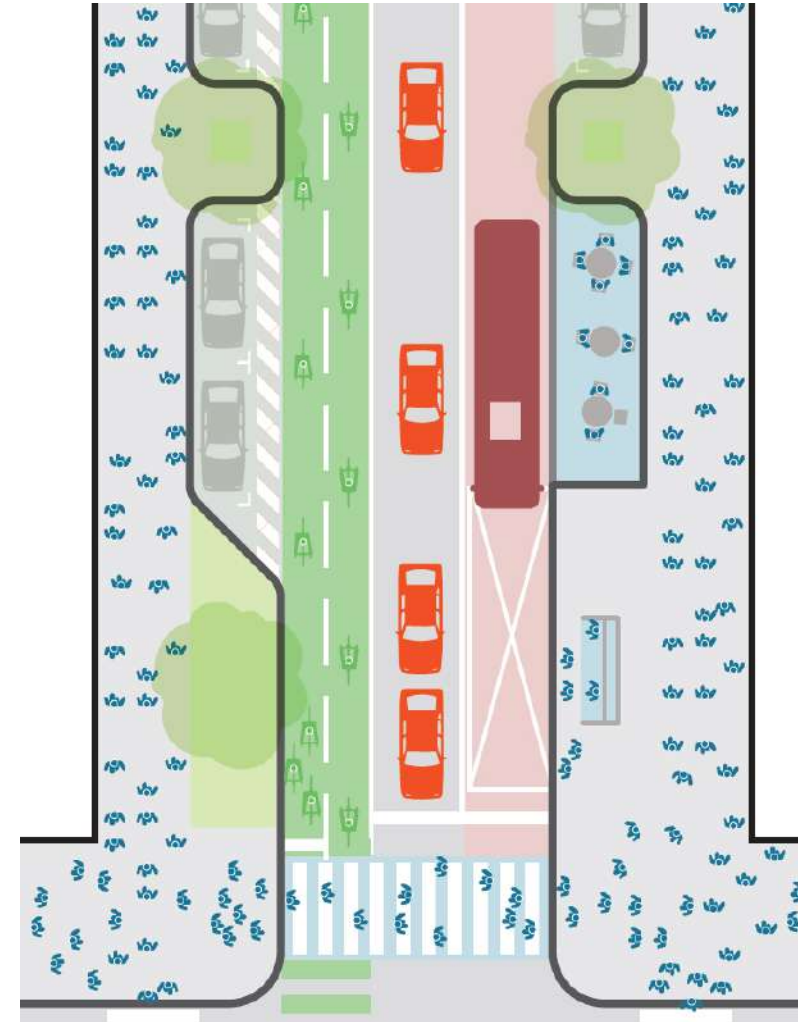


DOWNTOWN

Take Away #1. Re-allocating Road Space **Can Increase Capacity**



Car-Oriented Street
12,300 people/hour



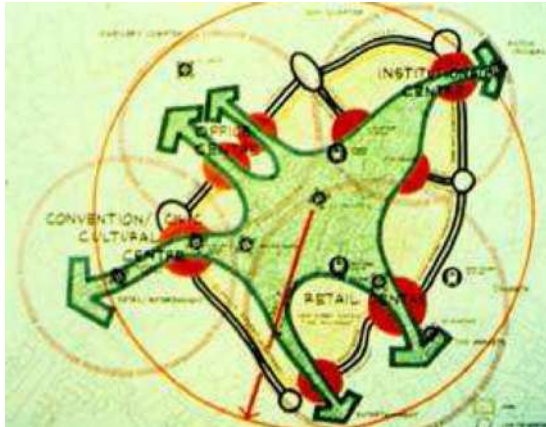
Multimodal Street
30,100 people/hour

© NACTO 2016

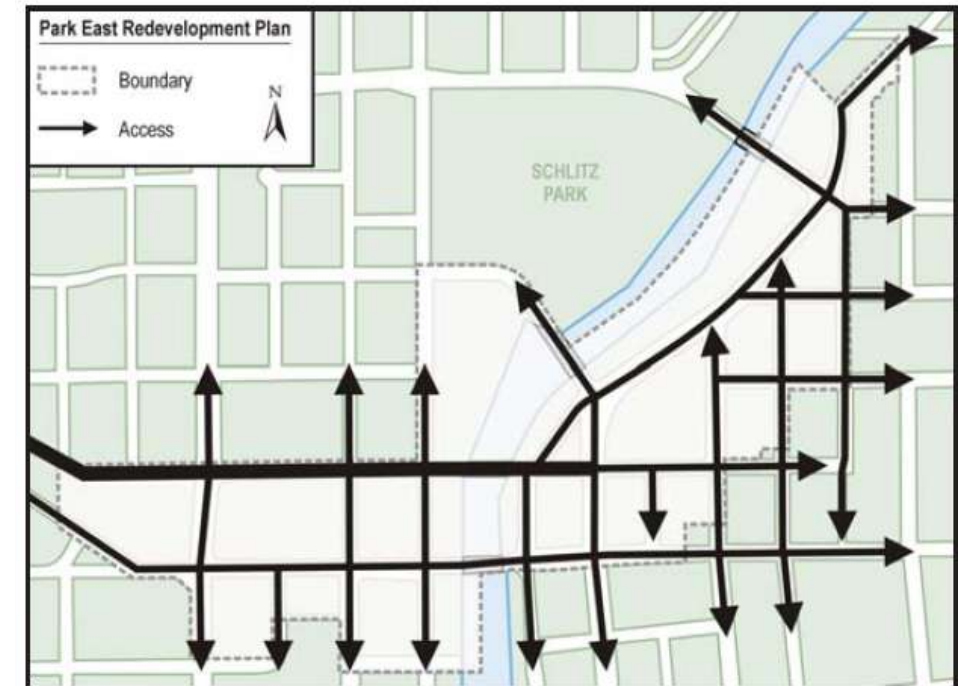
Take Away #2 Removing Barriers Stitches Cities Together

Reconnection = value creation

Birmingham, Breaking the Concrete Collar



Milwaukee, Park East Corridor Before and



© City of Milwaukee

Take Away #2 Reconnecting Streets Opens New Possibilities

Walking and Cycling



Photos © Paul Lecroart IAU

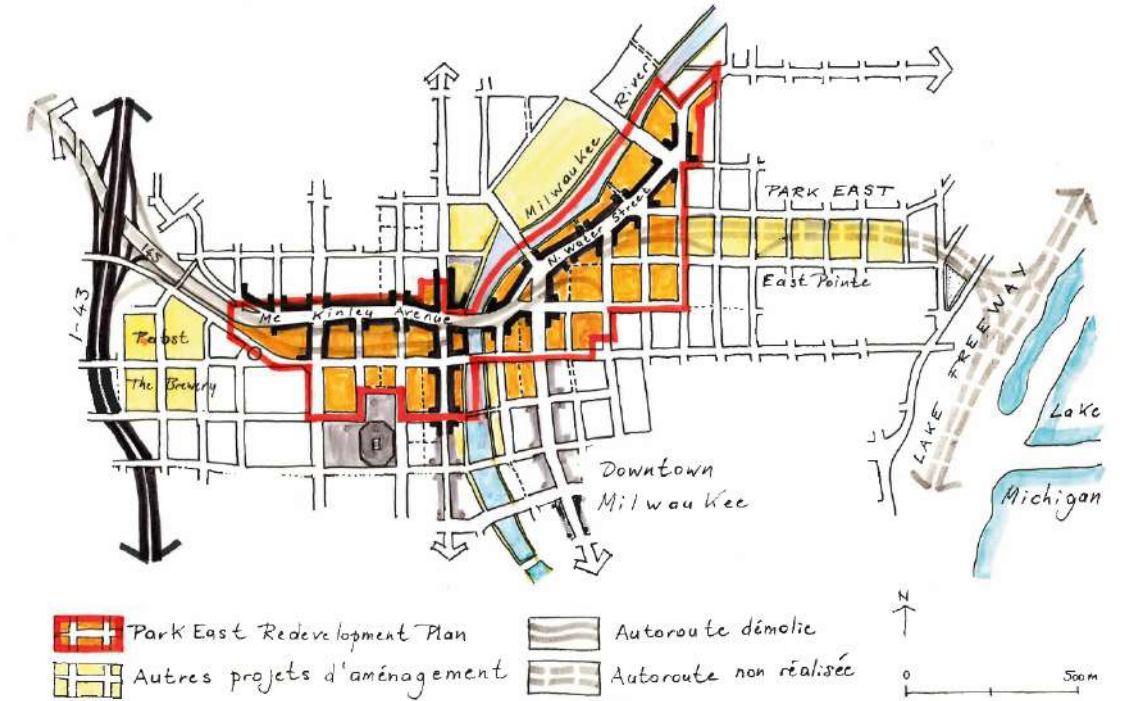
San Francisco, Embarcadero



New York, West Side

Take Away #3 Unlocks Regeneration Opportunities

- Urban Intensification
- Housing and Mix-Use Development
- New Public Spaces
- Green Infrastructure
- Economic Revitalisation



© Lecroart

Milwaukee, Park East Redevelopment Project

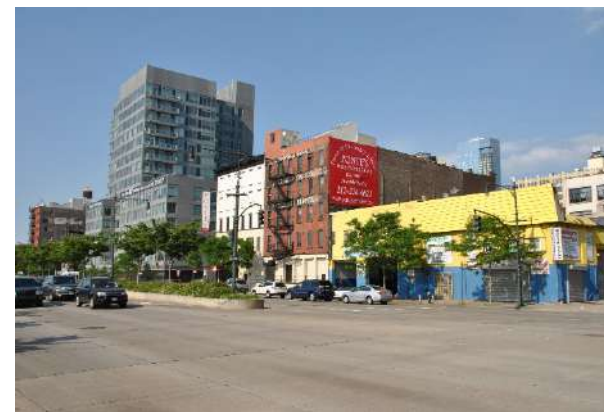


Photos © Paul Lecroart IAU

Seoul, Cheonggyecheon



San Francisco, Octavia Boulevard



New York, West Side



San Francisco, Embarcadero

Take Away #3 BUT Urban + Road Transformation = Autonomous Processes



Portland Waterfront



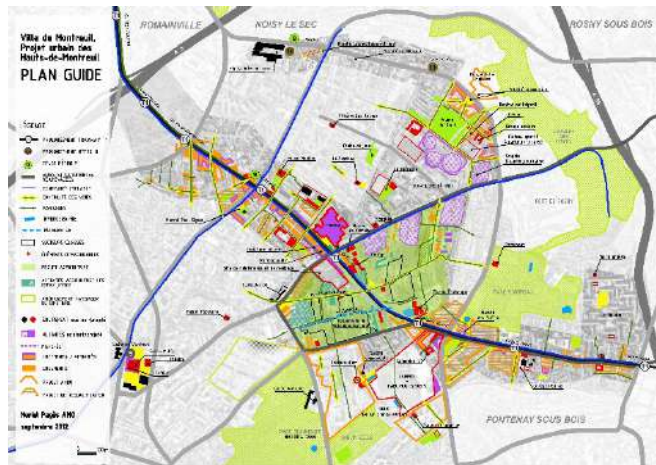
Vancouver Northeast False Creek



San Francisco Octavia/Market Plan



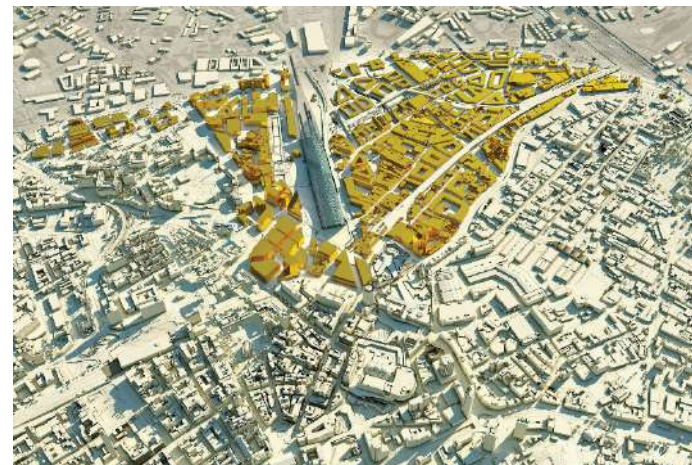
New York Hudson Yards



Paris Hauts-de-Montreuil Plan



Utrecht Station Area



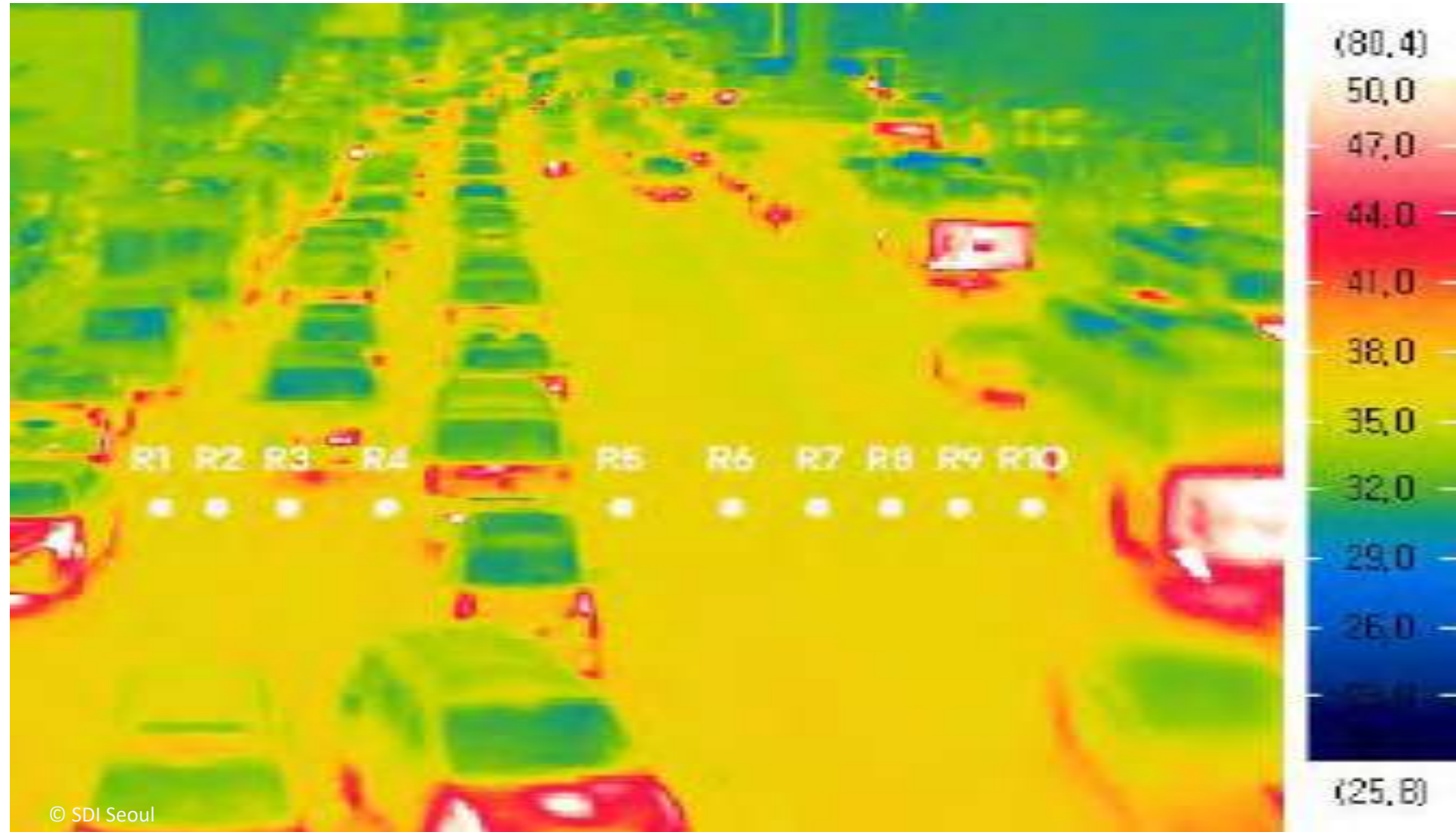
Birmingham East Side Curzon Street



Oslo, Hovinbyen (Competition)

Take Away #4 Environmental Benefits

- Noise
- Air Quality
- Climate
- Health
- Resilience



Take Away #5. Great Boulevards = Great Cities



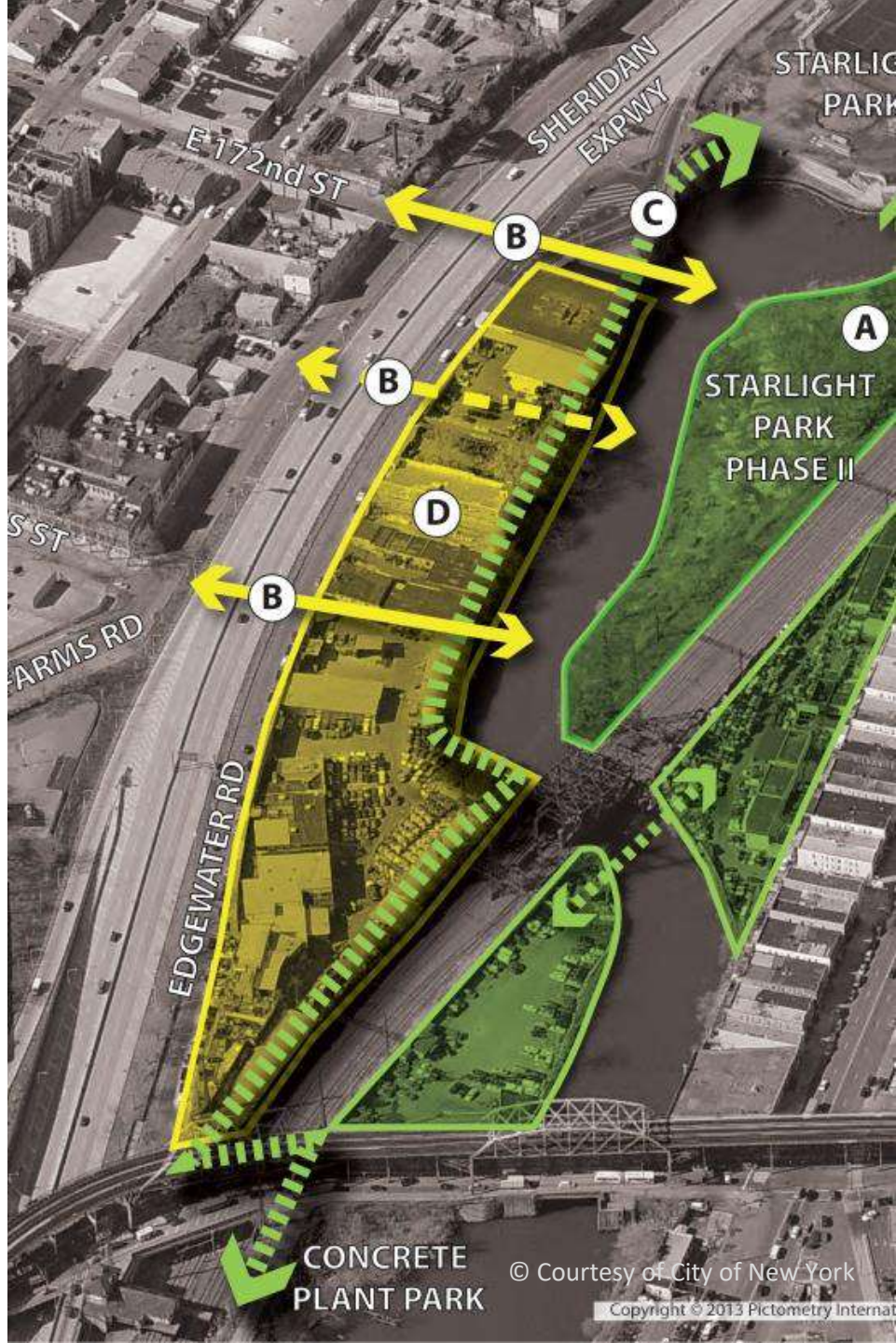
Paris, Neuilly avenue Charles-de-Gaulle

Take Away #5. But Can Great Boulevards Be Hybrid?



New York, Sheridan Expressway

© Paul Lecroart IAU



© Courtesy of City of New York

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Lesson #6. Public Participation is Crucial

Vancouver, idea competition

vancouver viaducts & eastern core

re|CONNECT



Submission Gallery

Below are the submissions which were received during the re:CONNECT competition. Click on an image to view the submission in full, and to vote and comment on it.

Submissions are displayed in the order they were received.

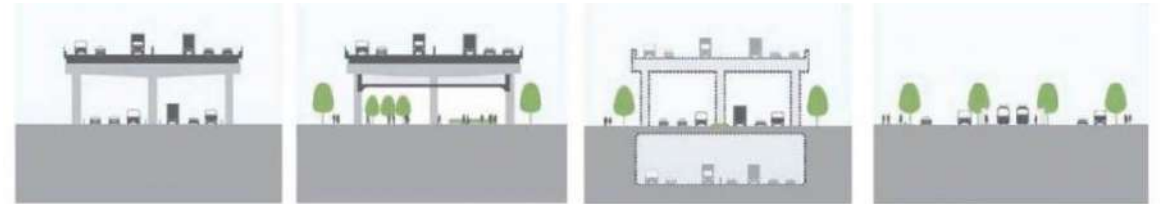


Connecting the Core

This component of the competition seeks high-level ideas for the future of Vancouver's Eastern Core. Design solutions should seek creative, BIG PICTURE opportunities that envision a sustainable and innovative future.



Toronto, debate on scenarios & quick wins



maintain
the elevated expressway

improve
the urban fabric while maintaining the existing expressway

replace
with a new above or below grade expressway

remove
the elevated expressway and build a new



Lesson #7. Strategic Metropolitan Projects

- Not a Question of Data & Traffic Counts
- City Long-Term Development Model
- Risk Taking
- Success Relies on Political Will

Challenges

- Acceptance: Can it be a Win-Win?
- Planning Governance: Who decides?
- Finance: How Much? Who's going to pay?
- Where to start?

Montréal Mayor Inaugurates Bonaventure Highway 1966



© Archives Magazine MacLean's

Montréal Mayor Inaugurates Highway Reconstruction 2016



© Patrick Sanfaçon La Presse

LEARNING FROM EUROPE: A CASE STUDY RESEARCH APPROACH

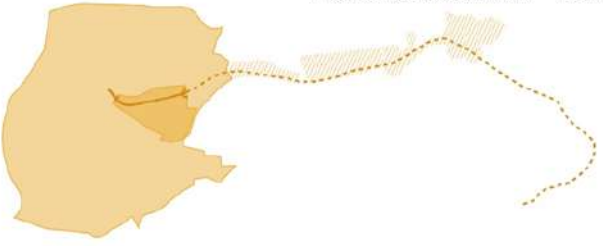


- Cities with previous Highway-to-Boulevard experience
- Cities with Highway-to-Boulevard projects
- ⊙ Case studies


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Sources : L'Institut Paris Region




Oslo
Østre Aker vei Fv.163 in Haraldrud, Hovinbyen
Road section: 1.4 km Regeneration project: 1,100 ha
Potential road section: 11 km Potential regeneration surface: 170 ha




Helsinki
Tuusulanväylä City Boulevard project
Road section: 2 km Regeneration project: 180 ha




Helsinki
Vihdintie-Huopalahdentie City Boulevard project
Road section: 4 km Regeneration project: 137 ha



Brussels
Delta-Herrmann-Debroux E411
Road section: 5 km Regeneration project: 43.5 ha

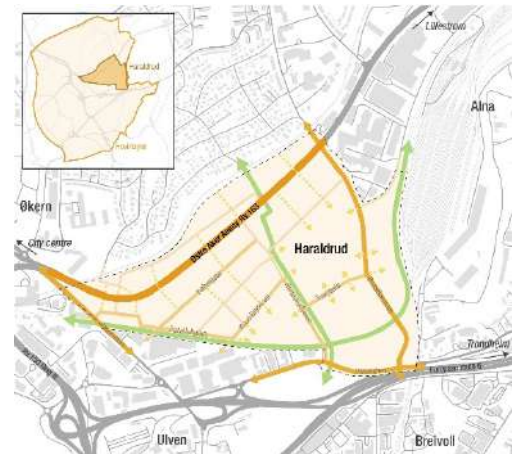


Lyon
M6/M7 project
Road section: 16 km Adjacent regeneration projects: 270 ha



FOUR CASE STUDIES ONGOING CITY STRATEGIES AND BOULEVARD PROJECTS

Oslo Østre Aker vei

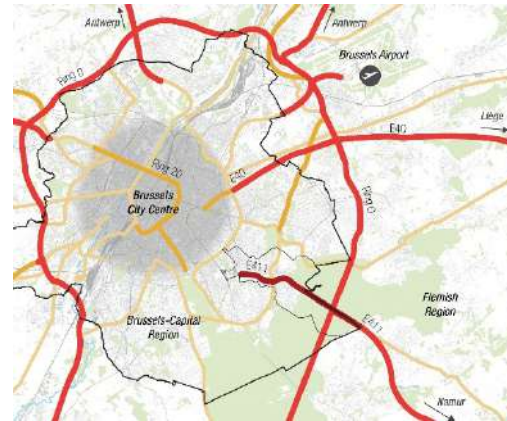


© City of Oslo

Road section to be transformed: **1.4 km**
Regeneration project: **1100 ha**

PAUL LECROART
METREX OCTOBER 1, 2020

Brussels Delta Herrmann-Debroux



© Perspective.Brussels

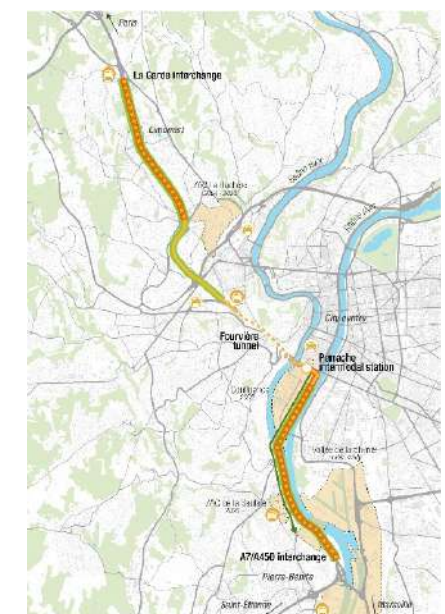
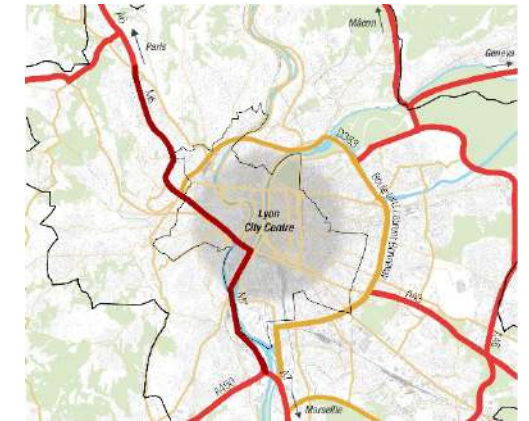
Road section to be transformed: **5 km**
Regeneration project: **43.5 ha**

Helsinki Vihdintie/Huopalahdentie



Road section to be transformed: **4 km**
Regeneration project: **137 ha**

Lyon M6/M7



Road section to be transformed: **16 km**
Regeneration projects: **270ha**

FOUR CASE STUDIES **HIGHWAY TRANSFORMATION PROJECTS**

Oslo
Østre Aker vei



© City of Oslo



© De Gayardon Bureau

Road section to be transformed: **1.4 km**
Surface area of the regeneration project: **1100 ha**

PAUL LECROART
METREX OCTOBER 1, 2020

Brussels
Delta Herrmann-Debroux



© Commune d'Auderghem



© Perspective.brussels

Road section to be transformed: **5 km**
Surface area of the regeneration project: **43.5 ha**

Helsinki
Vihdintie/Huopalahdentie



© City of Helsinki



© City of Helsinki

Road section to be transformed: **4 km**
Surface area of the regeneration project: **137 ha**

Lyon
M6/M7



© Perry Tak



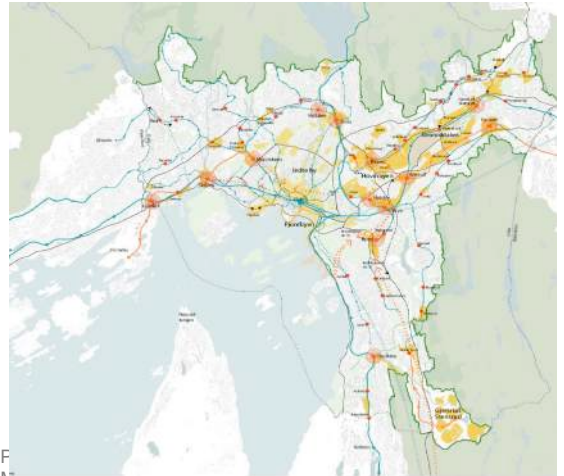
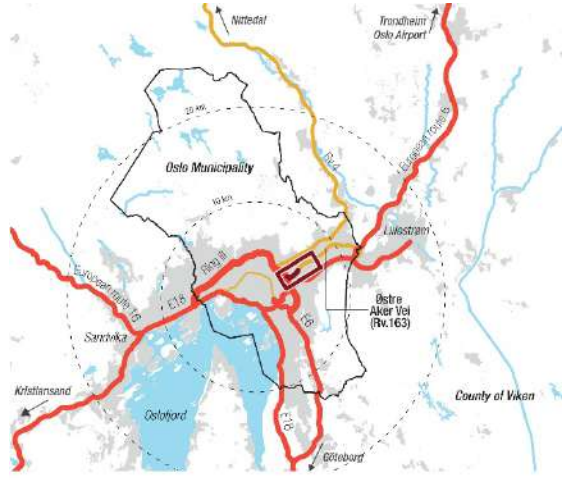
© Dumetier Design/Métropole de Lyon

Road section to be transformed: **16 km**

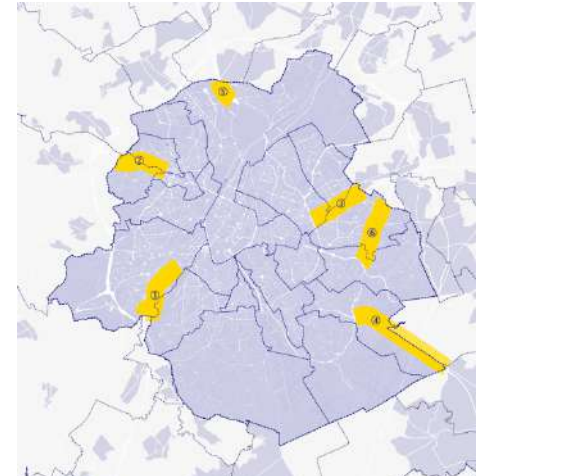
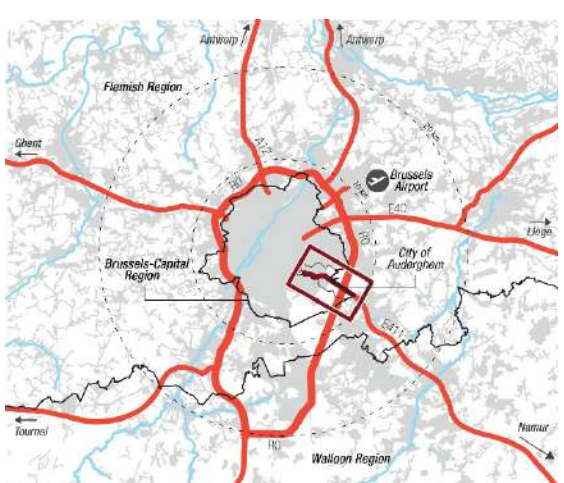
FOUR CASE STUDIES

HOW DOES HIGHWAY TRANSFORMATION RELATE TO REGIONAL & CITY STRATEGIES?

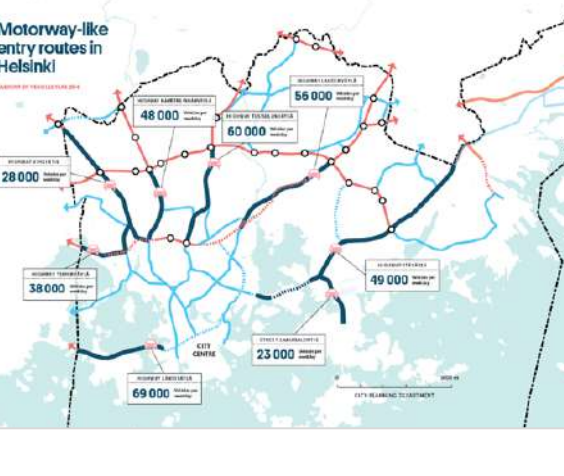
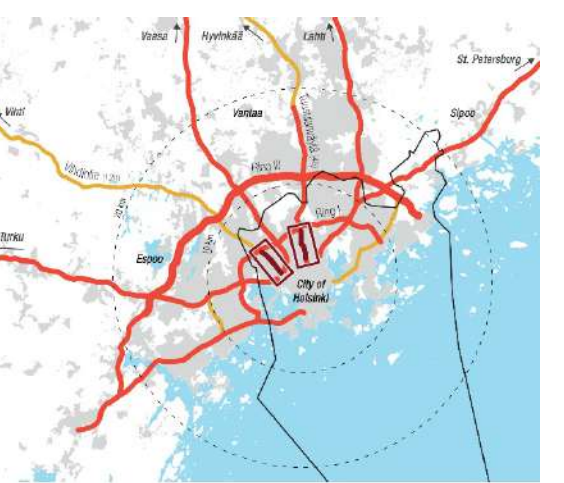
Oslo *Tactical*



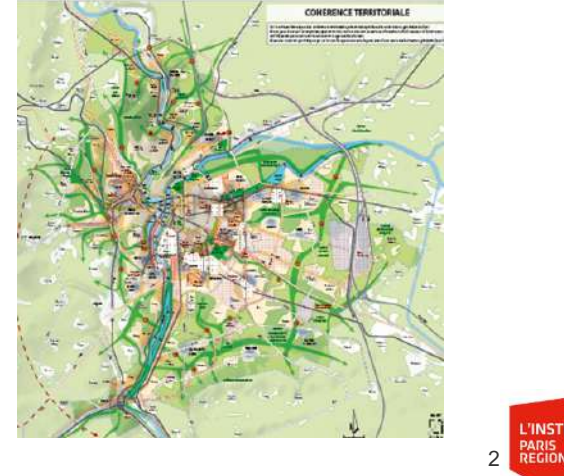
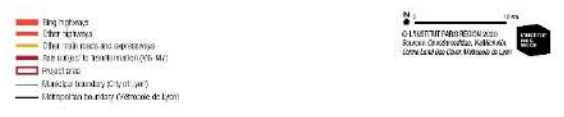
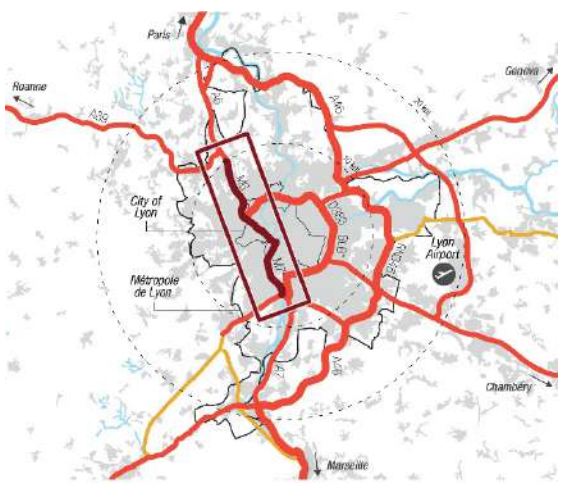
Brussels *Strategic*



Helsinki *Structural*



Lyon *Strategic*



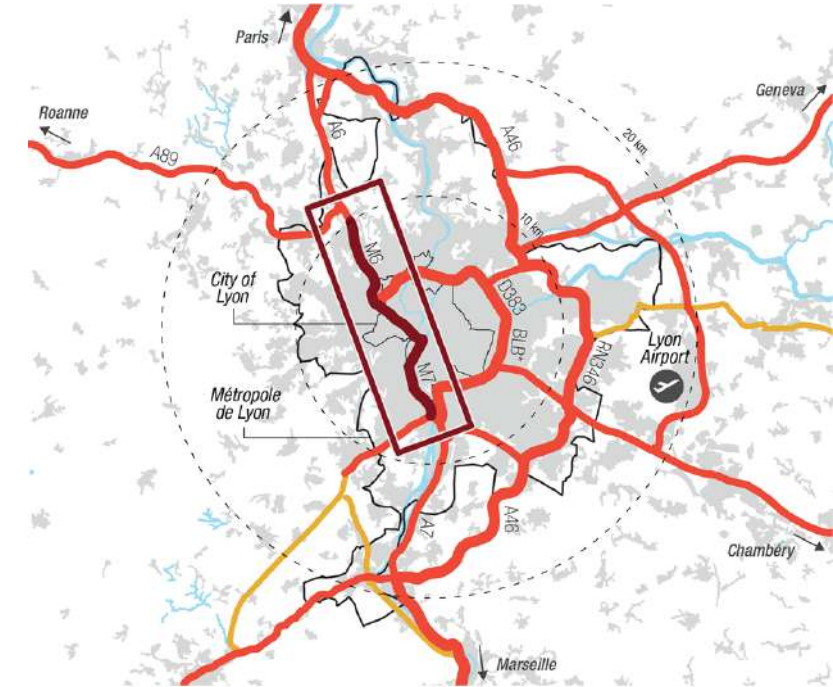
TAKE AWAYS LYON M6-M7 HIGHWAY TRANSFORMATION

Strategic Metropolitan Project (Regional Master Plan)

- Heavy Traffic Corridor of National Interest In the Heart of City
- Now a 'Metropolitan Highway' (De-commissioned 2016)
- Incremental Transformation Programme to 2030
- Urban Regeneration Opportunities

Questions

- **With Western Ringway Project Abandoned, How to Reduce Traffic by 50% ? What Alternatives?**
- **Social and Political Acceptability in the Wider Urban Region**
- **Building a New Metropolitan 'Green' Vision**



TAKE AWAYS HELSINKI BOULEVARD STRA

Structural City Growth Strategy (Master Plan 2018)

- *Boulevardisation* process of 7 highways
- Target-Based Model 2040
- Support Studies: Traffic, Noise, Visualisation...
- Public Debate
- Pilot Projects

Questions

- **Overcoming Legal Challenges?**
- **Need for Stronger Regional Cooperation?**
- **Traffic, Air Quality and Densification Issues?**



City of Helsinki

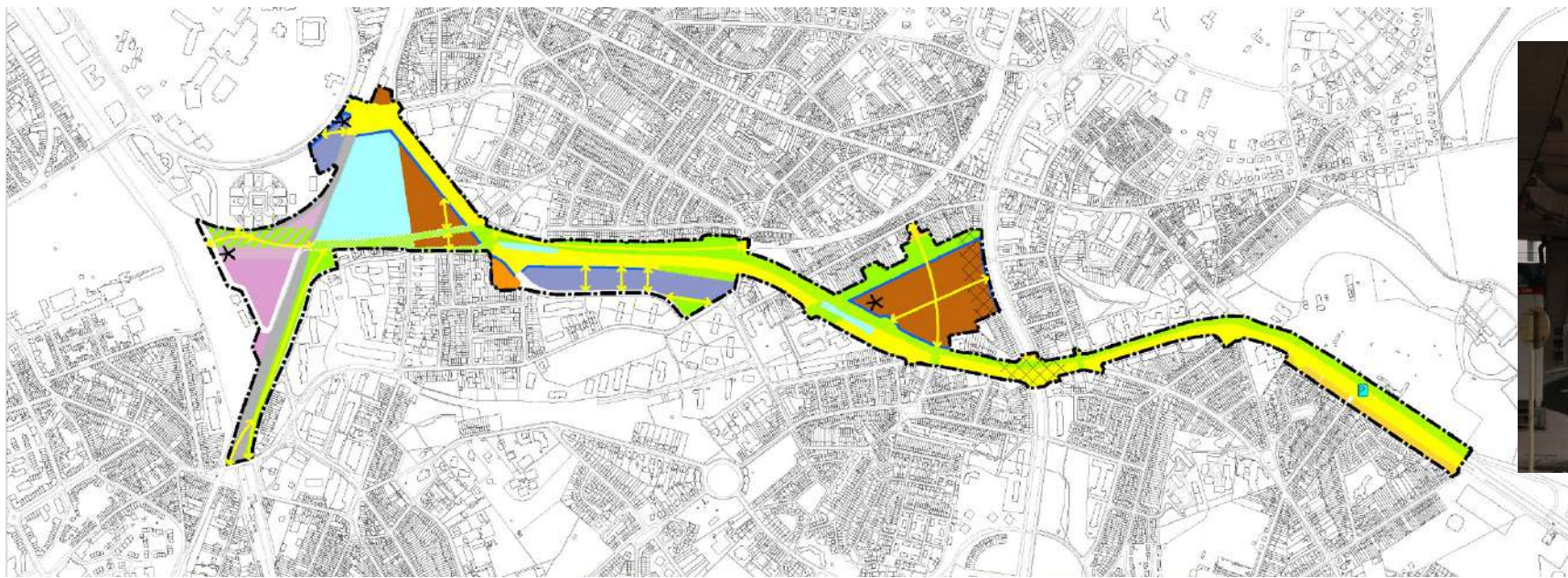
TAKE AWAYS BRUSSELS URBAN STRATEGY. HERRMANN-DEBROUX CORRIDOR

City-Region Strategy (Brussels Capital Sustainable City Plan 2018)

- Commitment to Move Away from Car-Oriented Development Penetrating Highways
- Integrated Urban Plan for E411 Corridor supported by Environmental Impact Studies

Questions

- **Points of Discussion: Traffic? Park & Ride Policy? Densification?**
- **Delivery. How to Get All Stakeholders to Back the Project? Including the Flanders Region?**



TAKE AWAYS OSLO HOVINBYEN STRATEGY & ØSTRE AKER VEI HIGHWAY

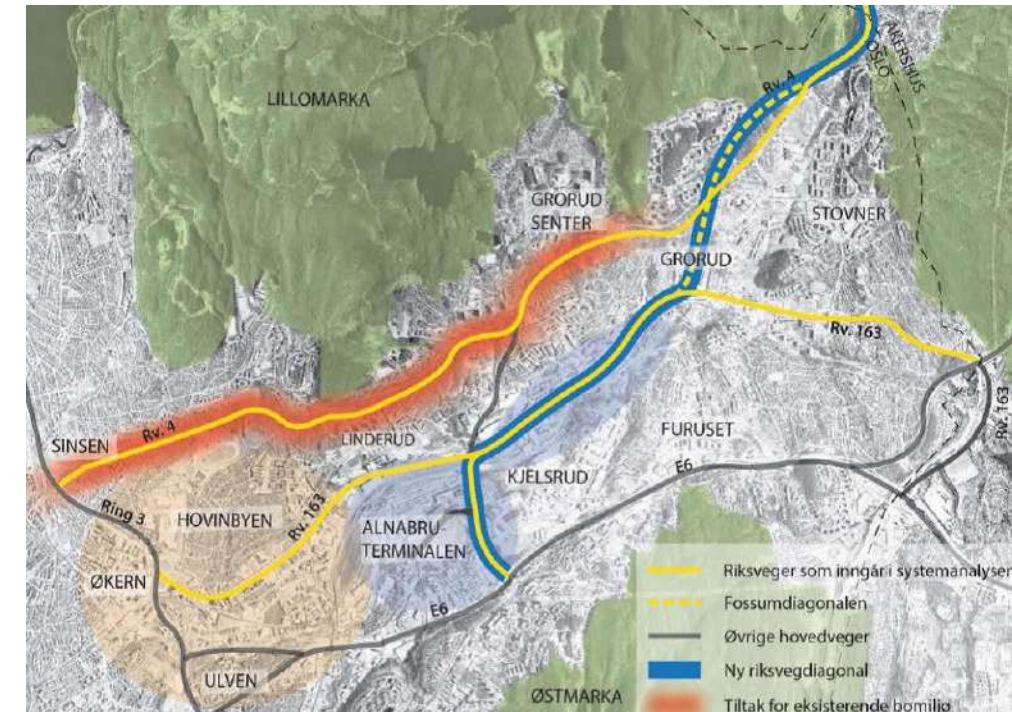
City Urban Strategy (Oslo Municipal Plan 2015)

- Urban Growth Strategy focusing on Hovinbyen City Fringe Area
- Highway Transformation as a Development Tactic
- Start of Process, No Comprehensive Vision of Corridor Yet
- National Zero Growth Objective for Car-Traffic in Urban Areas



Questions

- **Conflict Between Freight Functions and Other Uses?**
- **Mobility Package-System = Incentive or Dis-Incentive for Car-Use?**
- **Need to Widen Vision to Entire Road Corridor?**



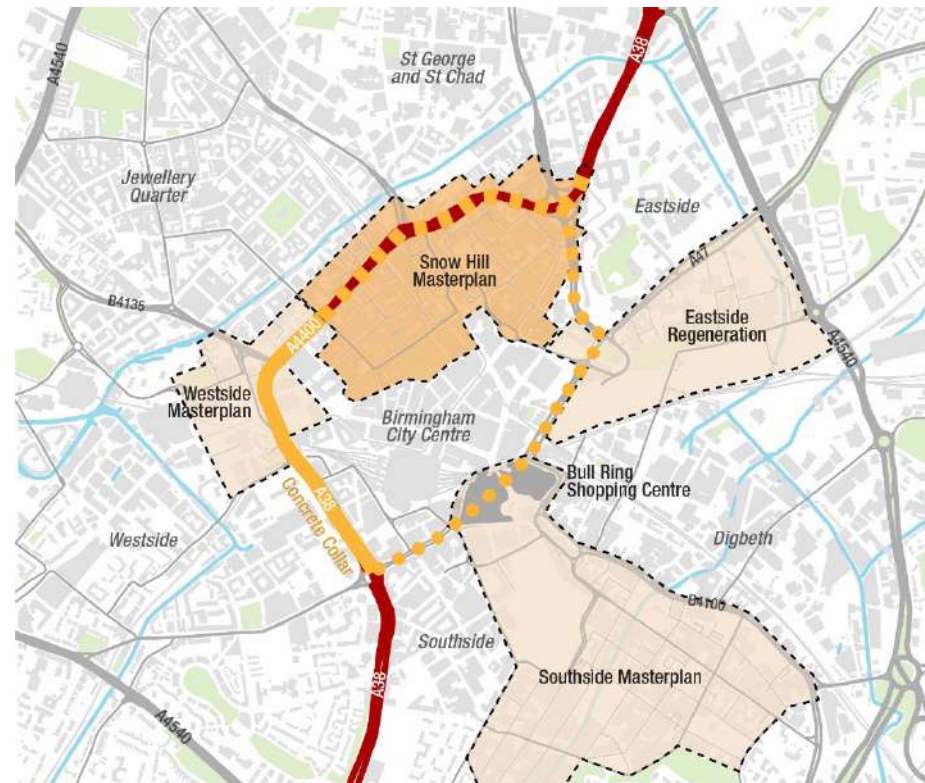
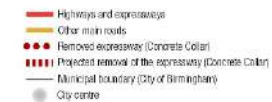
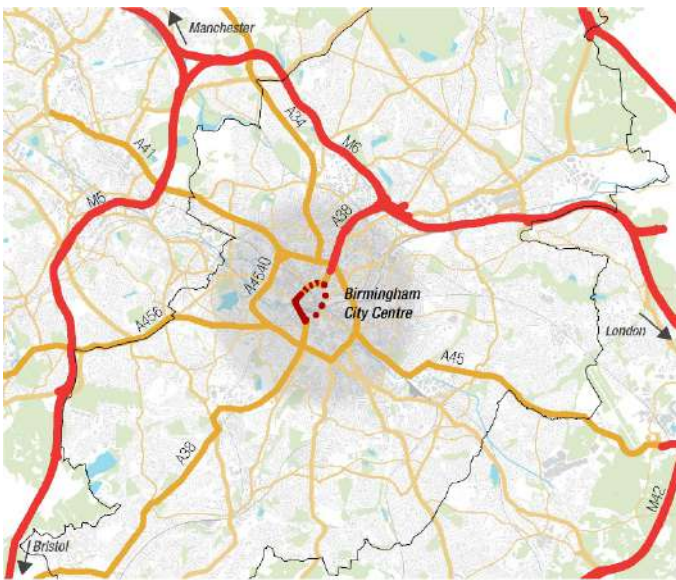
TAKE AWAYS **BIRMINGHAM. BREAKING THE CONCRETE COLLAR** SNOW HILL A38

City Regeneration Vision (Birmingham Big City Plan 2010)

- City Centre Expansion Strategy Initiated 1990s with Support from Businesses
- Strategy of Pedestrian Connectivity as a Driver for Development

Challenges

- **Reliance on the Market for Delivery. Consistency of Boulevard Design?**



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Birmingham Snow Hill Queensway A38

TRANSFORMING HIGHWAYS INTO BOULEVARDS: A BIG CHALLENGE

Some Issues

- Building the Case for Less Cars and More of Everything Else
- Alternatives for All -including Low Density Suburbs
- Building the Case for Densification vs Greening?
- Making Sure Everything Comes in the Right Timing of Delivery...

Some Requirements

- Mental Shift from Decision-Makers
- Multi-dimensional Planning
- Multilevel Agreements and Cooperation
- New Visioning Instruments and New Funding Programmes?...

TRANSFORMING HIGHWAYS INTO BOULEVARDS: **DISCUSSION**

Suggested Themes for discussion

Convincing Decision Makers.

Traffic Evaporation and Alternatives for Moving People

Urban Transformation and Boulevards.

Incremental Delivery and Cooperation

Is this a Paradigm Shift?

Will it Require New Funding Strategies and Instruments?

Other Themes ?

...

TRANSFORMING HIGHWAYS INTO BOULEVARDS: **CONCLUSIONS**

Further Reflections?

Work Agenda

- Next Joint METREX EURO CITIES URBACT Workshop: January 2021
- Case Study Interim Report: January 2021
- Next Joint Visit in Lyon: June 2021
- Learning Process: 2021-2022
- Final Event: 2023