

METREX FROM ROADS TO STREETS DIGITAL MEETING #4

With EUROCITIES *Urban Regeneration on the City Fringe* & URBACT *RiConnect*

January 19, 2021



Paul Lecroart, Senior Urbanist

L'Institut Paris Region, Paris Metropolitan Region Planning Agency



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A NEW DIRECTION? TRANSFORMING HIGHWAYS IN EUROPE

FIRST TAKEAWAYS FROM
HELSINKI, OSLO & LYON

HAPPY NEW YEAR!



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PARIS REGION A186 HIGHWAY REMOVAL PARTY JUNE 2019



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SAME PLACE A186 HIGHWAY REMOVAL JULY 2020



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SAME PLACE A186 HIGHWAY REMOVED SEPT. 2020



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SAME PLACE TRAM T1 BOULEVARD IN 2026

MEETING #4 PROGRAMME

10:00 Welcome and Happy New Year !

10:15 From Expressway to Boulevard. A Case Study-Based Learning Process

10:30. Helsinki's City Boulevard Strategy. Questions & Answers

10:45. Oslo. Rethinking City Fringe Highways. Q&A

11:00. Lyon. Regaining the Waterfront. Q&A

11:15. *Coffee Break*

11:25. Open Discussion. Questions, Cases, Topics...

12:00. Next Steps. METREX EURO CITIES URBACT Work Agenda for 2021 & early 2022

12:30. *Bye for now!*

FROM ROADS TO STREETS **METREX EXPERT GROUP** LEARNING PLATFORM

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

URBACT RiConnect Programme -Leader Barcelona AMB



Participants Today

Anu Kousa	Helsinki	Juan Castro	Lyon	Sara Ylander	Göteborg
Aalto-Setälä Niklas	Helsinki	Kristine Slettum Skarphol	Oslo	Sébastien Rolland	Lyon
Alberto Miotto	Venice	Maciej Sulmicki	Warsaw	Sébastien Loew	London/UD
Andreas Høifødt	Oslo	Martin Guit	Rotterdam	Staffan Sandberg	Göteborg
Arne Bergsgard	Oslo	Milene Deneubourg	Bruxelles	Stefan Ekström	Göteborg
Mikel Berra Sandin	Barcelona/URBACT	Paul Lecroart	Paris/METREX	Stephen Gallagher	METREX
Joan Caba Roset	Barcelona/URBACT	Odile Pagani	Lyon	Teemu Jana	Helsinki/WSP
Carla Oliveira	Porto	Olivier Roussel	Lyon	Tim Pharoah	London/LT
Carla Spolaor	Venice	Pavel Tsarkov Sagen	Oslo	Timo Karkinen	Helsinki/WSP
Elie Guitton	Paris	Pernille Grimeland Røsvik	Oslo/EUROCITIES	Vojtech Benedikt	Prag
Frid Ane Moster	Oslo	Pietro Reviglio	EUROCITIES		
Florence Gineys	Lyon	Rachael Phillips	Birmingham		
Hanna Manninen	Helsinki	Roland Krebs	URBACT/Vienna		
Henk Bouwman	METREX	Salla Ahokas	Helsinki		
Irma Karjalainen	Helsinki	Sandeep Shingadia	Birmingham		
Jan Aleby	Goteborg	Sandrine De Meyer	Bruxelles		

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

FROM ROADS TO STREETS METREX EXPERT GROUP



**URBAN REGENERATION IN THE CITY FRINGE
EUROCITIES WORKING GROUP**



Amsterdam VA
Gdansk-Gdnya GGSMA
Krakow KMA
Paris MGP
Manchester TfGM
Thessaloniki MDAT

**URBACT
RICONNECT
NETWORK**



FROM ROADS TO STREETS METREX EXPERT GROUP LEARNING PLATFORM

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

URBACT RiConnect Programme -Leader Barcelona AMB



Objectives

- Understanding contexts and processes > cases
- Sharing expertise > peer-to-peer cooperation
- Drawing strategic lessons > experience learning
- Finding innovative solutions > workshops
- Raising awareness > regional, national and EU



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 EURO CITIES 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.

METREX Meetings in 2020

- METREX # 1 Kick Off, March 30: **Reinventing The Urban Highway. Learning From Experience**
Learning from International Cases (US, Can, Kor). Expert Group Approach
- METREX # 2 Lisbon, July 1 : **Transforming Highways: A Key To Liveable City-Regions**
The 3-Network Learning Platform. A Case Study-Based Research
- METREX # 3 Lyon, Oct. 1 : **A New European Agenda?**
Lyon, Helsinki, Brussels, Birmingham. EU Initiatives & Highway Change

METREX @ Partner's Meetings in 2020

- URBACT *RiConnect* Manchester, Jan. 30 - Feb. 1  
- EUROCITIES *Regeneration* Digital Meeting, June 24  
- EUROCITIES *Regeneration* Digital Meeting, Sept. 10  

CONVERTING HIGHWAYS INTO STREETS

A KEY COMPONENT OF THE GREEN & SOCIAL EU AGENDA?

Ticks many boxes

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

Lyon Mermoz Highway to Boulevard Transformation

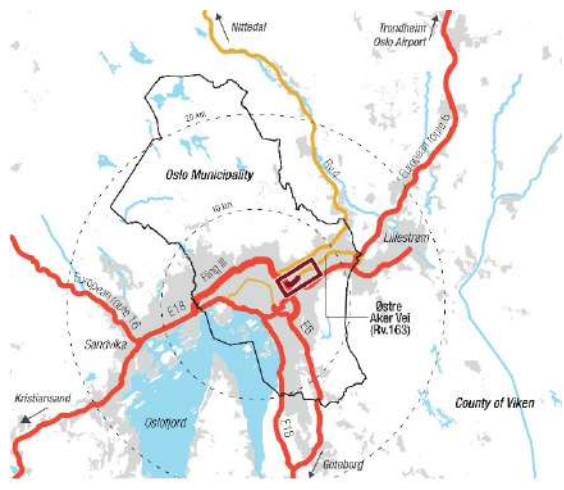
© Fabian da Costa_Gautier Conquet



LEARNING FROM ONGOING PROCESSES: A CASE STUDY RESEARCH APPROACH

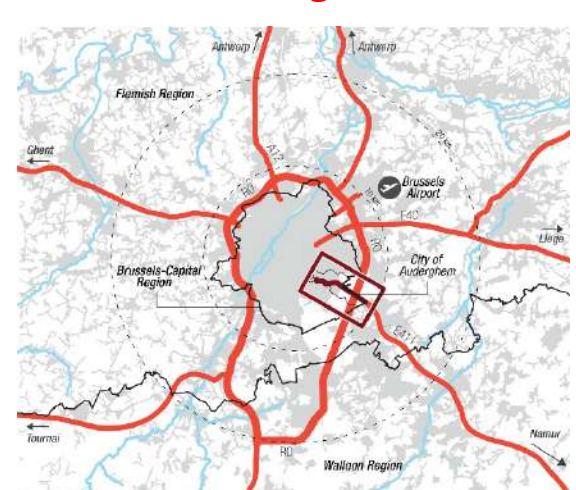
STRATEGIES: REGION/CORE CITY

Oslo *Tactical*



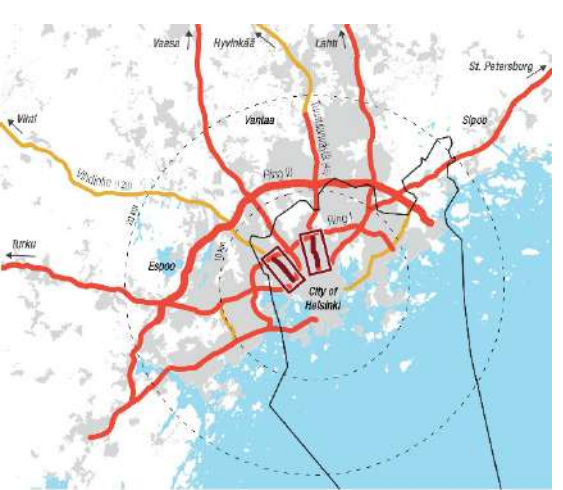
- Ring highways
- Other highways
- Expressways
- Other main roads
- Subject to transformation (Krikkjarsand)
- Project area
- Municipal boundary (Oslo)
- County boundary (Oslo)

Brussels *Strategic*



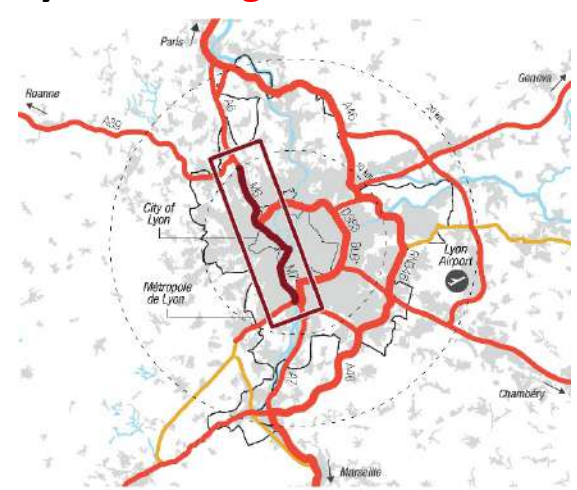
- Ring highways
- Other highways
- Subject to transformation (E11)
- Project area
- Municipal boundary (City of Auderghem)
- Regional boundary (Brussels-Capital Region)

Helsinki *Structural*

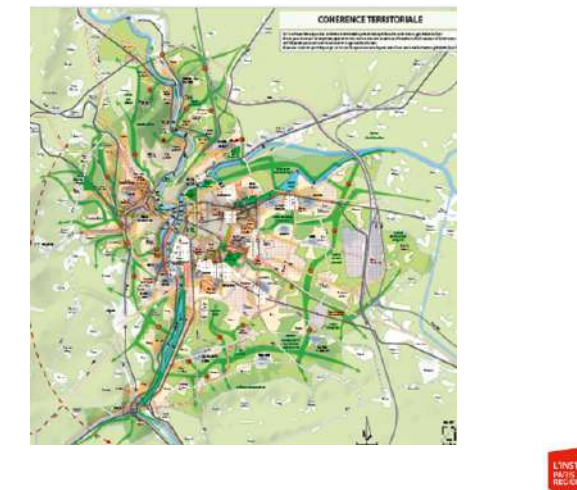
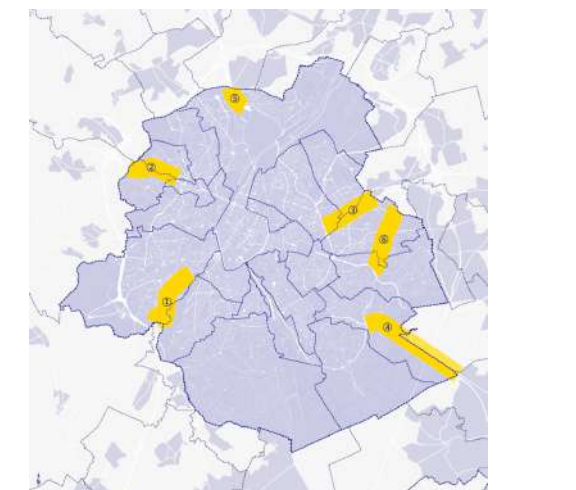
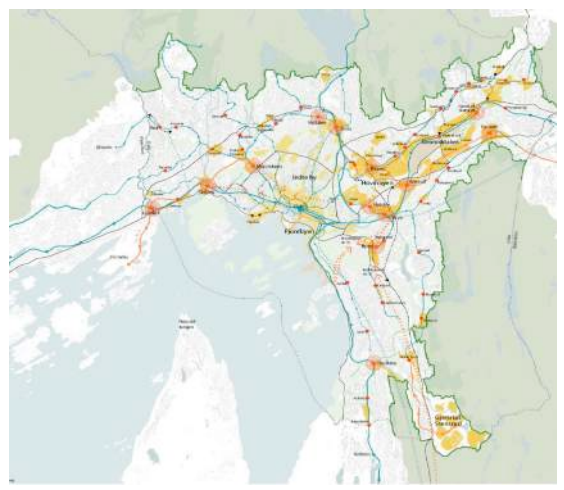


- Ring highways
- Other highways
- Other main roads
- Other main roads (Helsinki and Turku)
- Project area
- Municipal boundary (City of Helsinki)

Lyon *Strategic*

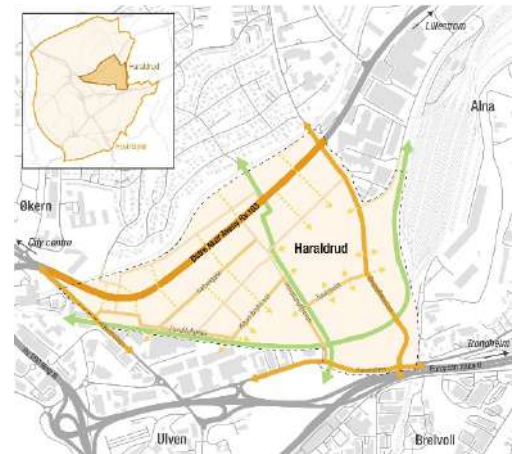


- Ring highways
- Other highways
- Other main roads (Metropole de Lyon)
- Project area
- Municipal boundary (City of Lyon)
- Metropolitan boundary (Metropole de Lyon)



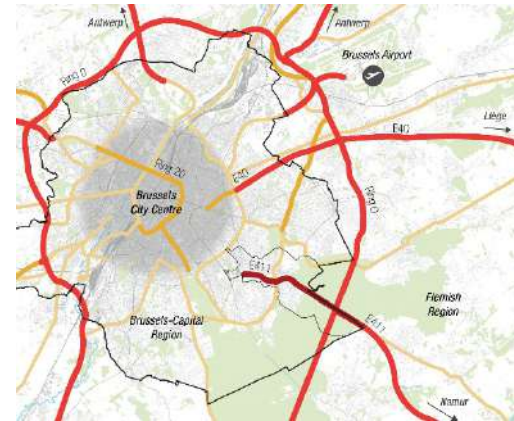
CORRIDOR REGENERATION PROJECTS

Oslo Østre Aker vei



© City of Oslo

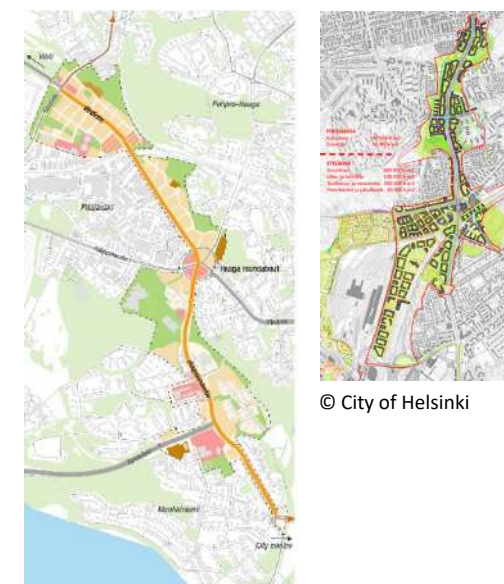
Brussels Delta Herrmann-Debroux



© Perspective.Brussels

Road section : 5 km
Regeneration project: 43.5 ha

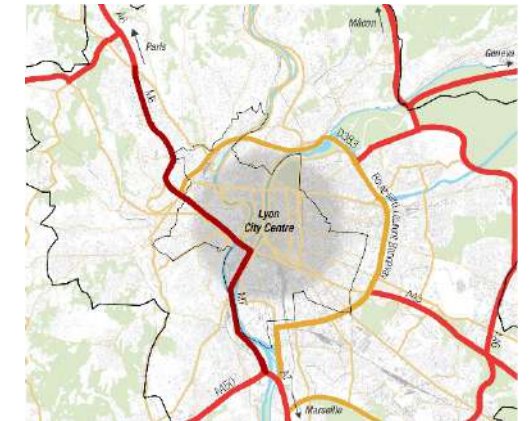
Helsinki Vihdintie + Tuusulan



© City of Helsinki

Road section: 4 km + 2 Km
Regeneration projects: 137 ha + 180 ha

Lyon M6/M7



© UrbALyon

Road section: 18 km
Regeneration projects: 270ha

TRANSFORMATIVE BOULEVARD 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**

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



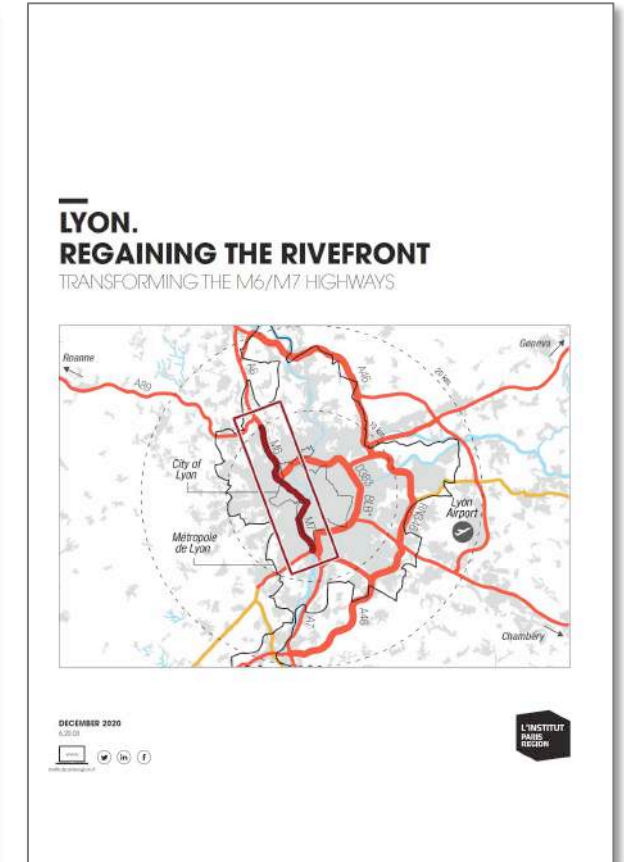
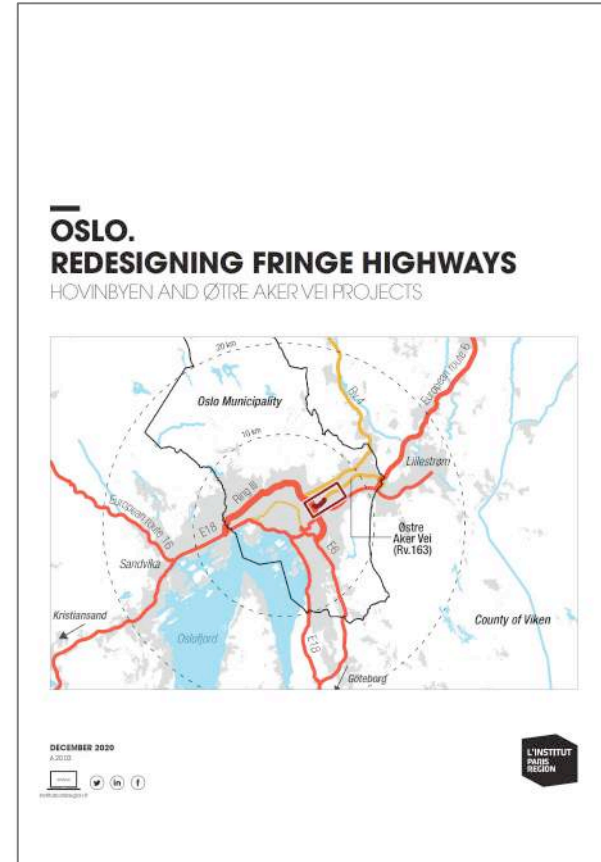
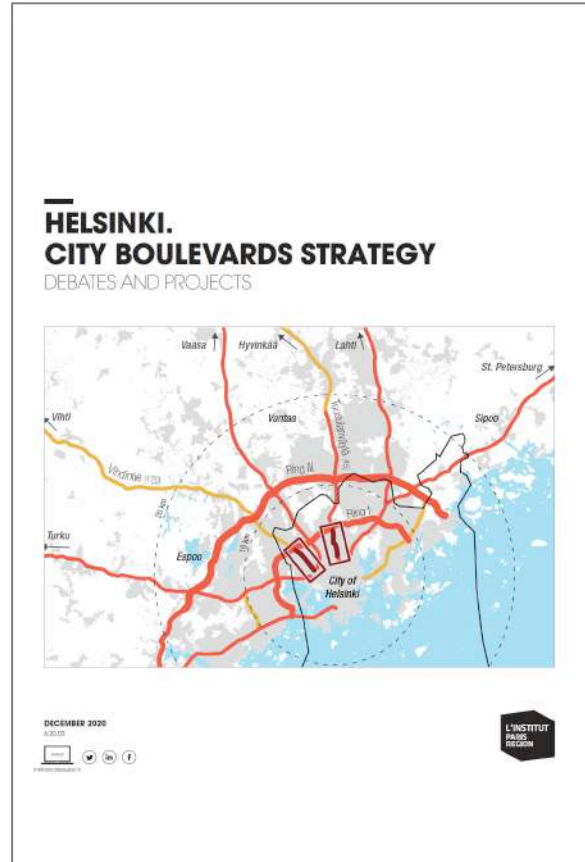
© Dumetier Design/Métropole de Lyon

Road section to be transformed: **18 km**

TODAY'S MENU: CASE STUDY REPORTS. HELSINKI, OSLO & LYON

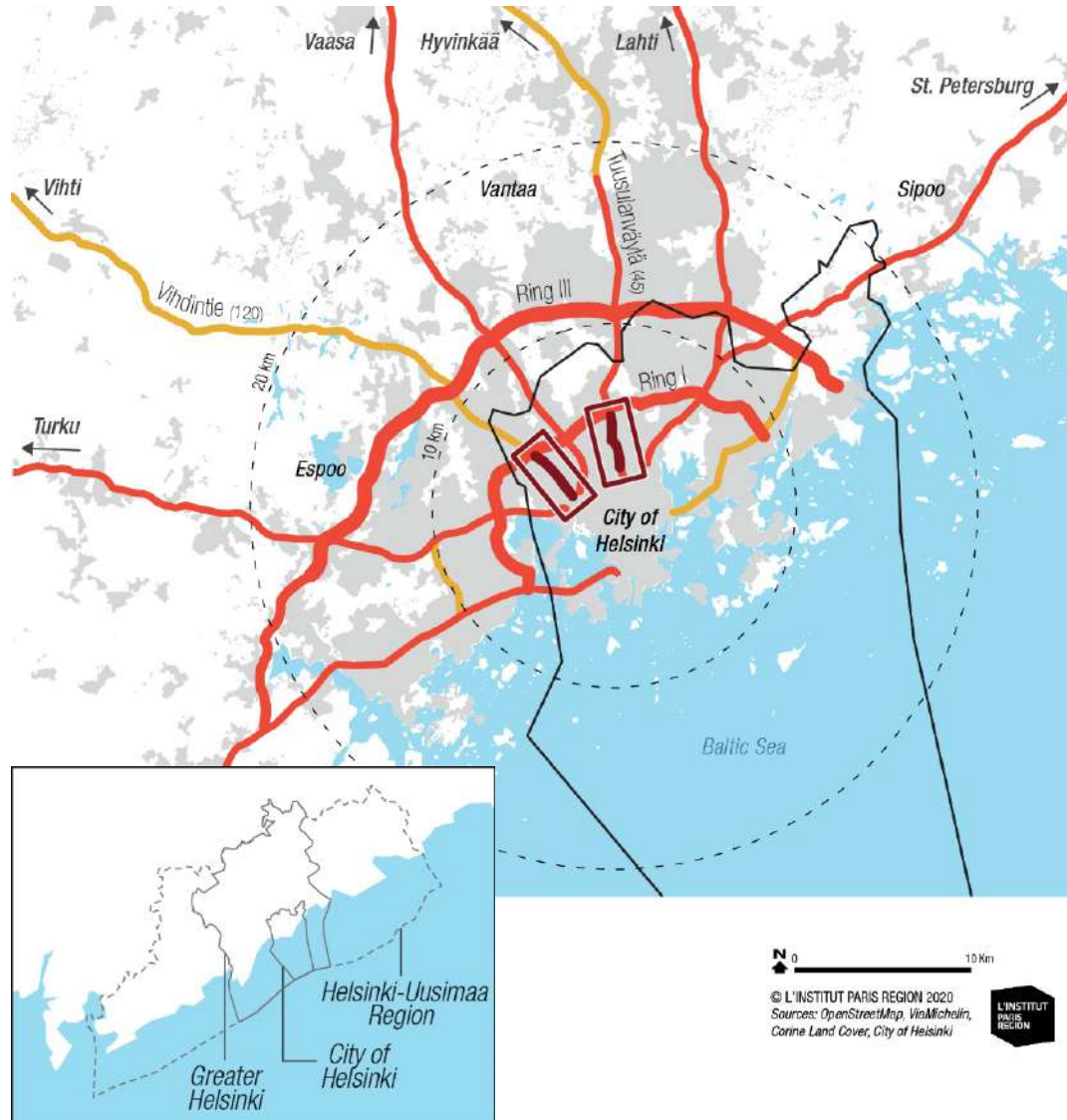
Contents

- Background
- Strategies
- Project(s)
- Discussion
- Takeaways



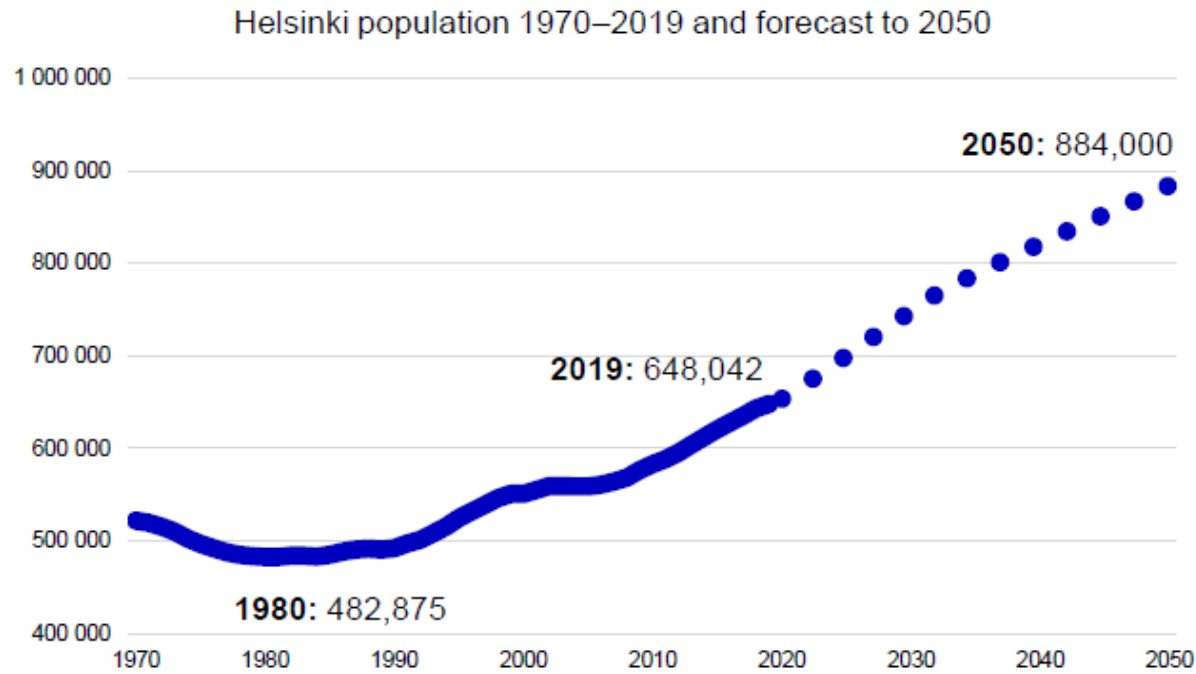
Helsinki City Boulevard Strategy

Low Density Car-Oriented Regional Model



Helsinki City Boulevard Strategy

Core City Growth = Paradigm Shift



Helsinki

Vision 2050 The Network City



© WSP / City of Helsinki

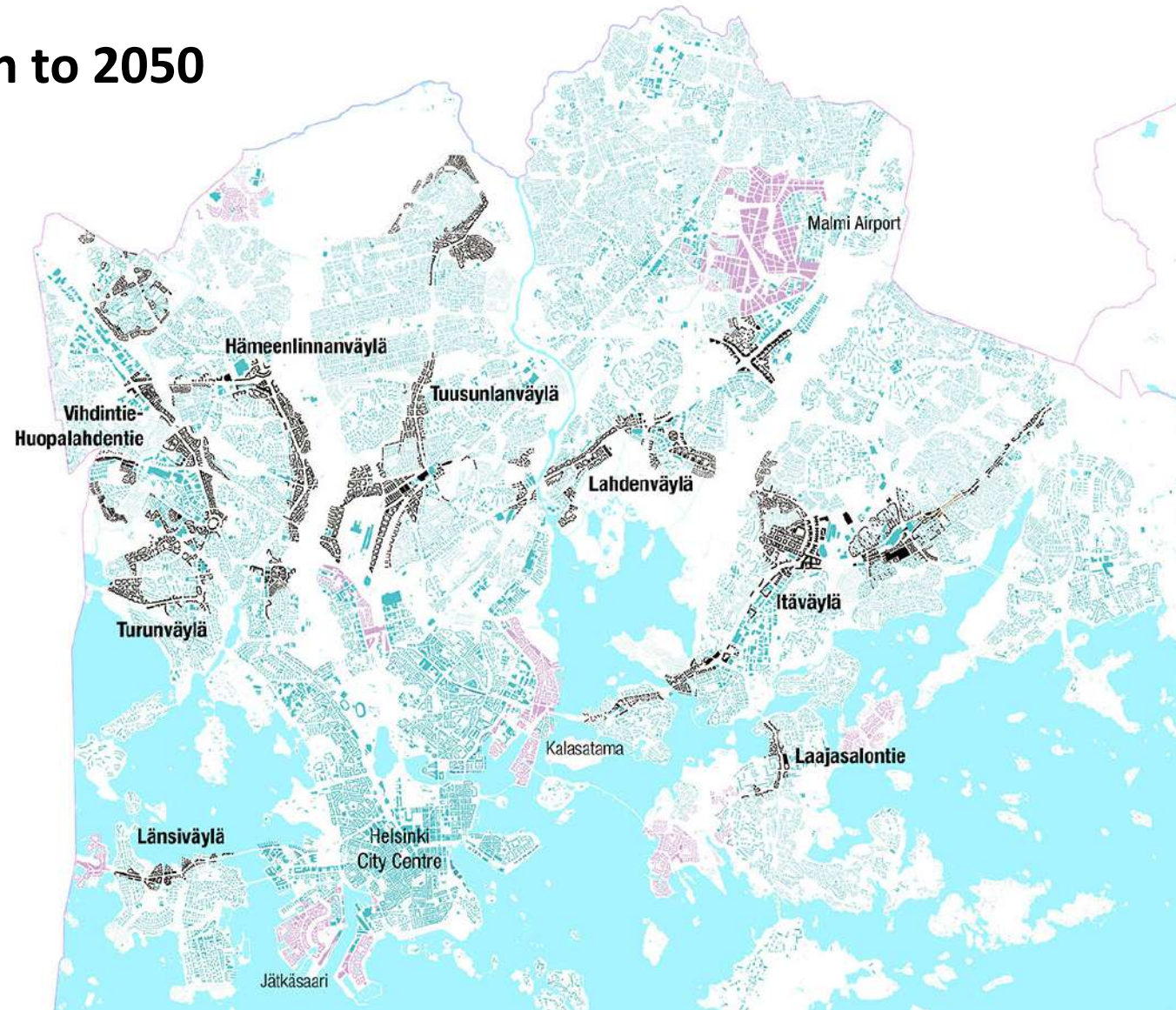


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Helsinki City Boulevard Strategy

Converting all Radial Expressways into Boulevards

City Master Plan 2018: 1/3 of Urban Growth to 2050



Helsinki City Boulevard Strategy

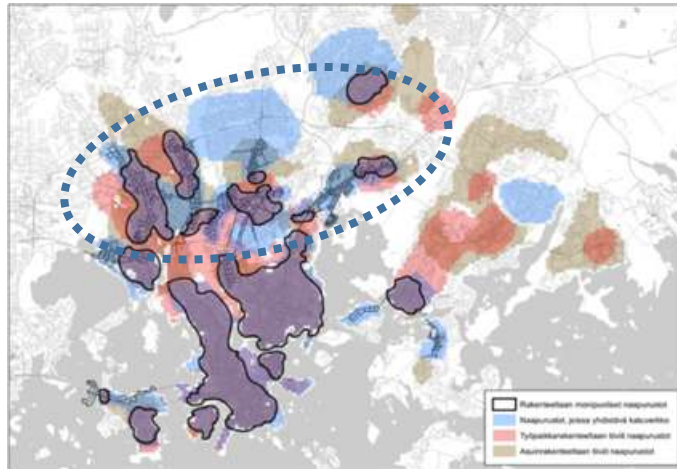
Innovative Modelling

2050 Target Impact Assessment City Boulevards -WSP 2014

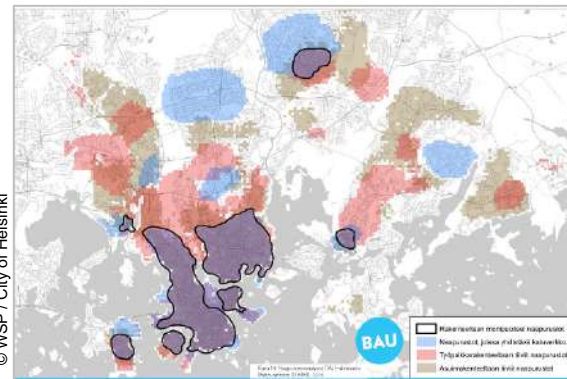
- Business as Usual BAU v/s Boulevard Scenario BULE
- BAU : City vision not achieved
- BULE: shorter distances, modal shift, less traffic, growth

Regional Effects of Urban Boulevards -WSP 2015

- Increasing density = benefits regional economy
- Need to be supported by ring trams



© WSP / City of Helsinki



BAU Scenario



BULE Scenario

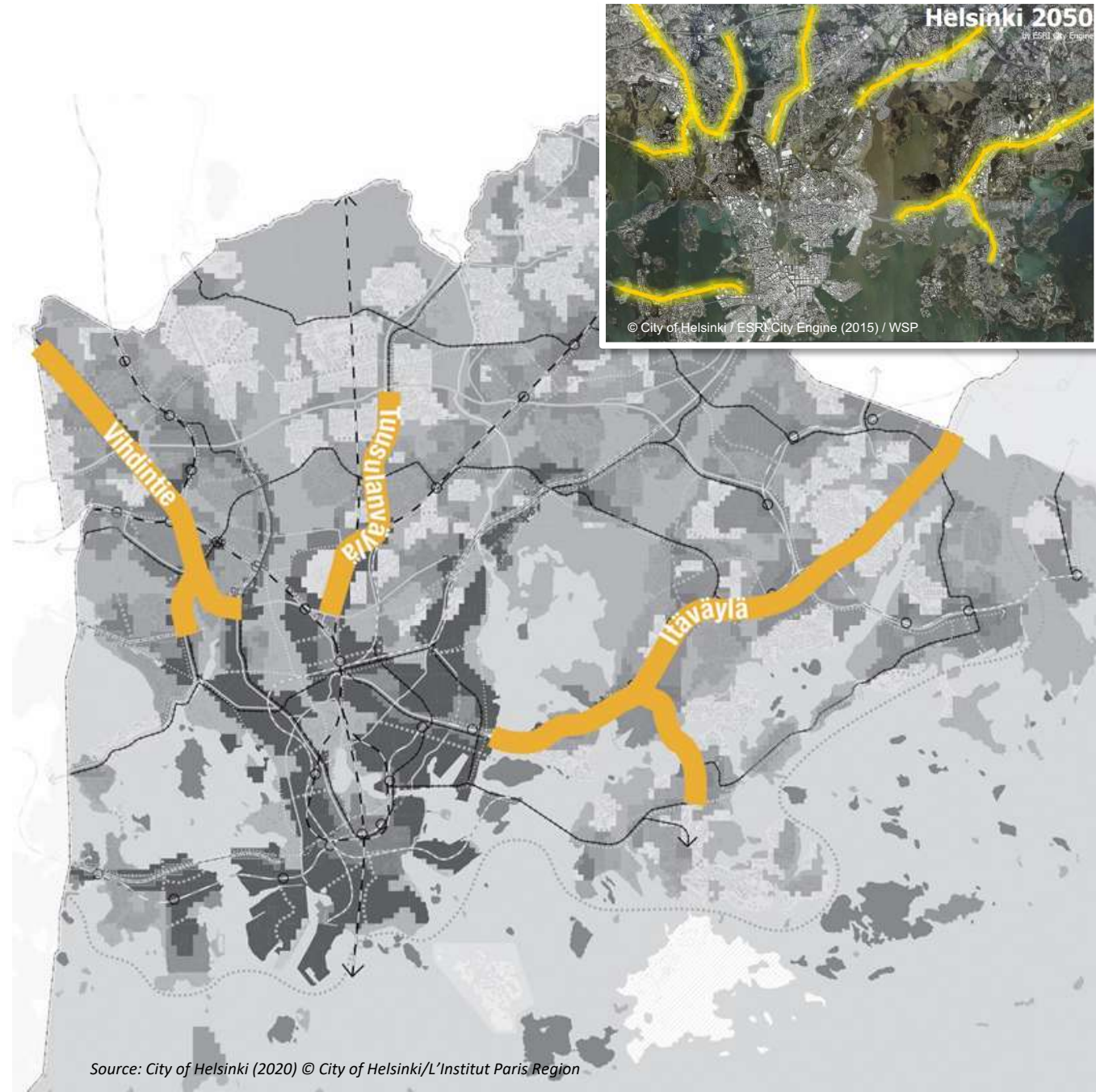
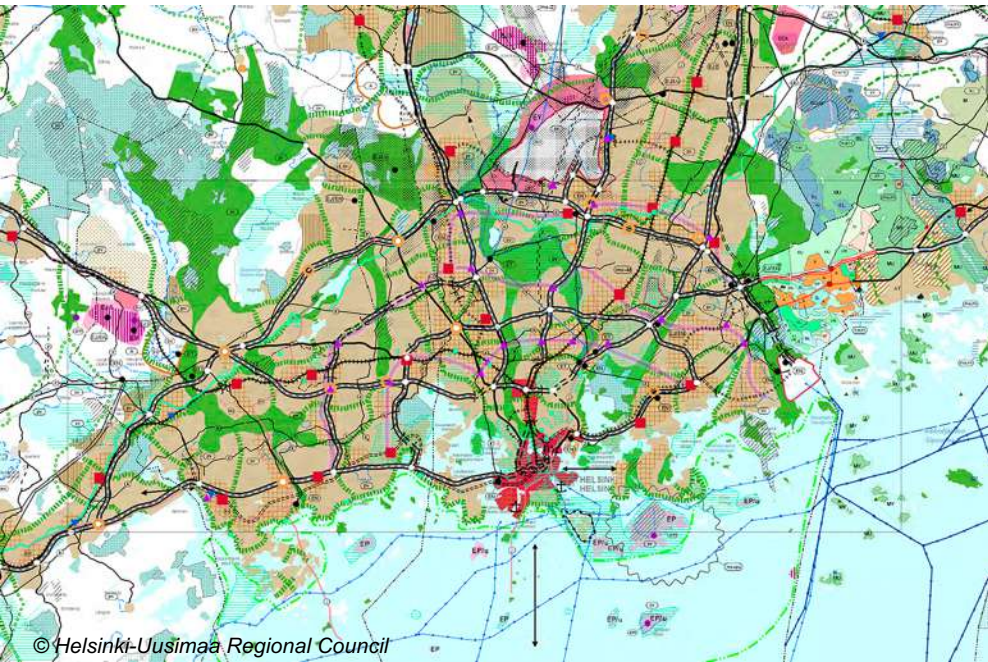
Helsinki City Boulevard Strategy

Regional debate issues

- Traffic: car commuters + freight & harbour access
- Densification + regional distribution of growth
- Environmental issues

Courts rule against 4 boulevards in 2018

- Finish Transport Agency
- No compliance to Uusimaa Regional Plan 2014
- 2020: Green light for boulevards?



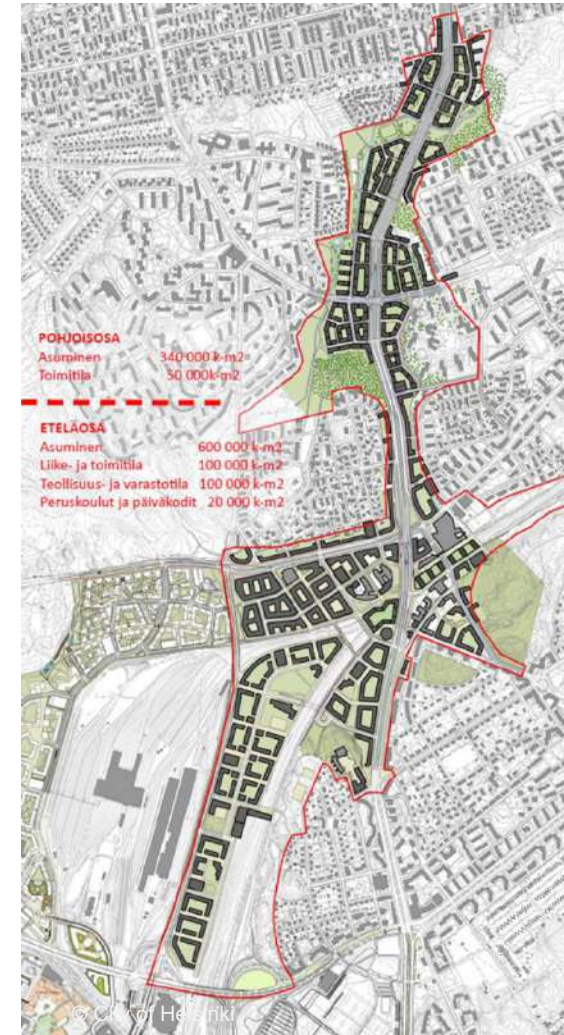
Helsinki City Boulevard Strategy

Two ongoing pilot-projects = high intensification potential + green corridors issues

Vihdintie-Huopalahdentie Boulevard (137 ha)



Tuusulan Boulevard (180 hectares)



Some **Helsinki** Findings

World Pioneer: Comprehensive *Boulevardisation* Strategy, political vision, master plan

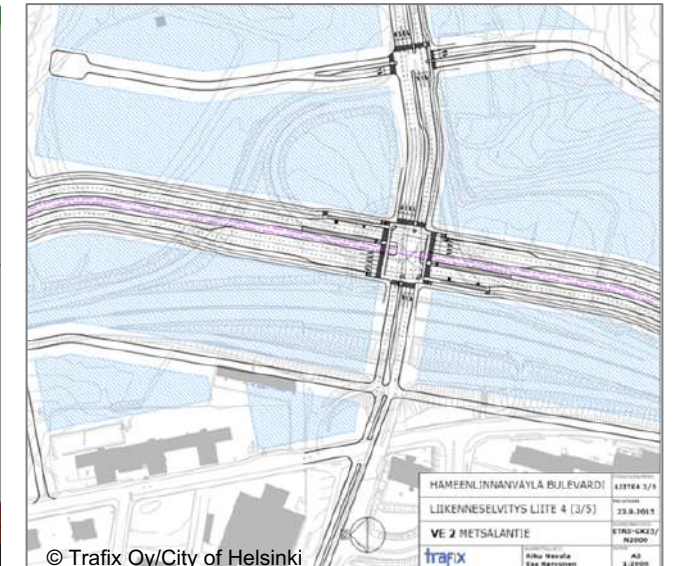
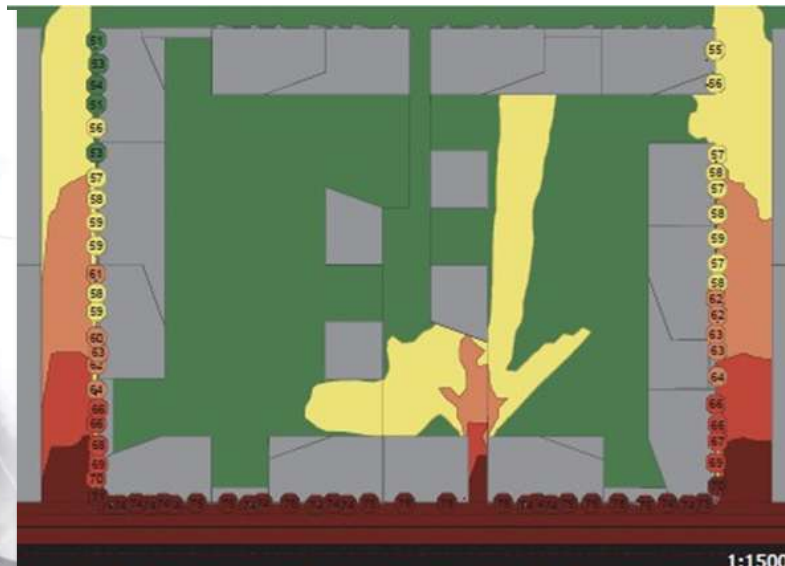
Advanced Reflection Process: urban design visualisation, noise reduction, air quality

Innovative Modelling: urban capacity + transport + economics

Pilot Projects: city leadership, innovative public participation

Strong Car Culture: national road authority, suburban cities

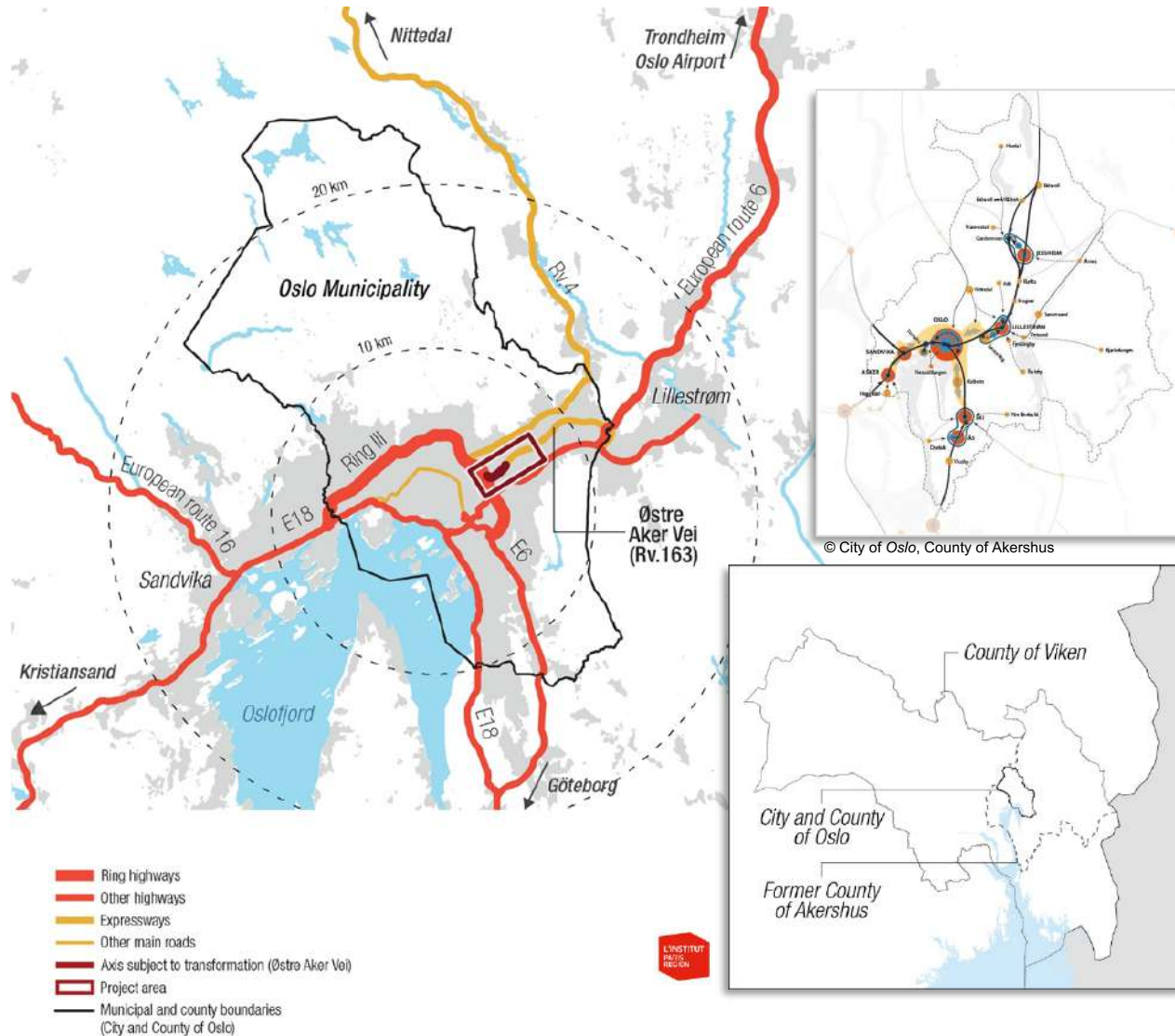
Weak Regional Framework for Planning and Design



Oslo Transforming City Fringe Highways

Compact Core City with Corridor Suburban Sprawl

Regional Split Oslo / Akerhus > Viken



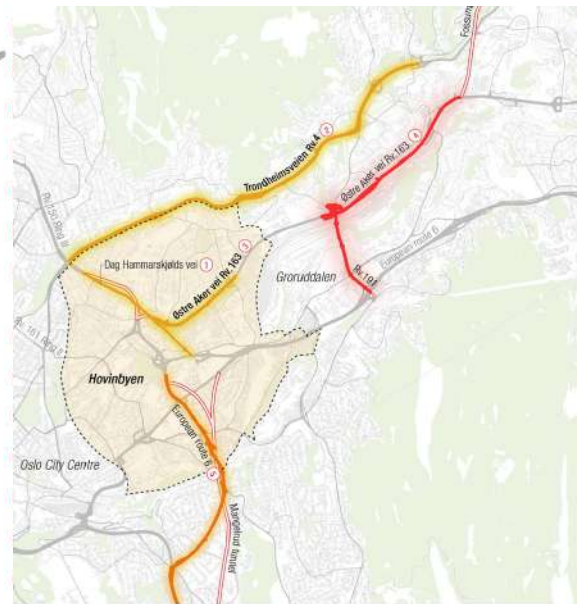
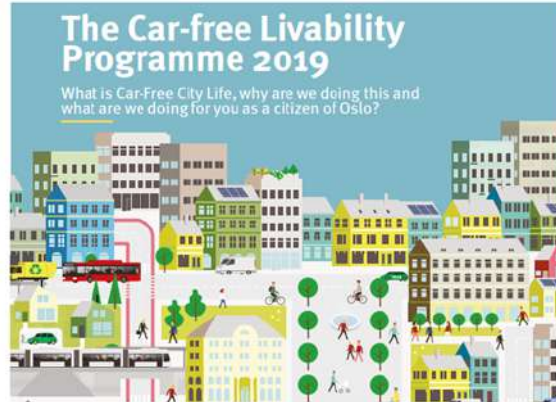
Oslo Transforming City Fringe Highways

Car-Based Infrastructure Building

Oslo Package 1,2,3

Car-Free City Strategy

Consistent?



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Sources : OpenStreetMap,
Statens Vegvesen

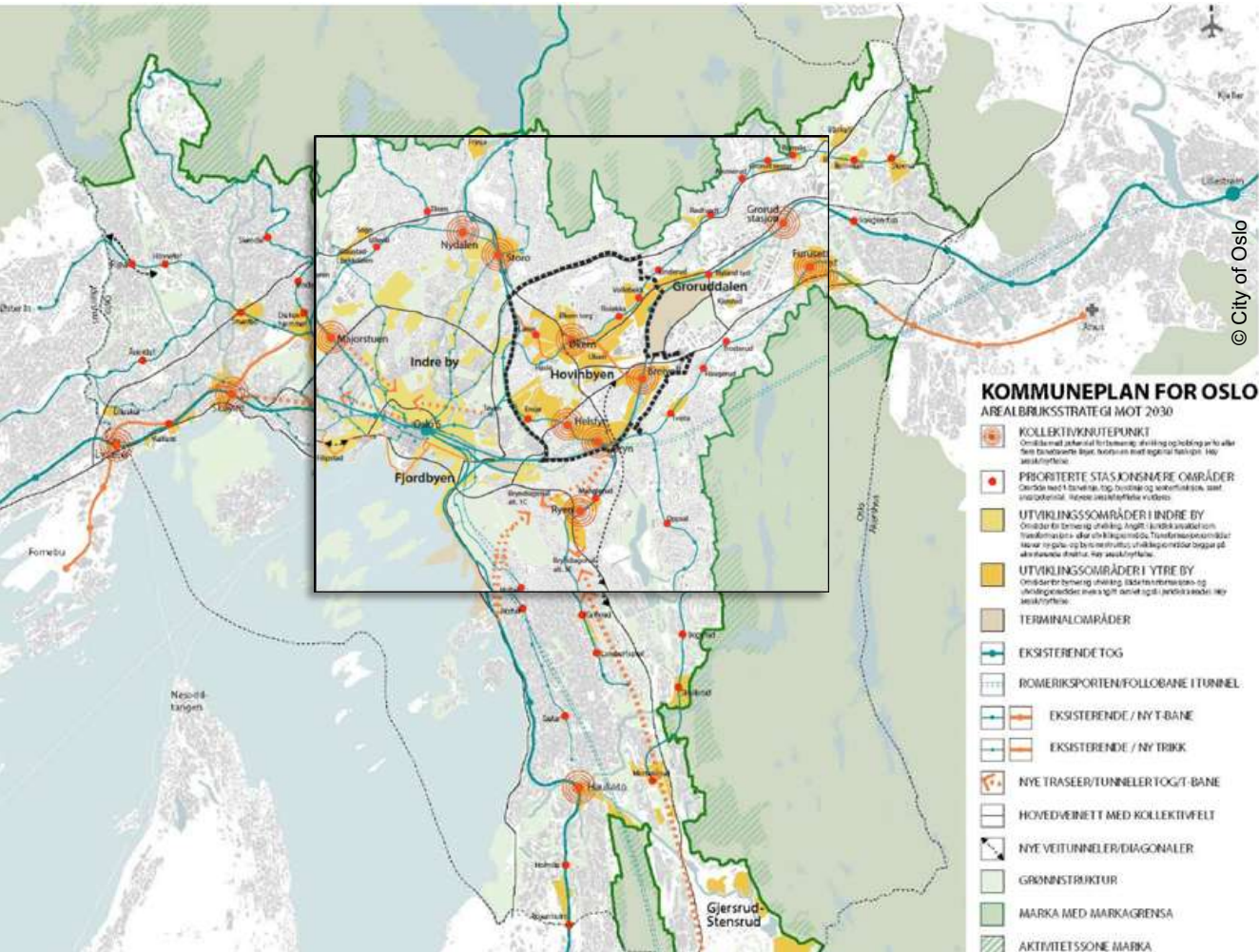


Oslo Transforming City Fringe Highways

Oslo 2030: Space for Growth On City Fringe

Hovinbyen Strategic Plan 2050: 1,100 ha

30-40,000 Housing, 50-100,000 Jobs

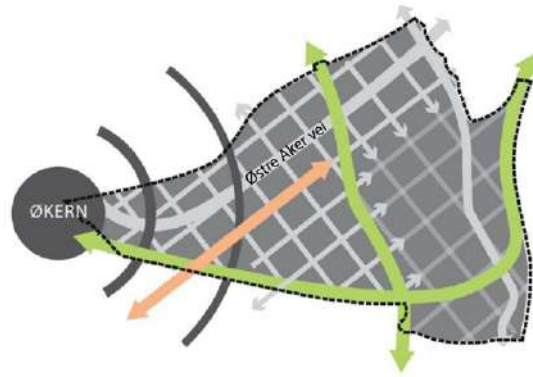


Oslo Transforming City Fringe Highways

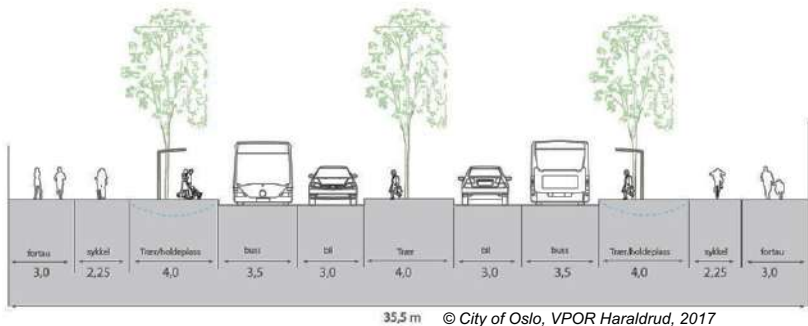
Østre Aker vei-Rv 163 : Removing a 1.4 km Barrier

A Mix Use Boulevard

Discussion with National Highway Authority



© City of Oslo, VPOR Haraldrud, 2017



35,5 m © City of Oslo, VPOR Haraldrud, 2017



© Nettavissen

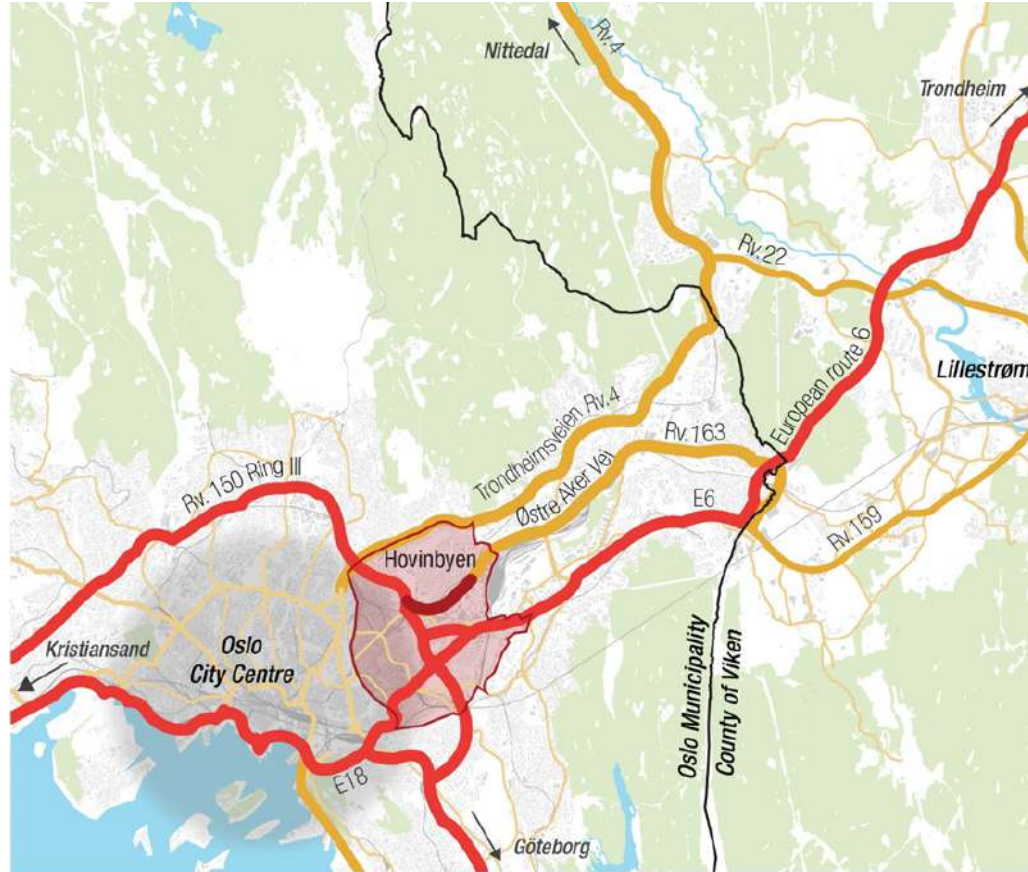


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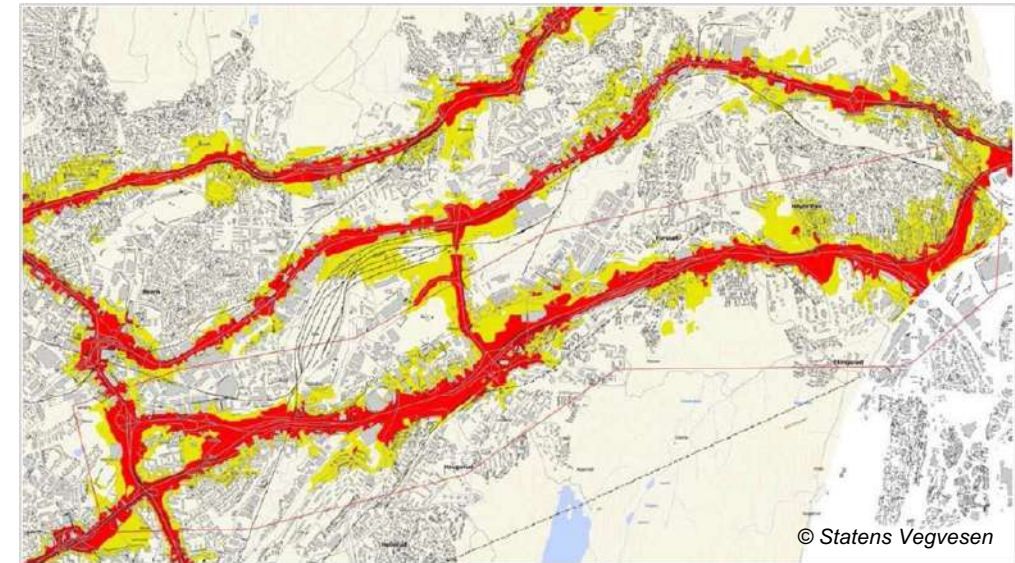
Oslo Transforming City Fringe Highways

Wider Picture: Future of Grorud Valley's 3 Expressways

Social & Environmental issues



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 Sources : OpenStreetMap, ViaMichelin, City of Oslo
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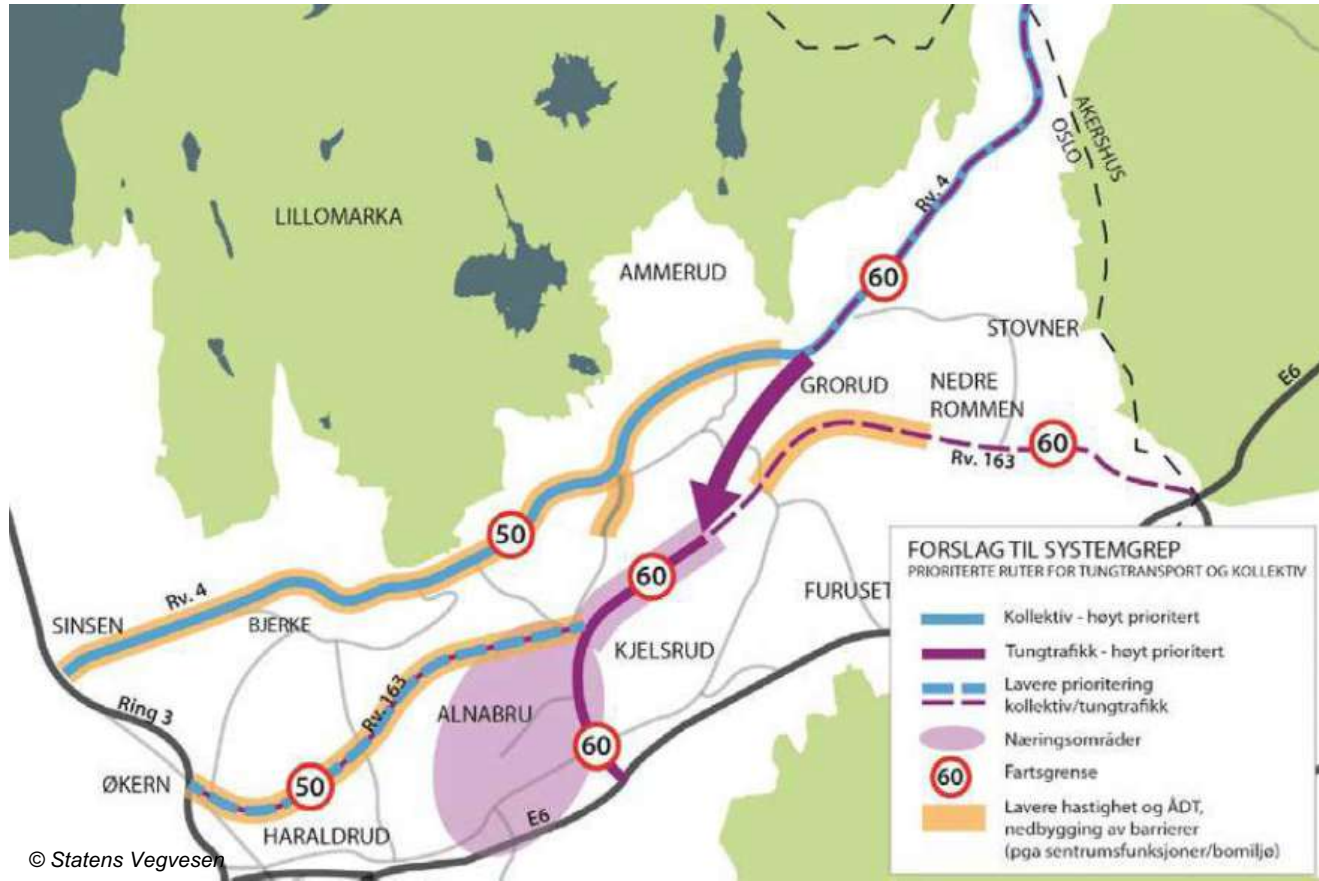


Oslo Transforming City Fringe Highways

Zero Traffic Growth Objective in Grorud Valley

Scenarios with New Tunnel (Fossum Diagonal)

- Rv. 4 > Tramway Boulevard
- Rv. 163 > Heavy Traffic Expressway with Bus-Boulevard to the east?



Trondheimveien Rv. 4 Before/After

Some **Oslo** Findings

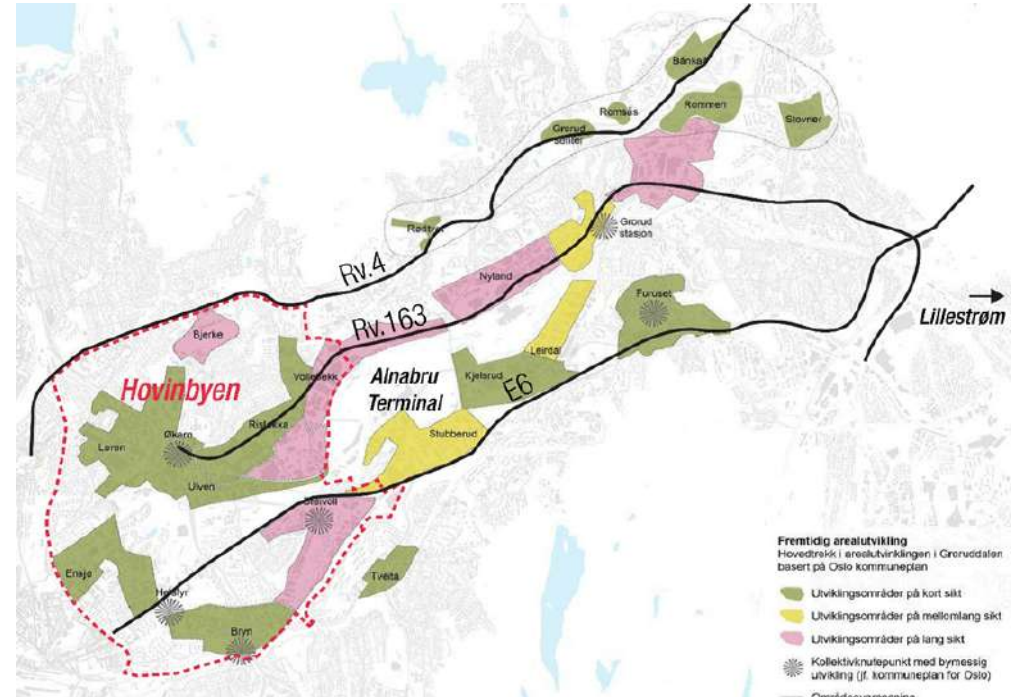
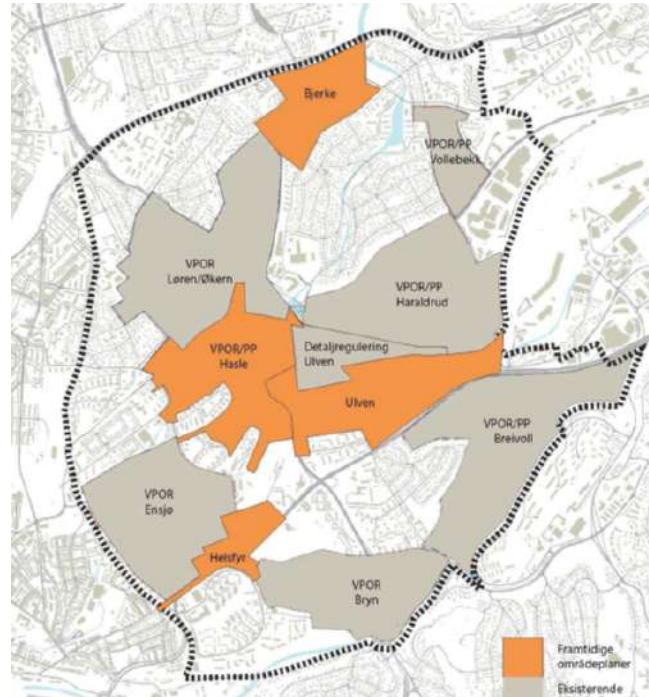
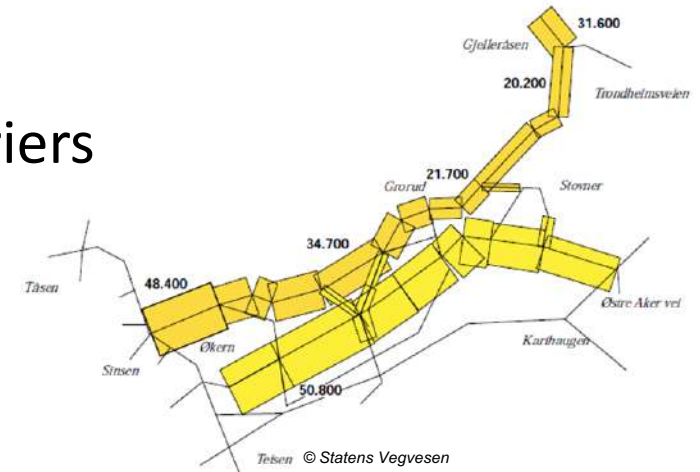
Compact City Fringe Strategy Mix-Use, Public Space, Removing Barriers

Strong Focus on Traffic Modelling and Roads

Area-Based Planning Private Developer-Led Design

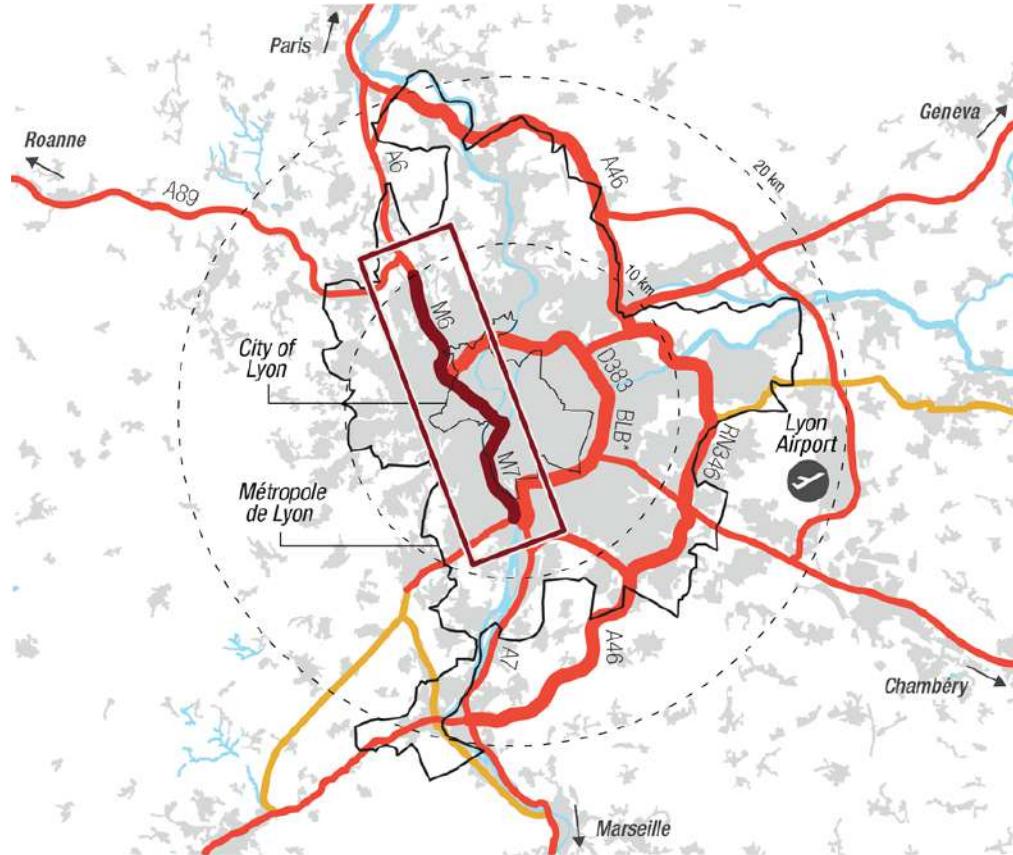
Need for a Large-Scale Vision & Steering Grorud/Oslo & East Viken

Powerful Tools to Reduce Car Use : *Road Use Charge, Zero Traffic Growth, Car-Free Policy*



Lyon Regaining the River. Transforming M6/M7 Corridor

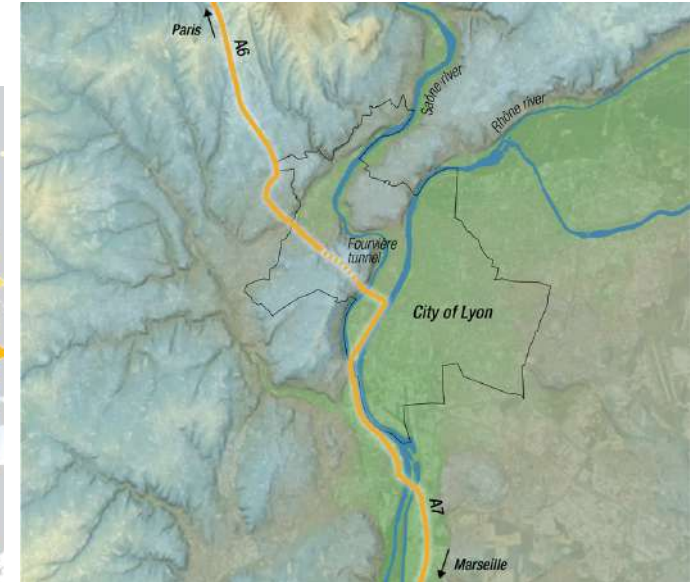
A City-Region Crossed by a Major Highway Short-Cut Tunnel + Intermodal Transport Hub



* BLB : Boulevard Laurent Bonneray

- Ring highways
- Other highways
- Other main roads and expressways
- Axis subject to transformation (M6-M7)
- Project area
- Municipal boundary (City of Lyon)
- Metropolitan boundary (Métropole de Lyon)

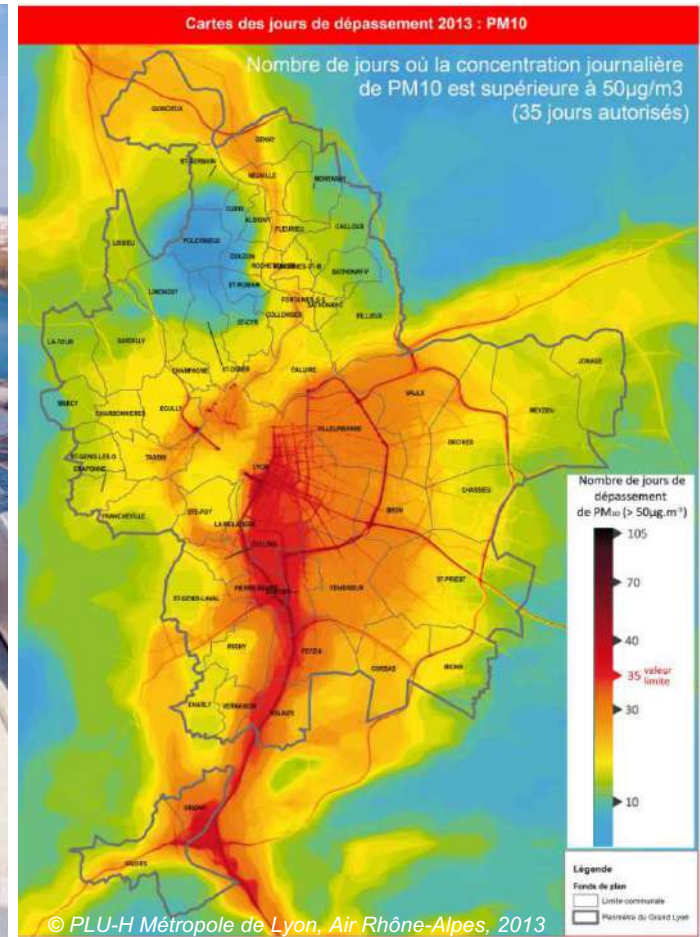
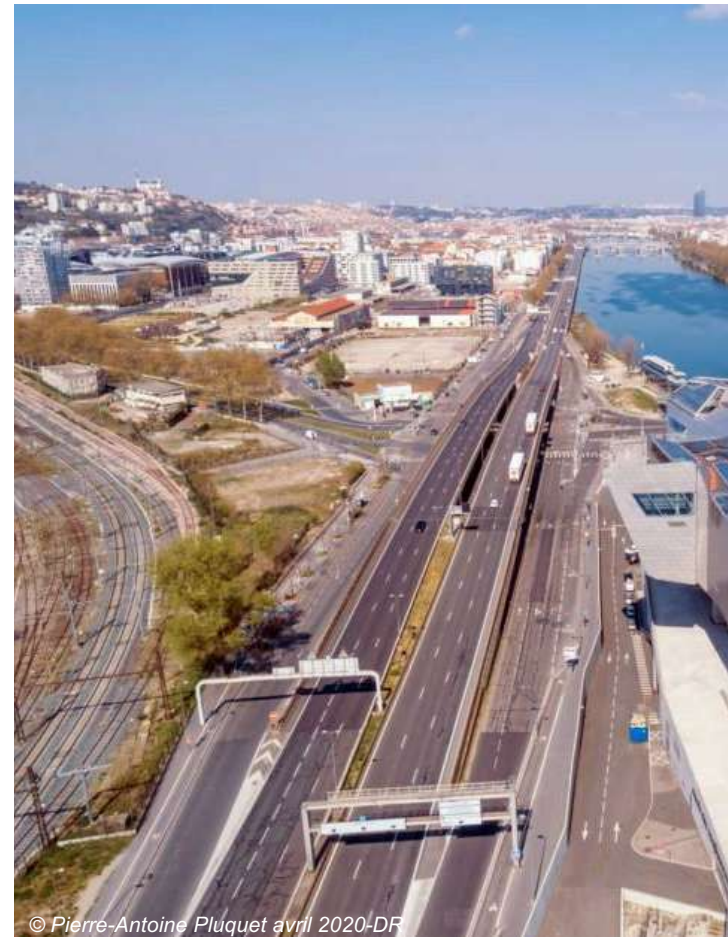
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Sources: OpenStreetMap, ViaMichelin,
Coine Land Cover, Métropole de Lyon



Lyon Regaining the River. Transforming M6/M7 Corridor

An 11-km Concrete Barrier along the Riverfront 5+6 km North-South Stretch

Very Heavy Traffic. Chronic Congestion. Social & Environment Issues



Lyon Transforming M6/M7 Corridor

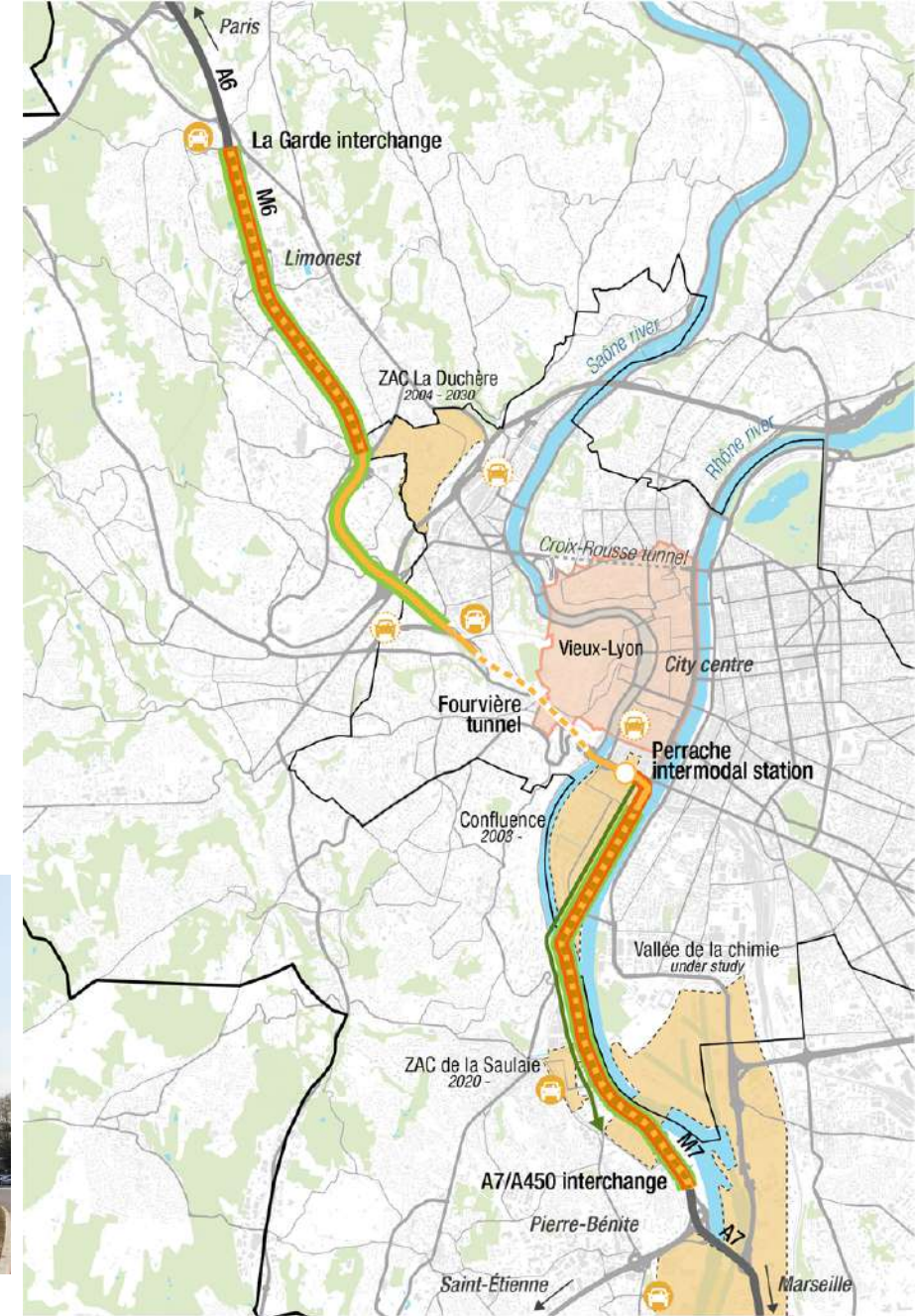
Initial 16-km Boulevard Project 2016-2030

Phase 1. 2016-2020 Preparing Change

- **De-Commissioning:** National Highway A6/A7 > Metropolitan M6/M7
- **Integration:** Landscape Improvements. No Heavy Goods. 70 km/h
- **Mobility:** New Bus/Carpool Lane. Express Bus. P&R. Bike Lane

Phase 1. 2020-2030 Redesigning the Axis

- **Urban Boulevard** South of Fourvière Tunnel
- **'Metropolitan Avenue'** North of Tunnel
- **Redesigning the Transport Hub**



Legend:

- M6/M7 urban boulevard
- Express bus lane
- Carpooling lane
- Bicycle lane
- Landscaping
- Park-and-ride
- Adjacent urban project
- Unesco Historic site
- Municipal boundaries
- Metropolitan boundaries

Scale: 1 Km

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Sources: OpenStreetMap, Métropole de Lyon



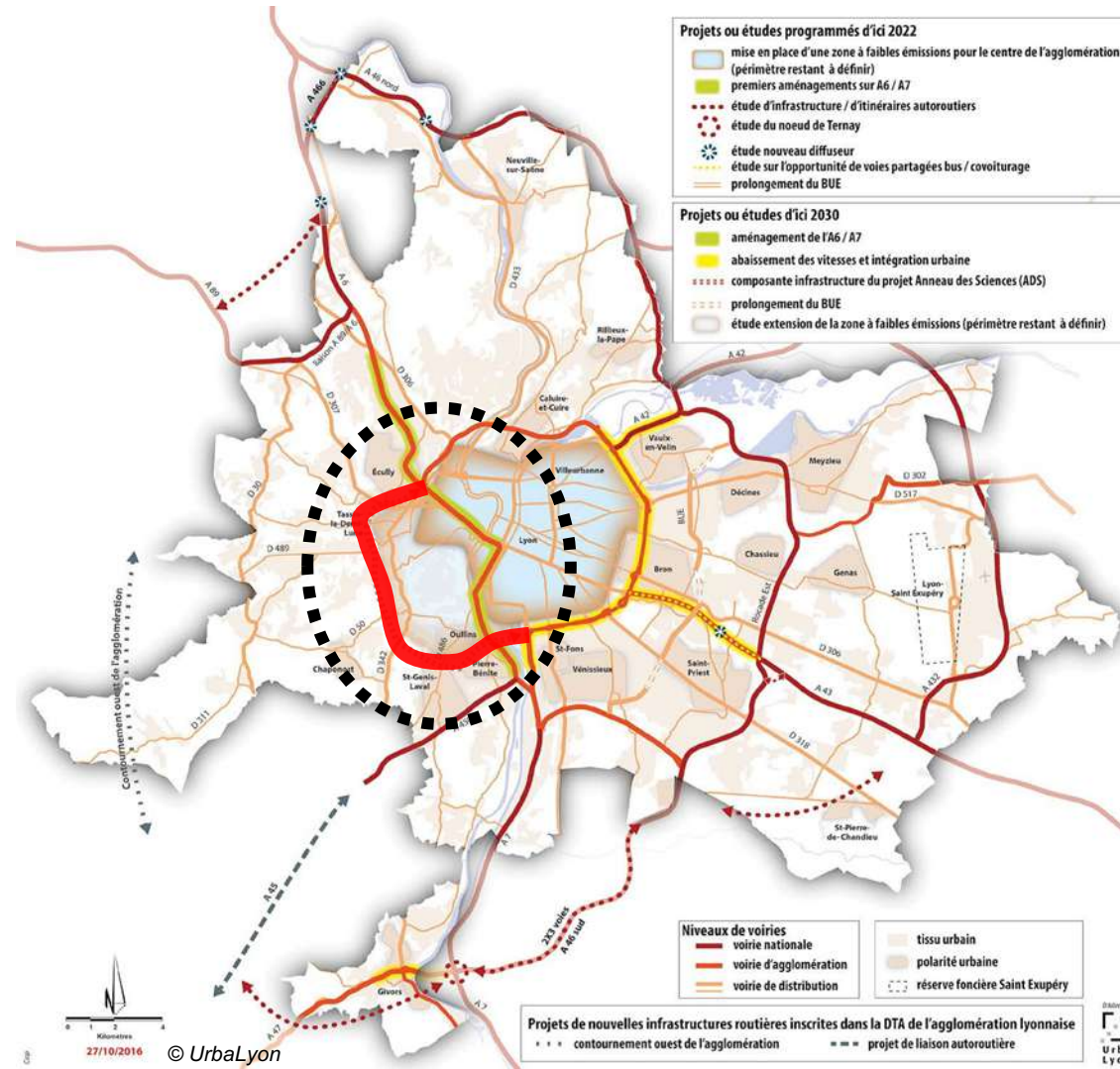
© Dumetier Design, Métropole de Lyon



© T. Sam Ming, Institut Paris Region

Lyon Regaining the River. Transforming M6/M7 Corridor

Boulevard Project Initially Linked to the Completion of Inner Ring: 3 Bn€ ‘Science Ring’ Project Abandoned in mid-2020 by Newly Elected Municipal and Metropolitan Leaders



Some **Lyon** Findings

Strategic Metropolitan Project: Size and Ambition

Process Slowed Down by Ring Highway Decision (*Science Ring*)

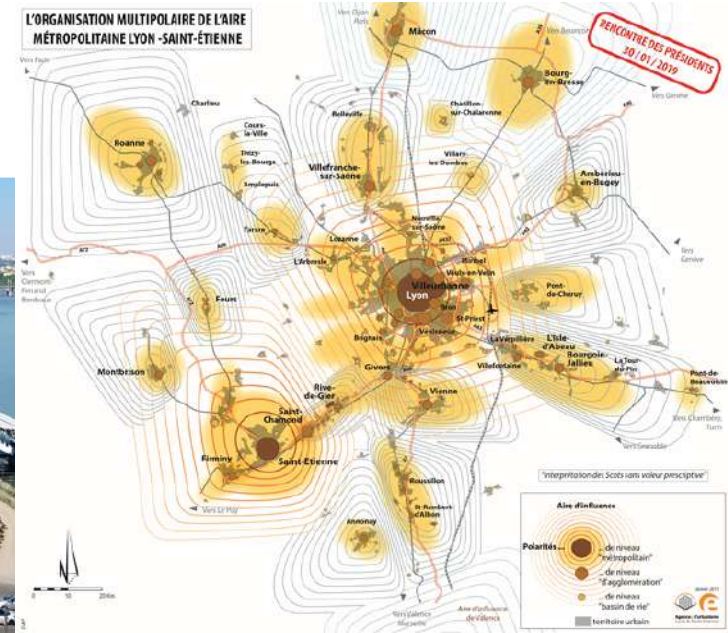
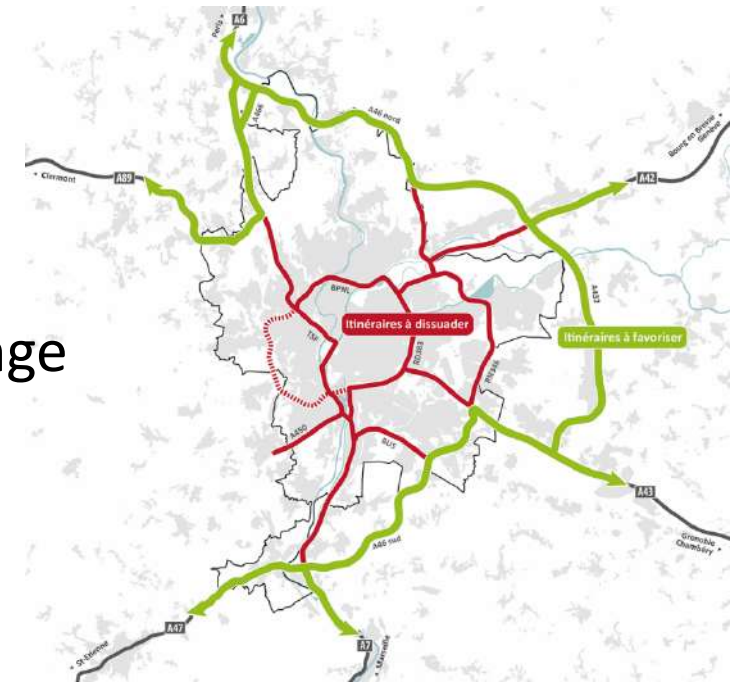
Using the Infrastructure Design to Incite Incremental Mobility Change

Previous Experience in Highway-to-Boulevard Transformation and Pedestrian-Friendly Policies

Weak Visioning Design Potential of Boulevard

Complex Wider-Regional Governance and Car Culture

New Perspectives: Removing a Heavily Used Cross-City Highway;
Renaturing an 11-km Riverfront; Reducing Traffic Region-Wide



TRANSFORMING HIGHWAYS INTO BOULEVARDS

ISSUES AND **ANSWERS**. CHALLENGES AND **QUESTIONS**

Issues and **Answers**

- Building a Narrative, Working on Social Acceptability. [Helsinki](#)
- Identifying Potential Benefits and Costs. [Helsinki](#)
- Multi-dimensional Planning. [Helsinki](#)
- Multilevel Agreements and Cooperation. [Lyon](#)
- New Instruments and Funding?... [Oslo](#)

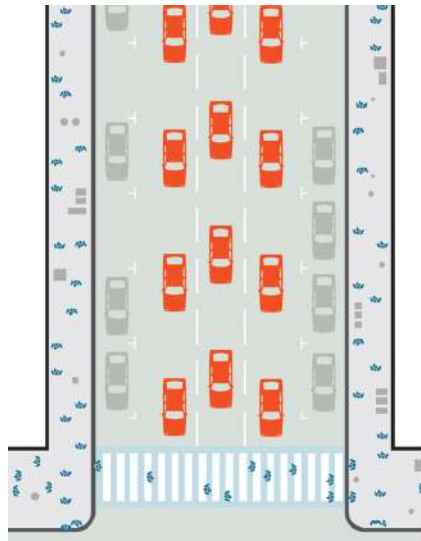
Challenges and **Questions**

- Reducing Car and Truck Traffic. **Can Car Traffic Be Halved ? What about Heavy Goods ?**
- Finding Alternatives for All **-including Low Density Suburbs and Affordable Housing**
- Building the Case for Densification **AND Greening. How?**
- Making Sure Everything Comes in the **Right Timing...**

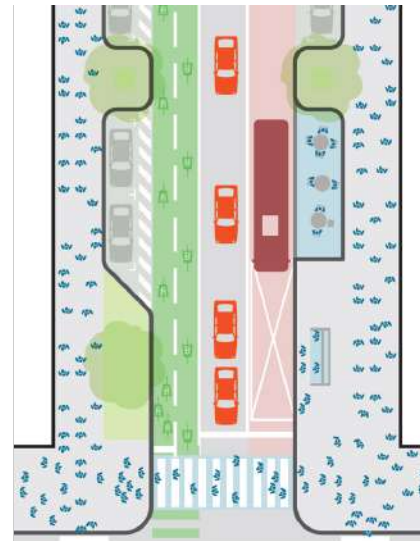
HIGHWAY TRANSFORMATION RATIONALE. QUIZ?

Highways Networks

- Development Barriers. Disconnect the City
- Encourage Sprawl
- Designed for Fast-Traffic. Congestion makes it Slow and Unreliable
- Highway Transformation Requires a High Degree of Cooperation between different Players
- Highways = Mono-functional, Low Density Use of Space



Car-Oriented Street
12,300 people/hour



Multimodal Street
30,100 people/hour

© NACTO 2016

Street Networks with Boulevard Backbone

- How Can Boulevards Increase Metropolitan and Local Connectivity?
- How Can Highway Removal Projects Be Transformative? How Can They Encourage Changes of Behaviour?
- How Can Boulevards Be Designed for All types of Movement: Pedestrian Bikes, Busses, Tramways, Taxis, Carpools, Cars, Trucks,...
- How Can Boulevards Be Drivers for Mix-Use Intensification and Better Land Use?
- How Can Boulevards Contribute to the Restoration of Ecosystems?

≠ QUESTIONS. ANY PRIORITIES?

Paris Climate Agreement
European Green Deal

GLOBAL INITIATIVES

C40 Green & Healthy Streets
100 Climate-Neutral Cities
New European Bauhaus

Land-Use
& Transport Studies
Diagnosis & Project Process

**BOULEVARD
PLANNING**

Public Participation & Debate
Urban Design
Green Structure
Densities

Teasers
Experimental Design
Participative Management

PROJECT TACTICS

In-Between Urbanism
Tactical Drivers

Case-Building
Strategic Assessment
Climate - Sustainability
Mobility - Urban Economics

**BOULEVARD
STRATEGIES**

Multi-Level Agreements
Regional Long Term Plan
Narrative

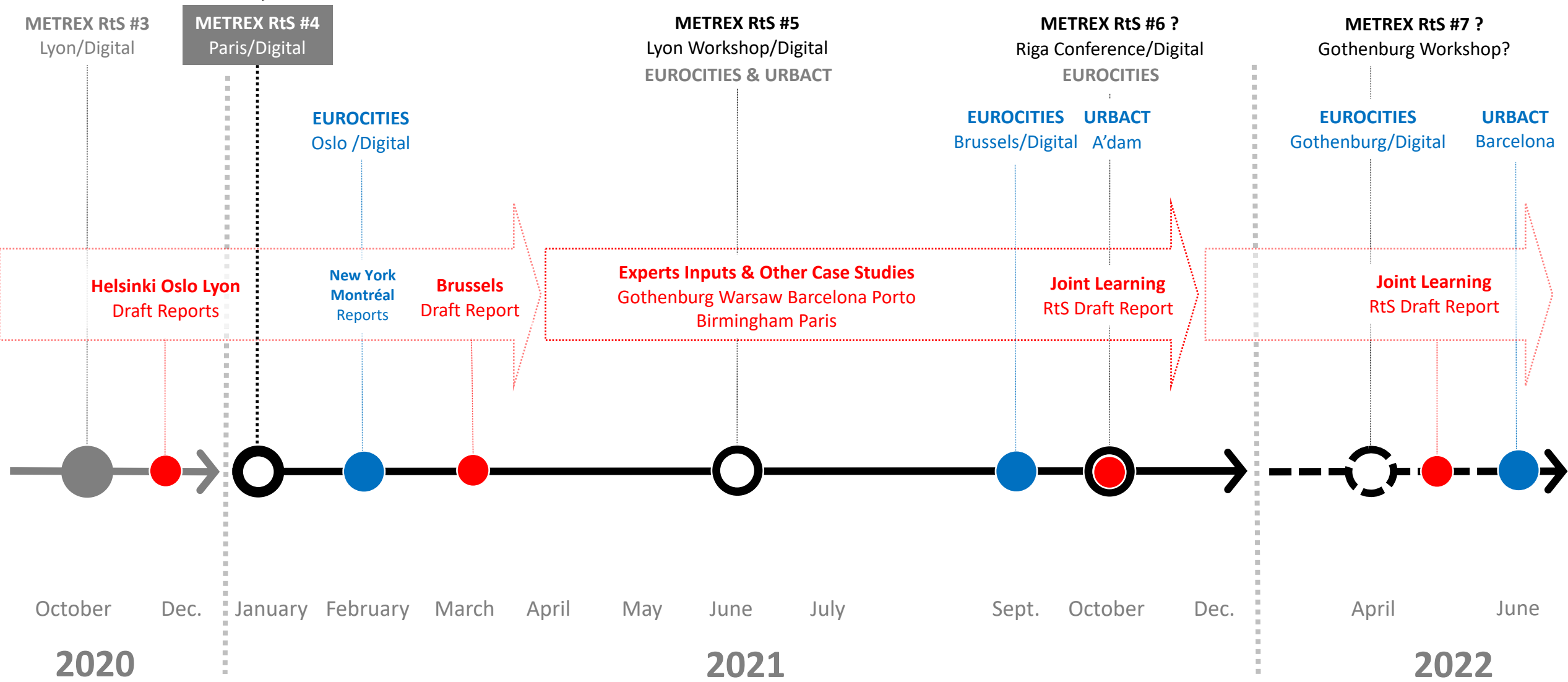
Leadership
Private Stakeholders
Transit, Road & Development
Coordination

**BOULEVARD
PROJECT DELIVERY**

Design & Action Plan
Sectorial Programmes
Funding & Phasing

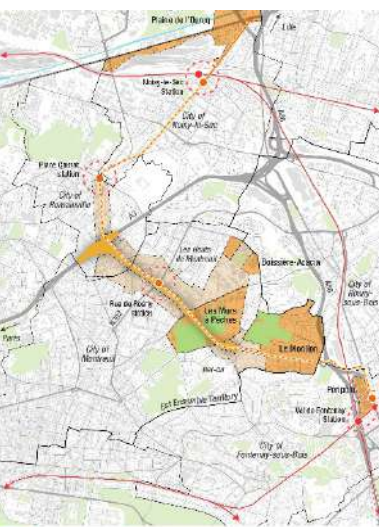
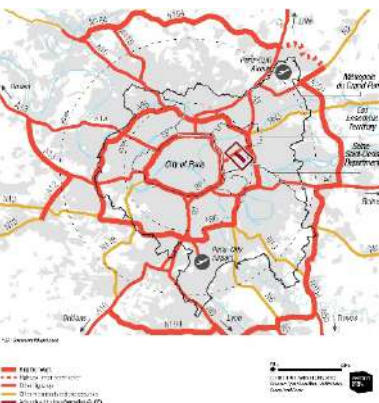
NEXT STEPS. METREX EUROCITIES URBACT WORK AGENDA FOR 2021

This meeting



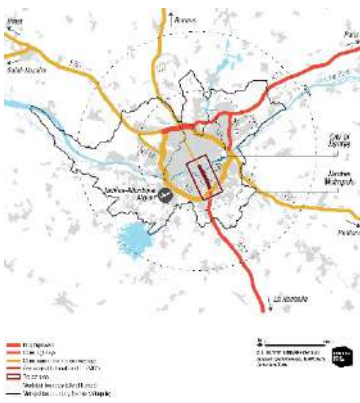
HIGHWAY CORRIDOR CASE STUDIES PHASE II

Paris Metro Region
A186/T1



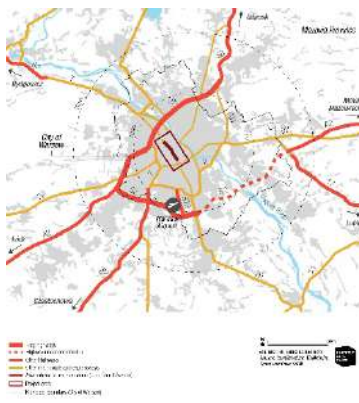
Road section : 2 km

Nantes
A 831/Busway 4



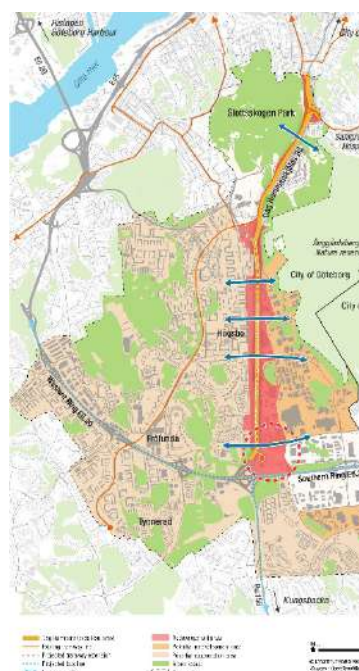
Road section : 4 km

Warsaw
John Paul II Alley



Road section : 4 km

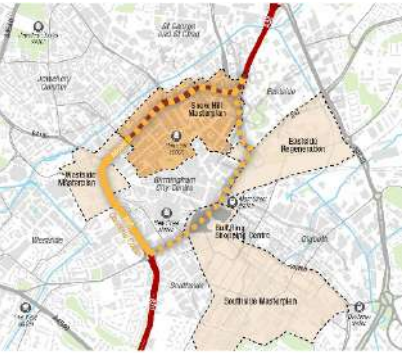
Göteborg
Dag Hammarskjölds Bd



Road section : 5 km

HIGHWAY CORRIDOR CASE STUDIES PHASE II

Birmingham Queensway/Snow Hill



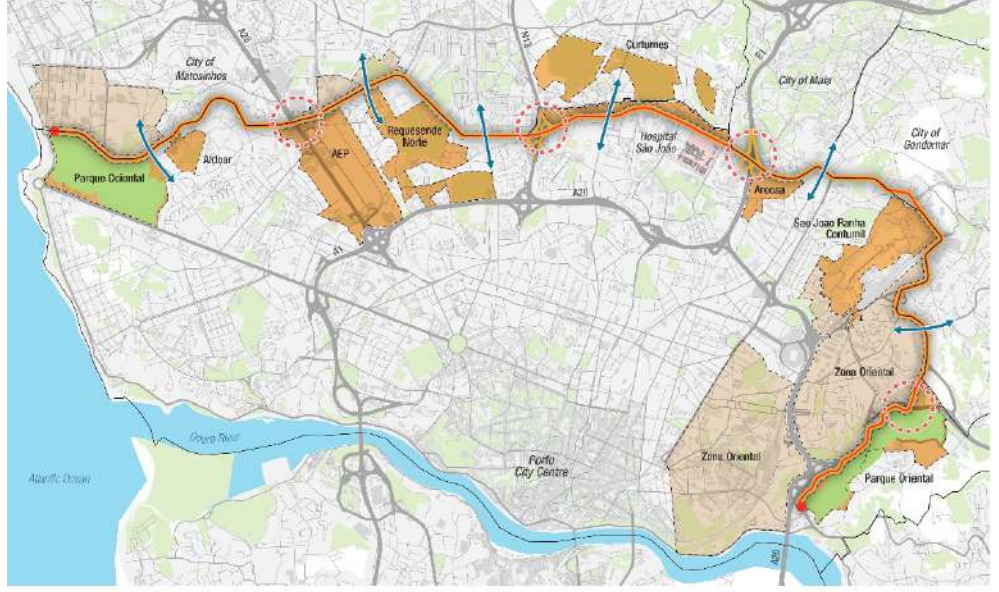
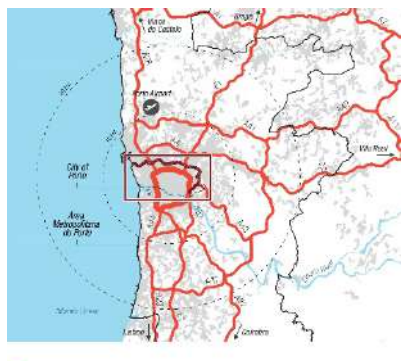
Road section : 1 km

Barcelona Metro Region C-245 Road Requalification



Road section : 9 km

Porto Metro Region Ring Road N12 Requalification



Road section: 17 km

GOOD NEWS FOR THE US! A EUROPEAN HIGHWAY-TO-BOULEVARD INITIATIVE?

Senate Considering \$10B for Highway Removal

By Kea Wilson | Jan 11, 2021



Image via Creative Commons

Cities might soon get federal money to tear down inner-city highways that federal dollars built in the first place — and use that money to reinvest in communities of color that those highways destroyed.

Shortly before the holiday recess, then-Senate minority leader Chuck Schumer and a coalition of 25 Democratic senators introduced a [\\$435 billion economic justice bill called S5065](#) that included a \$10-billion pilot program aimed at helping communities tear down urban highways, and rebuild the surrounding neighborhoods with the needs of underserved communities in mind. The Restoring Neighborhoods and Strengthening Communities Program — known among advocates as the “Highways to Boulevards” initiative — would only be available for projects located in regions with a high concentration of low income residents or residents of color.

Streets Blog, Jan 11, 2021

THANK YOU! WELCOME BACK TO PARIS SOON

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