

WALK&ROLL + URBACT RICONNECT – BARCELONA – JuLy 7, 2022

FROM HIGHWAYS TO CITY PLACES: A PARADIGM CHANGE

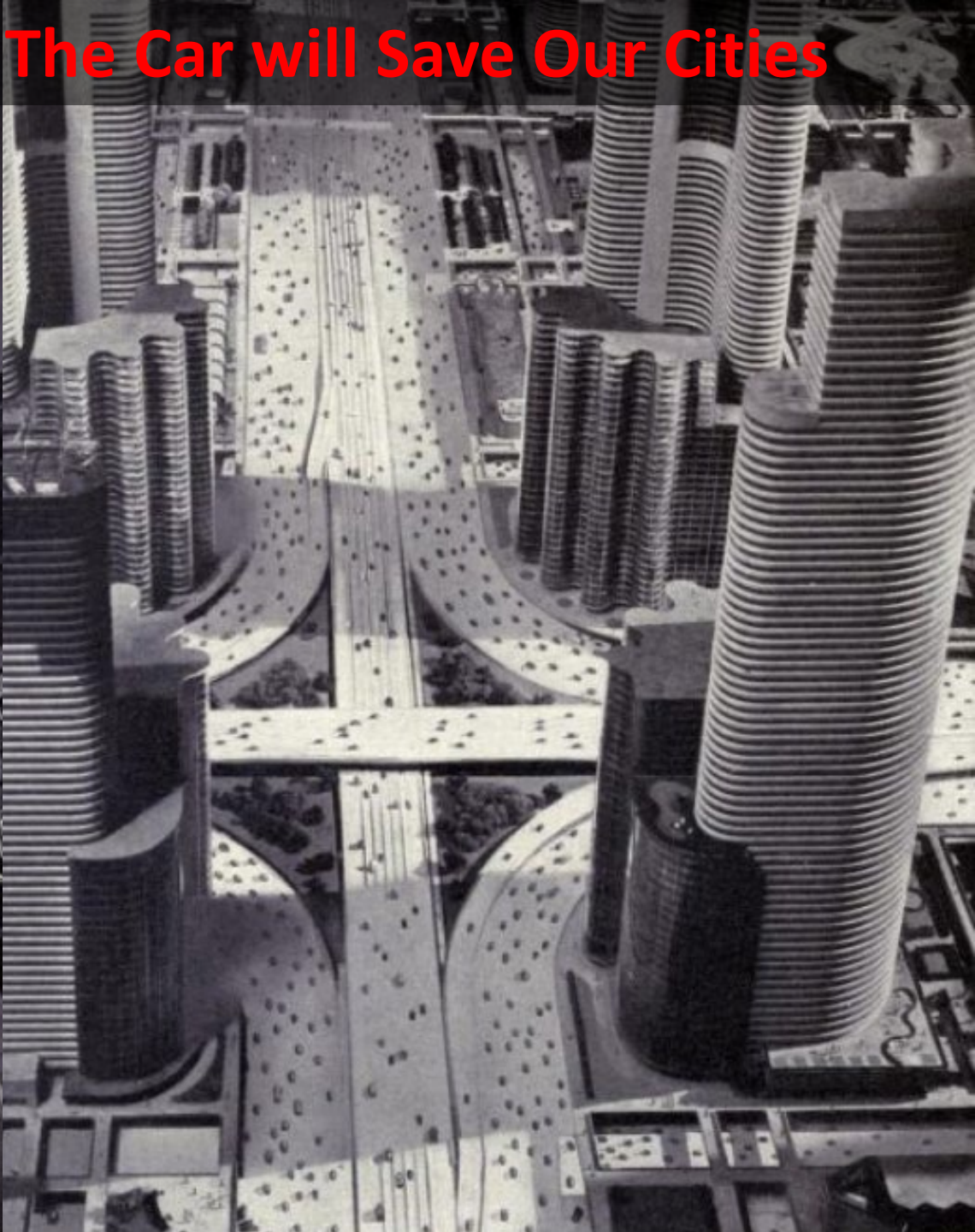
Paul Lecroart Senior Urbanist, Chair of METREX From Roads to Streets Expert Group



American 20th Century Promise **The Car will Save Our Cities**



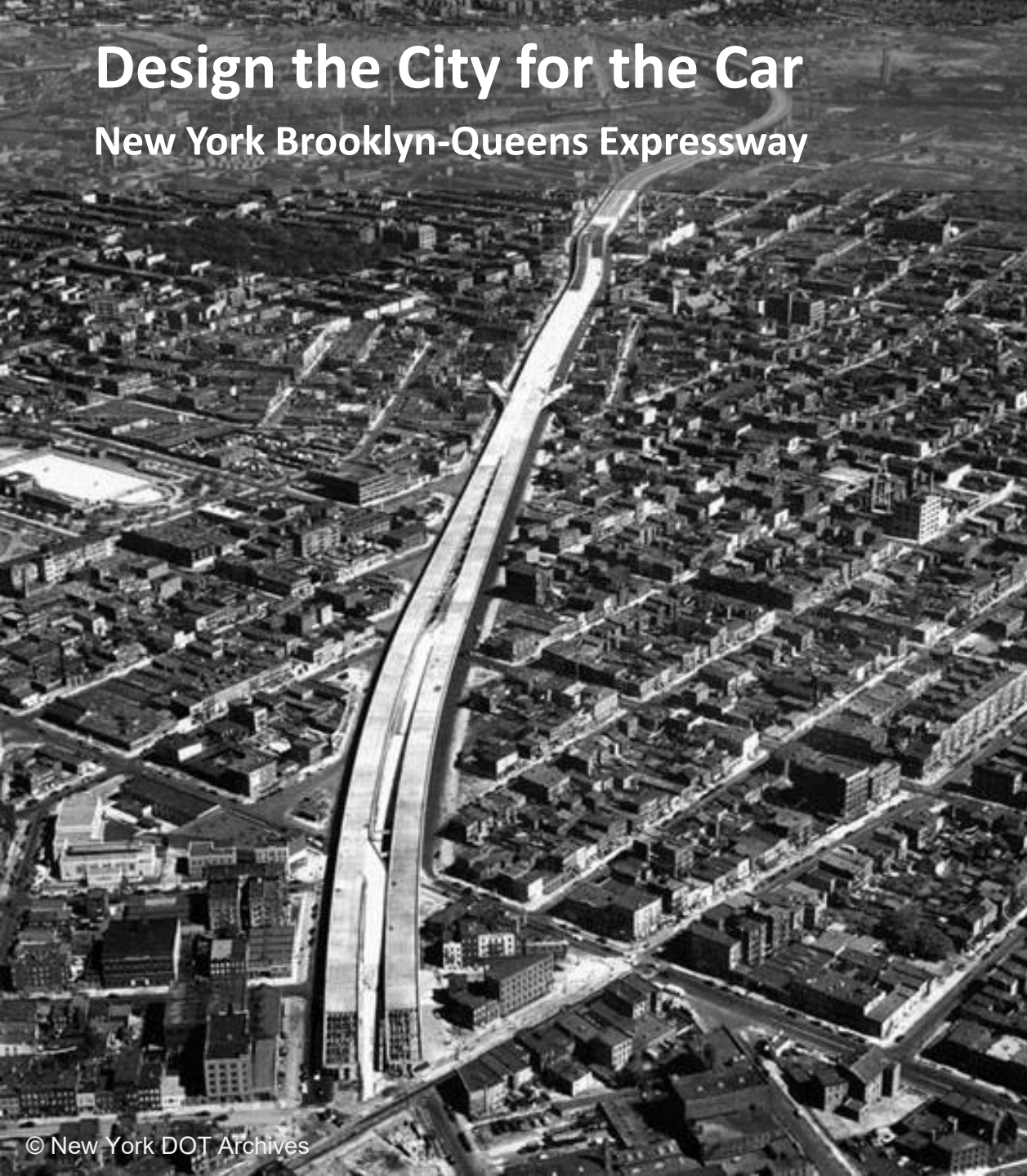
Futurama World Fair, New York 1939
Sponsor : General Motors



© Norman Bell Geddes - Magic Motorways, published 1940

Design the City for the Car

New York Brooklyn-Queens Expressway



Paris Bagnole A3

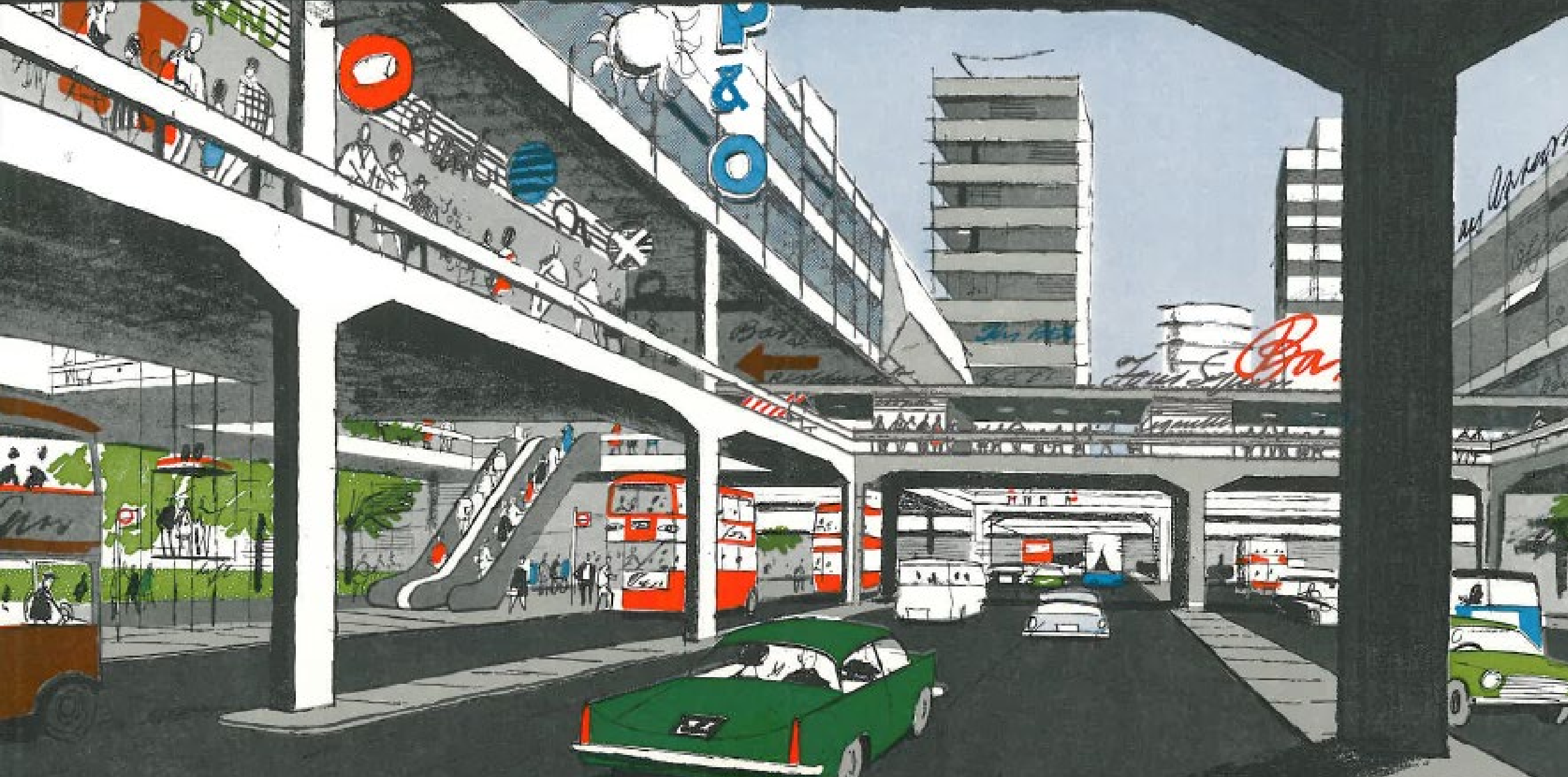


Eliminate people

Lyon



Designing a New City for a New Man. Traffic Segregation



Functional Segregation. Zoning



Paris, Orly-Rungis A86

© DRIEA / Gobry

Fonctionnalist Rivers



La Morée, Paris

Photo © Pierre-Yves Brnaud L'Institut Paris Région

Negative Externalities



Paris, Bondy A



Paris 1st Ring Highway Péripherique

© Paul Lecroart Institut Paris Region



Spatial Fragmentation

Paris 2nd Ring Highway A86

© DREIF

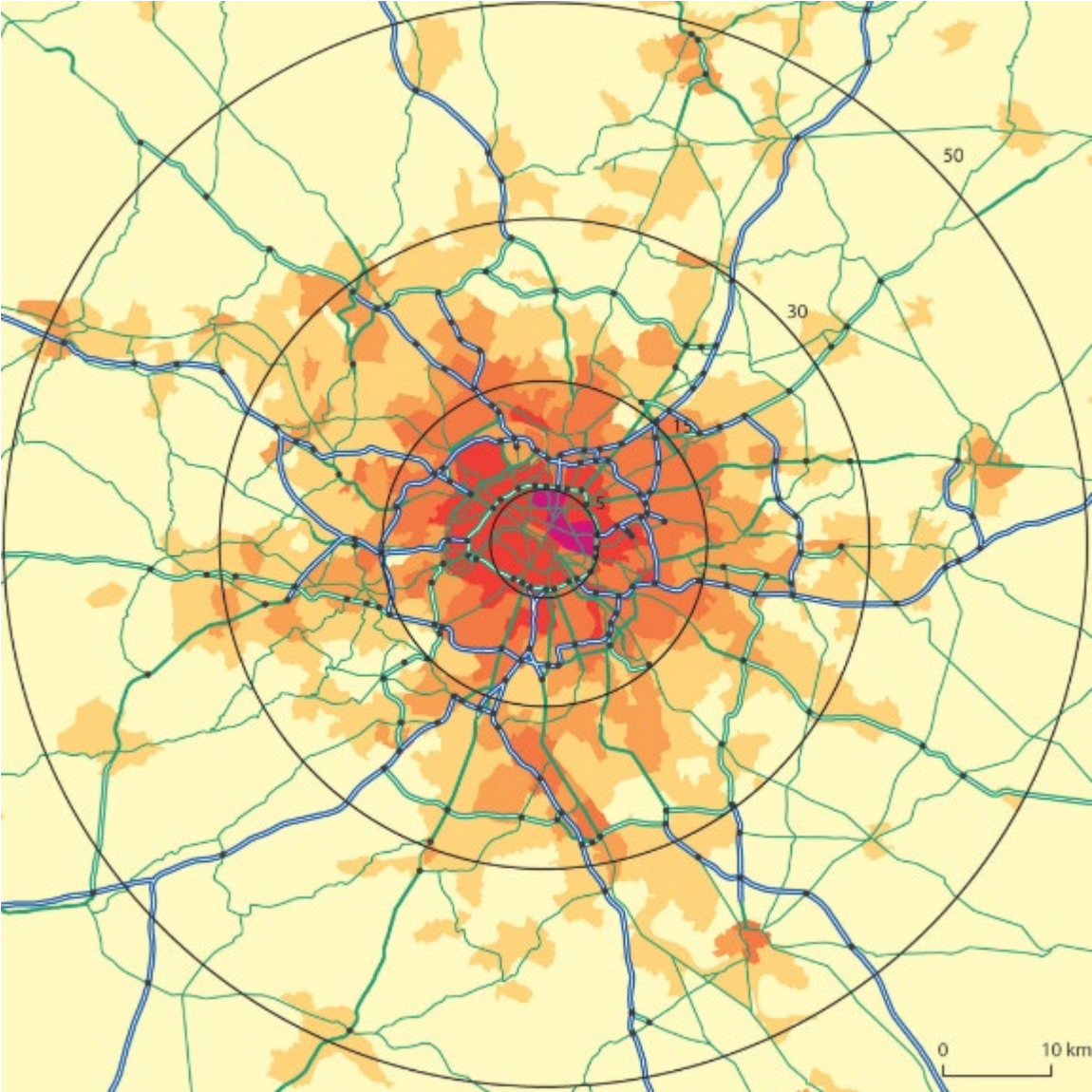
Hiding
not a solution



Barcelona Gran Via

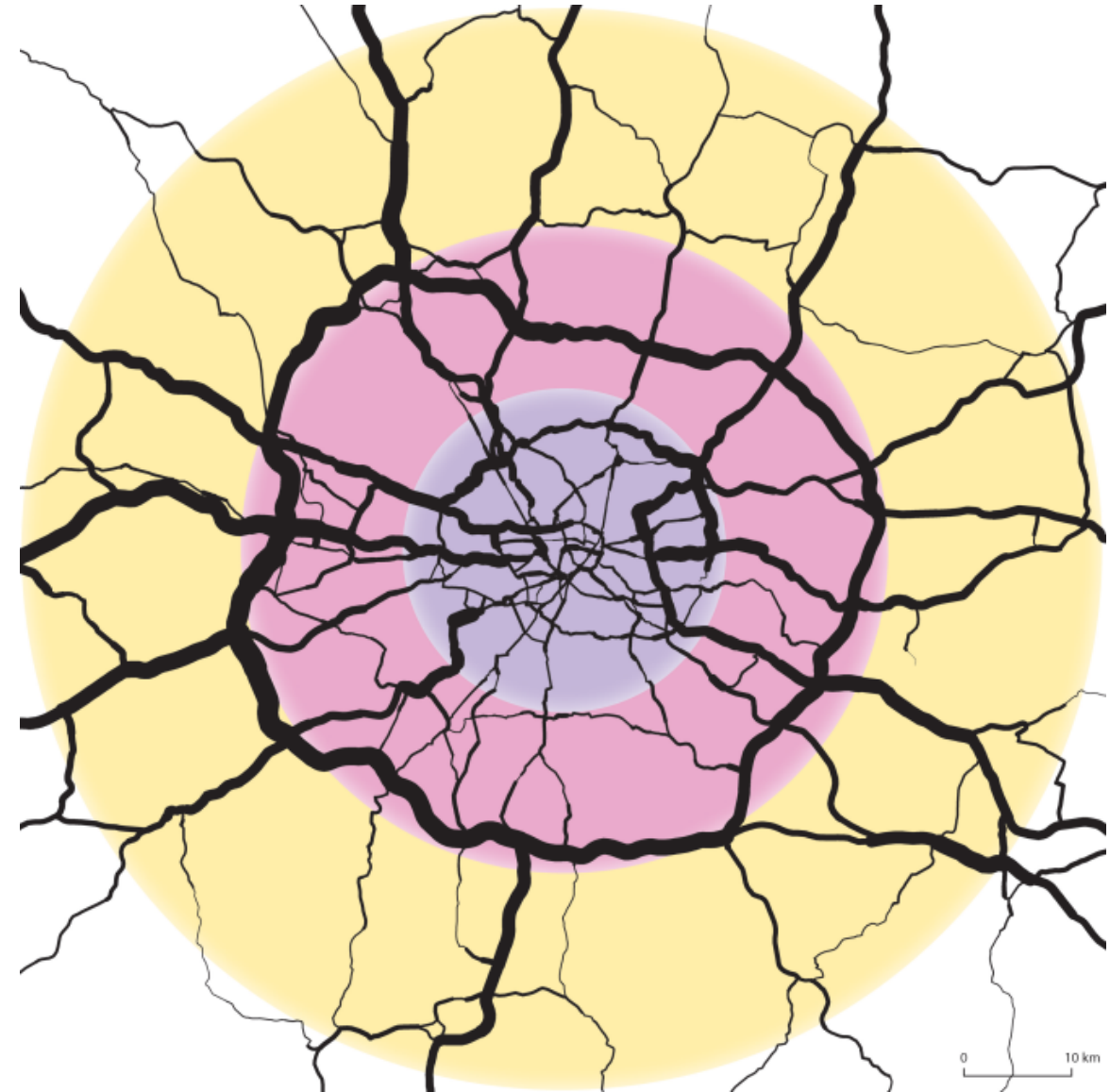
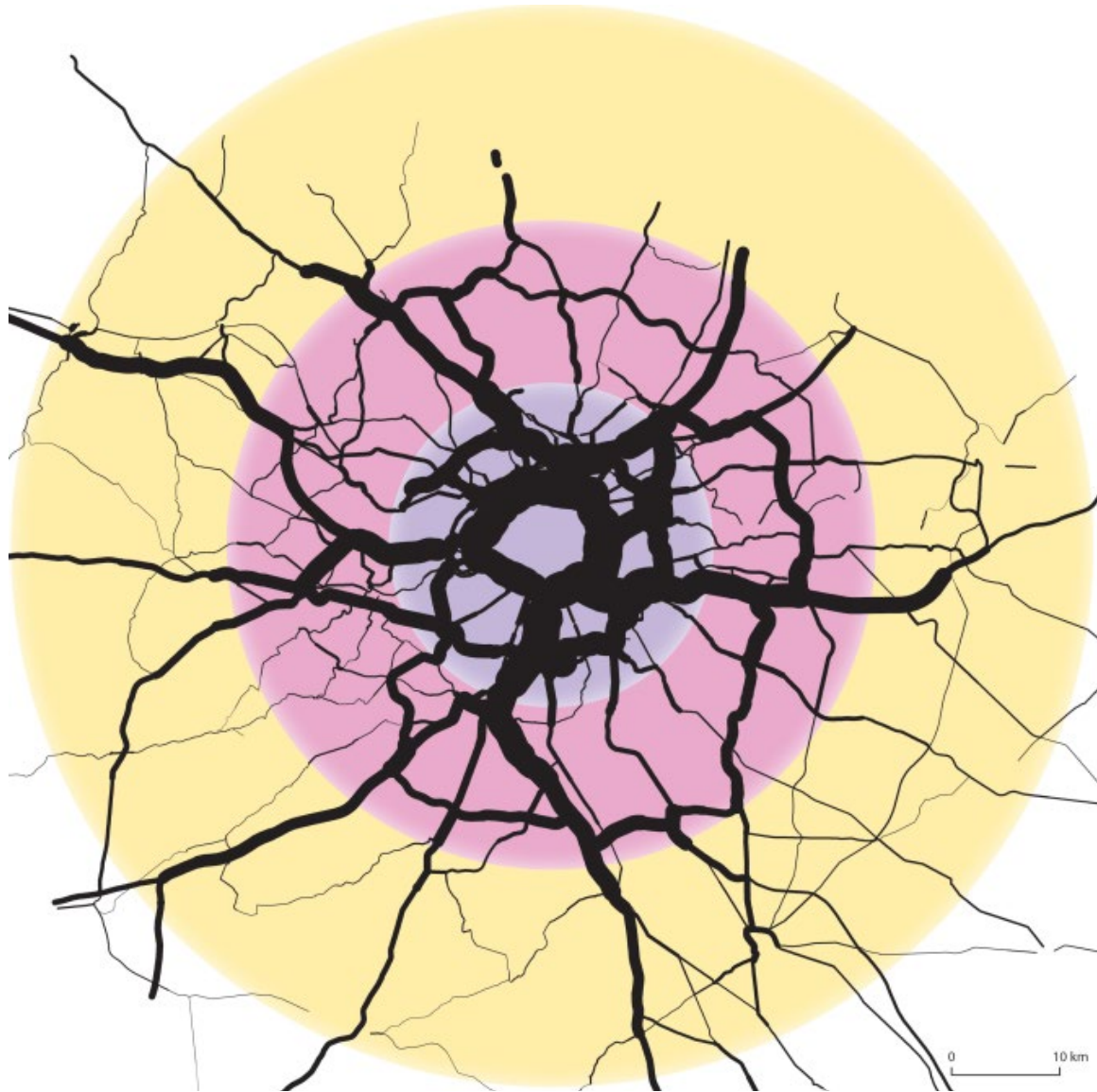
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Too Many Highways in our Cities? Paris & London Regions



P-L.Certonze ENSG/Univ. Paris-I IAU 2013

Paris / London Regions. Road Network and Car Traffic

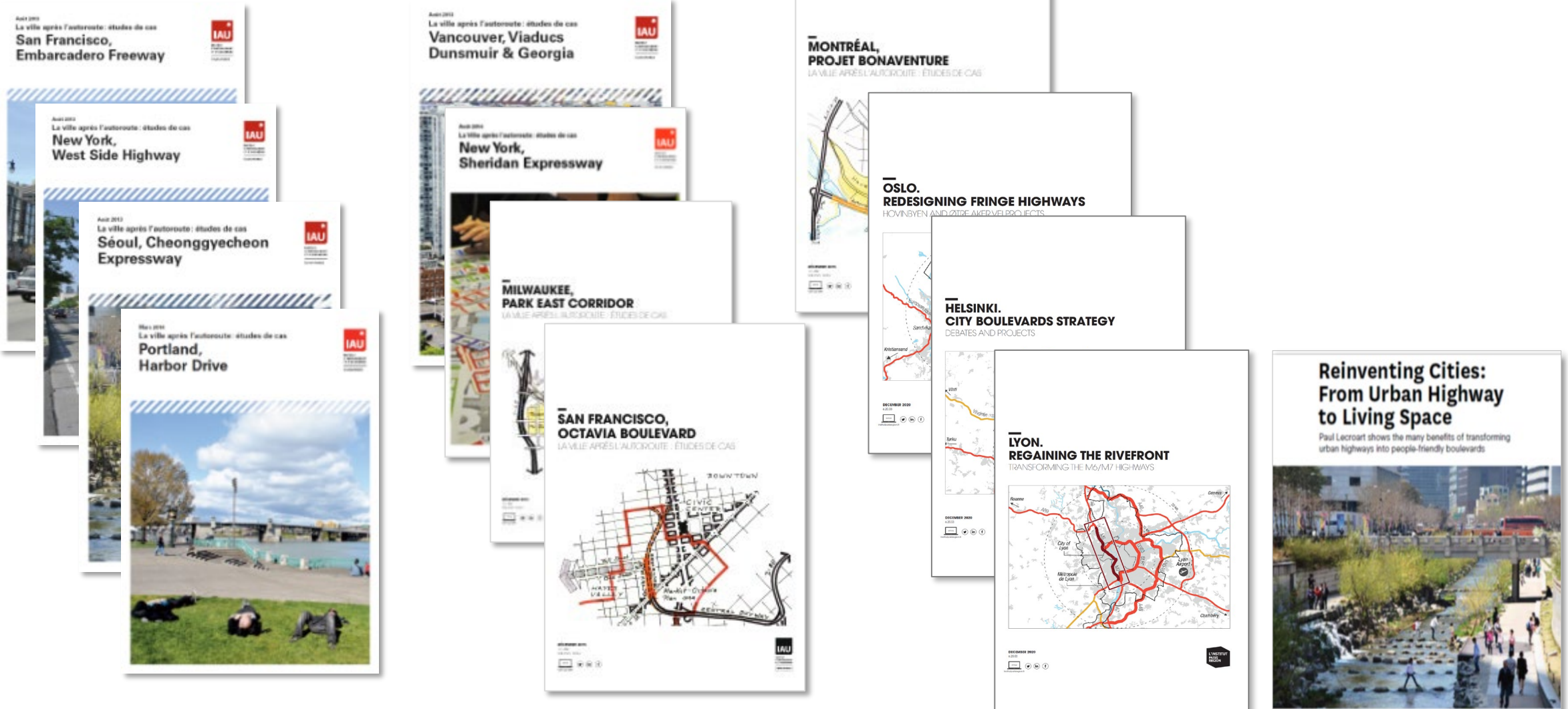


P-L. Certonze ENSG/Univ. Paris-I IAU 2013

What Happens When you Teardown a Segregated Highway?

Highway-to-Boulevard **International Case Studies**

www.institutparisregion.fr



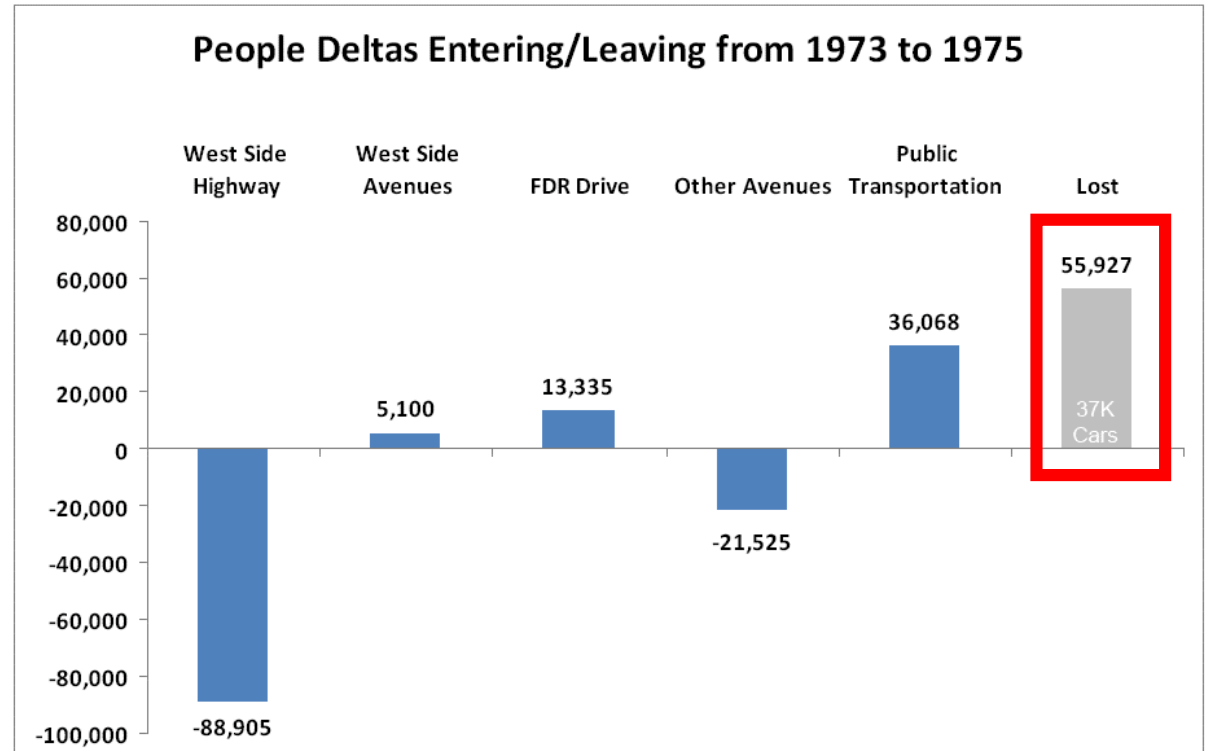
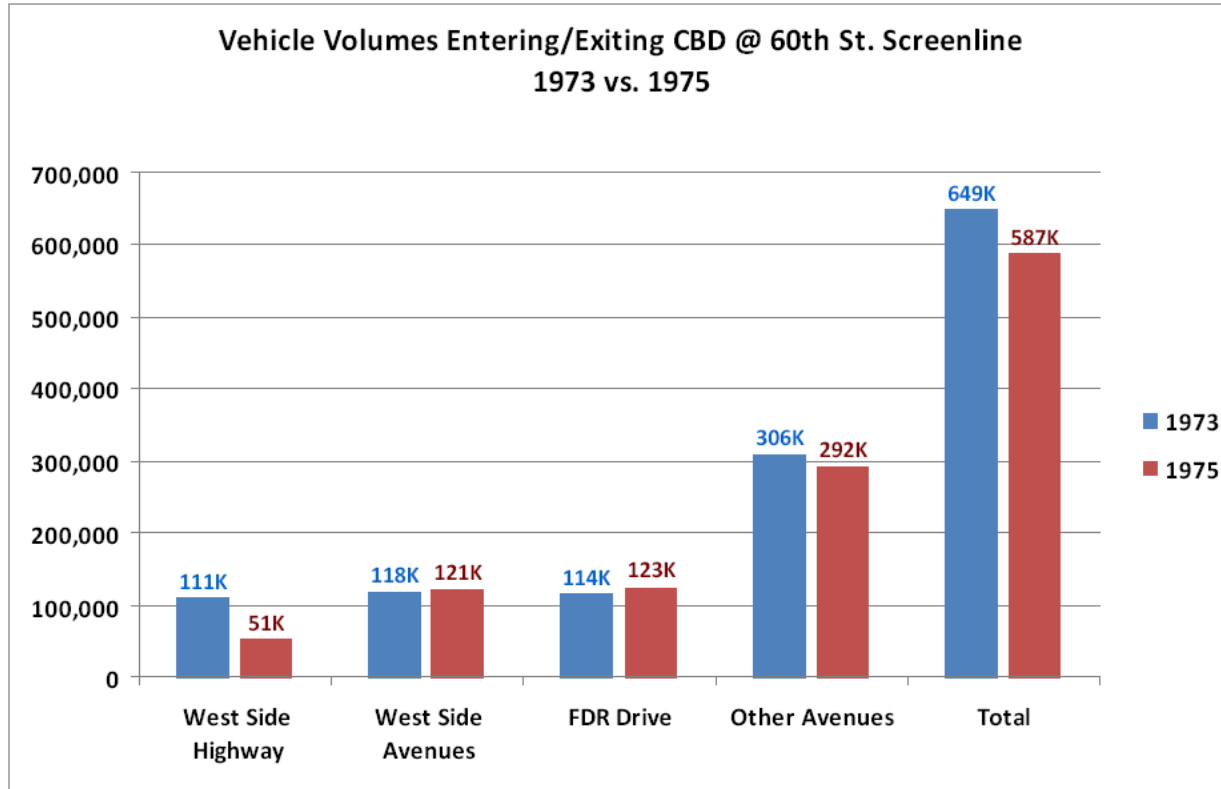


New York West Side

1970s'

New York West Side **Before / After closure**

WHAT HAPPENED TO THE TRAFFIC?



Note: The number of people entering /exiting CBD increased by 25,000 people 1973 vs. 1975

© Courtesy of Sam Schwartz

New York West Side Street / 11th Street Today



New York West Side Hudson River Park Today



Seoul Cheonggyecheon

2003



Seoul Cheonggyecheon. Today



Seoul Cheonggyecheon. Today



Seoul Cheonggyecheon. Before / After



© Seoul Metropolitan Government



© Paul Lacroart Institut Paris Region

Montréal Bonaventure Expressway **Before**



Montréal Bourrassa Boulevard **After**



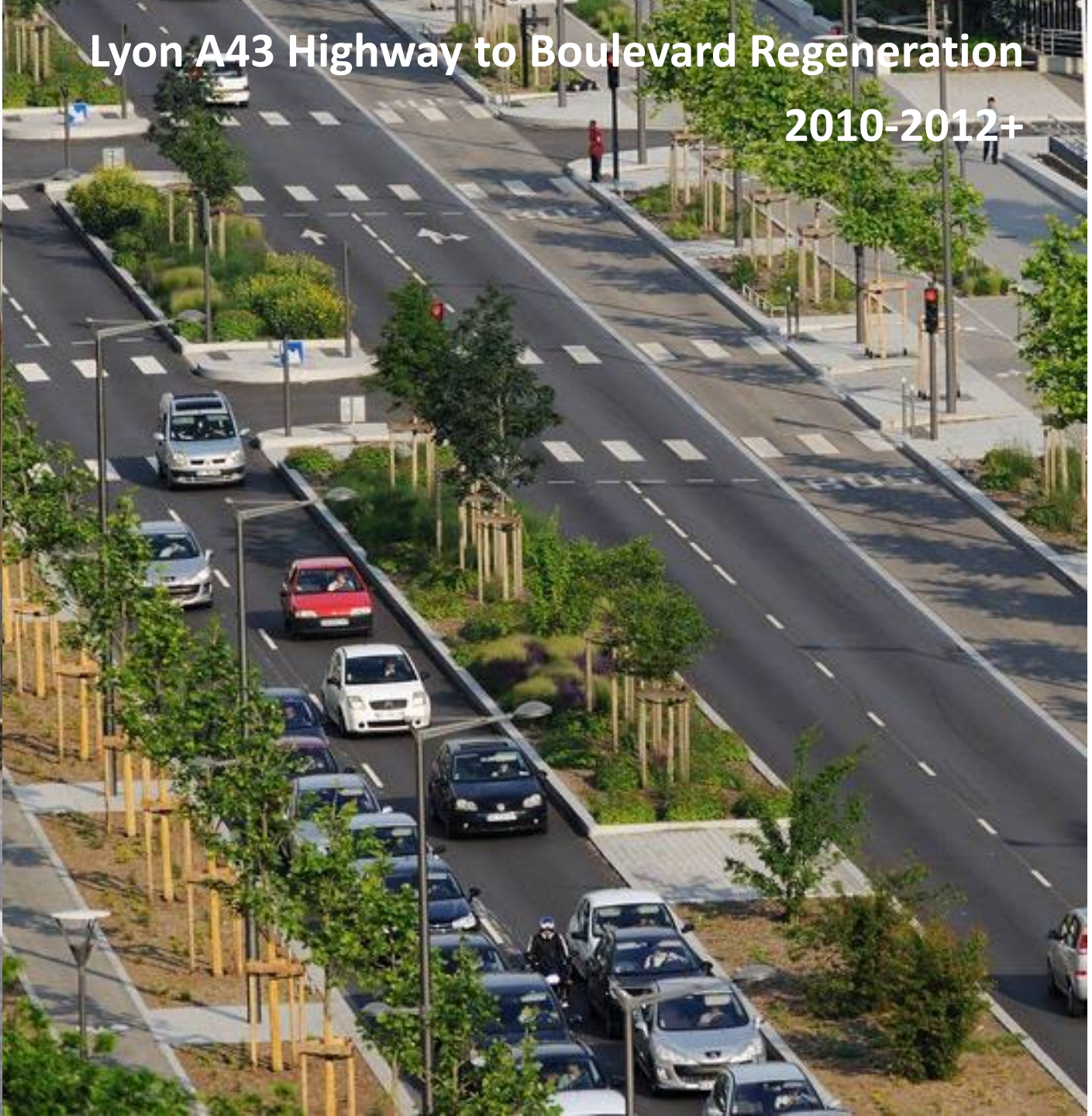
credits Wikimedia
commons
Calvin411

San Francisco Central Freeway. **Before**



San Francisco Octavia Boulevard. **After**





Birmingham Breaking the Concrete Collar



© City of Birmingham

Maashouse Circus 2002



East Side Regeneration 2013

© Paul Lacroart Institut Paris Region



City Ring (2008)

Utrecht From Ring Road to Canal



Catharijnesingel (2020)

Paris River Banks Expressway Pedestrianisation 2012-2019



FROM ROADS TO STREETS METREX LEARNING PLATFORM

EUROCITIES *Urban Regeneration in the City Fringe* -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.

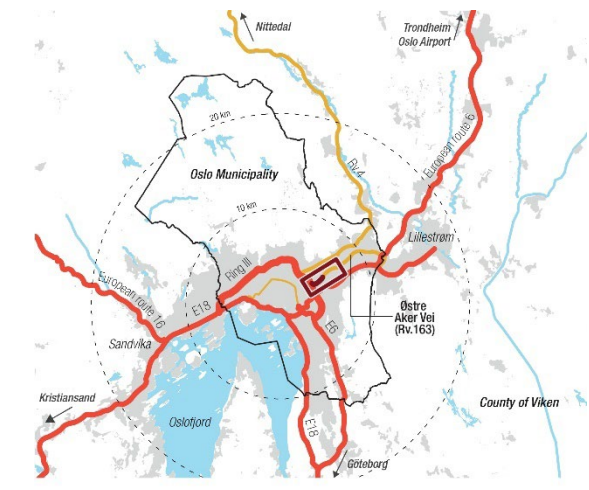
The EUROCITIES project will primarily investigate how to transform and integrate today's road-traffic barriers in the surrounding urban fabric. The intention is to change the roads from car-promoting structures to promoters of environmentally friendly transport and urban multifunctional spaces.

FROM ROADS TO STREETS HANDS ON WORKSHOPS 2021-2022



TRANSFORMATIVE STRATEGIES A CASE STUDY APPROACH

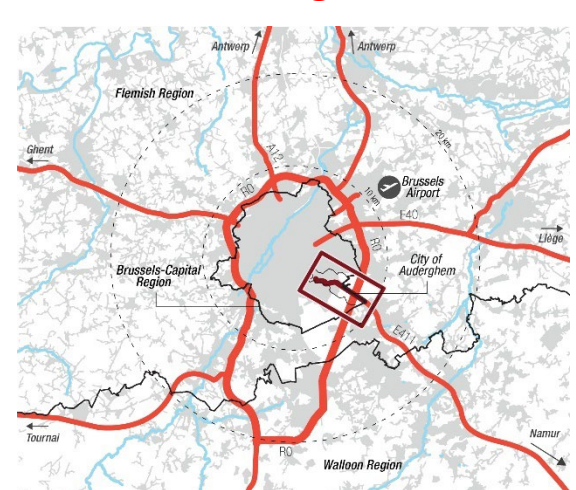
Oslo *Tactical*



- Ring highways
- Other highways
- Expressways
- Other main roads
- Axes subject to transformation (Østre Aker Vei)
- Project area
- Municipal and county boundaries (City and County of Oslo)

© L'INSTITUT PARIS REGION 2020
Sources: OpenStreetMap, Wikidata, Open Land Use Cover, City of Oslo

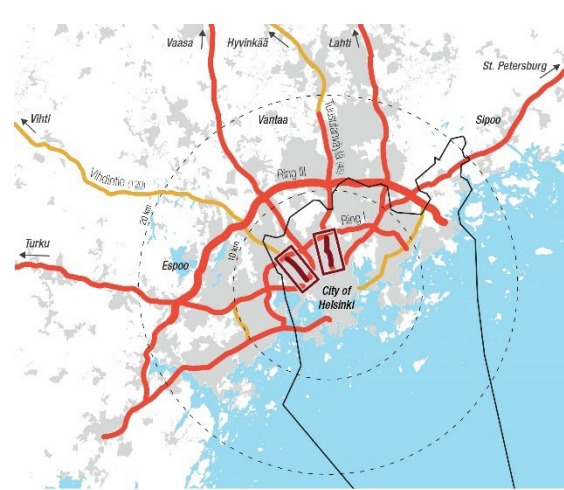
Brussels *Strategic*



- Ring highways
- Other highways
- Axes subject to transformation (E411)
- Project area
- Municipal boundary (City of Auderghem)
- Metropolitan boundary (Brussels-Capital Region)

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Sources: OpenStreetMap, Wikidata, Open Land Use Cover

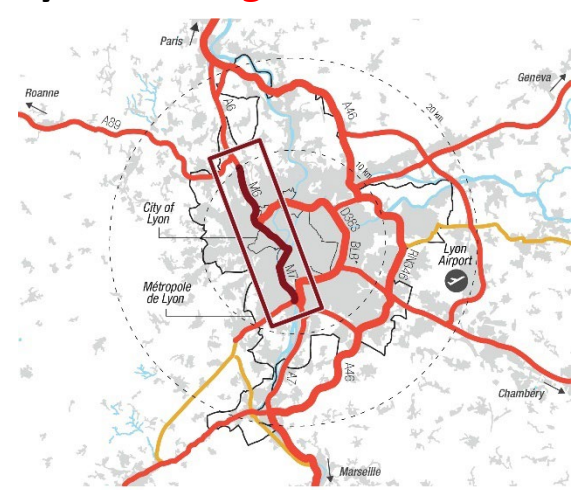
Helsinki *Structural*



- Ring highways
- Other highways
- Other main roads
- Case studies (Other main roads and Tuusula road)
- Project area
- Municipal boundary (City of Helsinki)

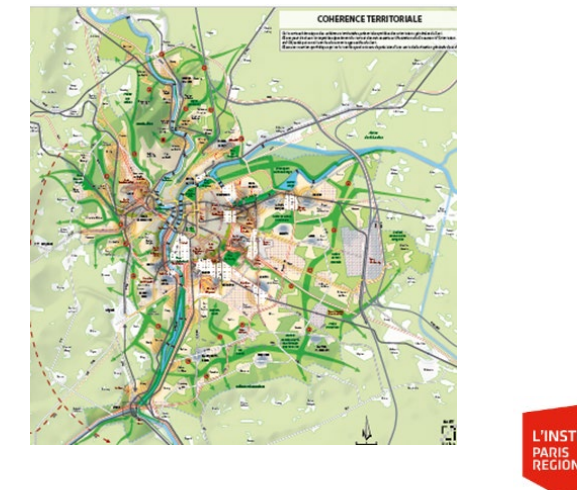
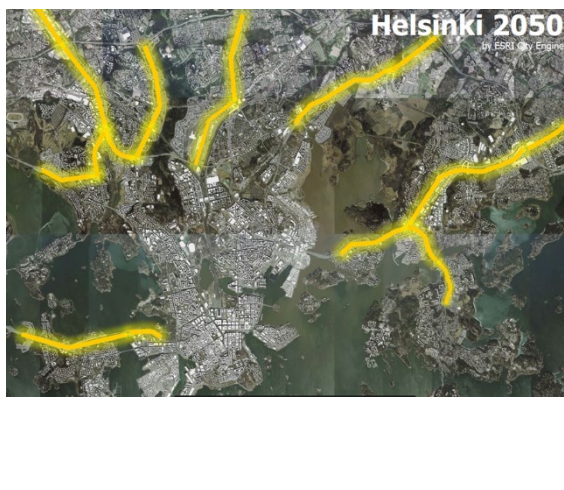
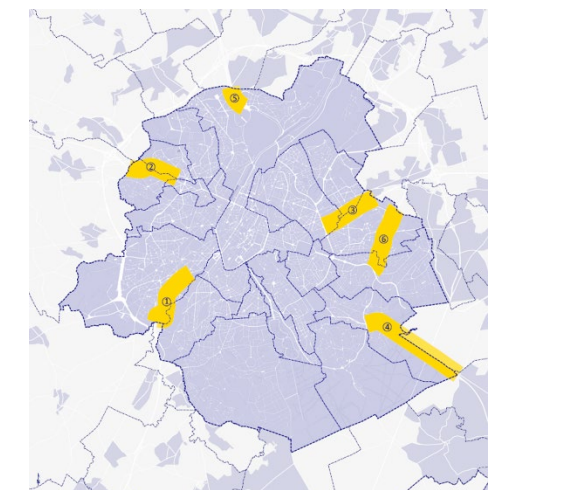
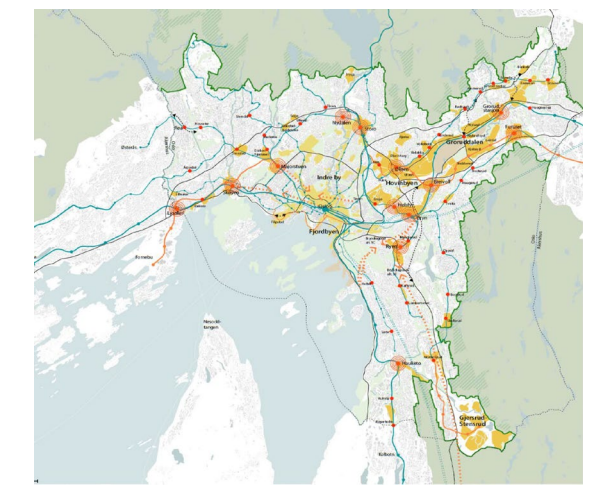
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Sources: OpenStreetMap, Wikidata, Open Land Use Cover, City of Helsinki

Lyon *Strategic*



- Ring highways
- Other highways
- Other main roads and expressways
- Axes subject to transformation (N6 M7)
- Project area
- Municipal boundary (City of Lyon)
- Metropolitan boundary (Métropole de Lyon)

© L'INSTITUT PARIS REGION 2020
Sources: OpenStreetMap, Wikidata, Open Land Use Cover, Métropole de Lyon



TRANSFORMATIVE STRATEGIES RESEARCH 2020-2022

Brussels
Delta Herrmann-Debroux



© Commune d'Auderghem



© Perspective.brussels/ORG Urbanists

Oslo
Østre Aker vei/Hovinbyen



© City of Oslo



© De Gayardon Bureau

Helsinki
Vihdintie/Huopalahdentie



© City of Helsinki



© City of Helsinki

Lyon
M6/M7 Corridor



© Perry Tak

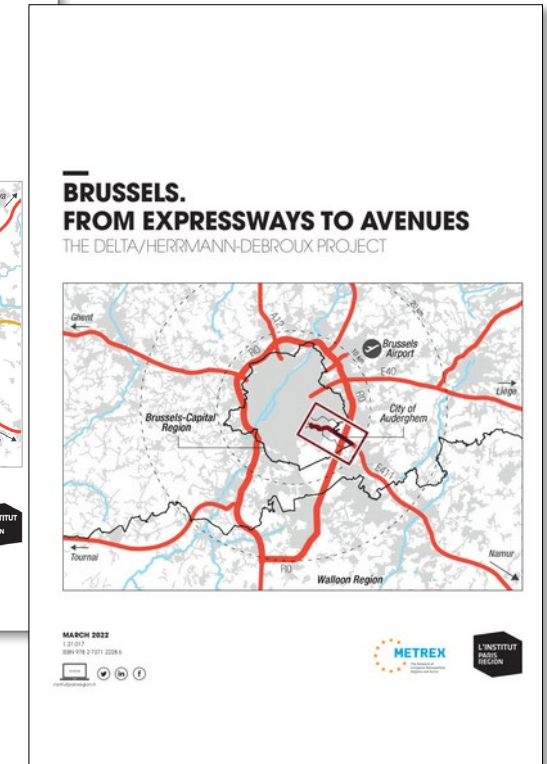
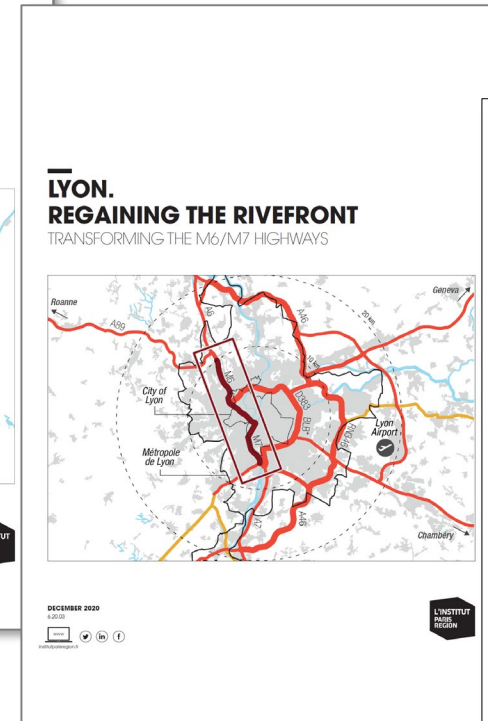
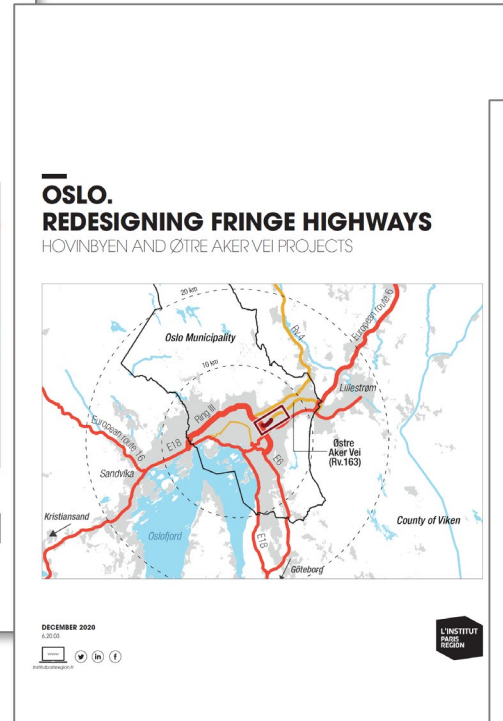
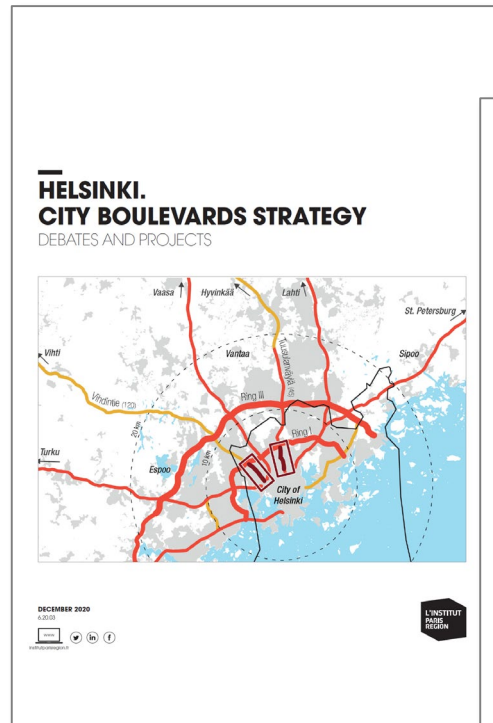


© Dumetier Design/Métropole de Lyon

CASE STUDY REPORTS. HELSINKI, OSLO, LYON & BRUSSELS

Contents

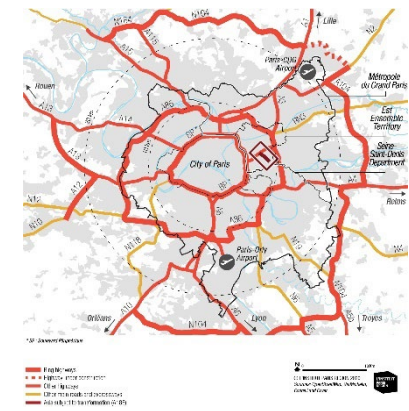
- Background
- Strategies
- Project(s)
- Discussion
- Takeaways



<https://www.eurometrex.org/activities/metrex-expert-groups/from-roads-to-streets/>
<https://en.institutparisregion.fr/know-how/international/from-expressways-to-boulevards/>

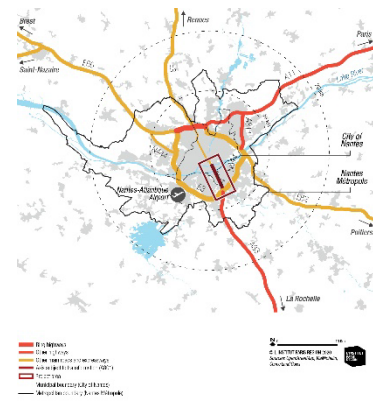
TRANSFORMATIVE STRATEGIES **FURTHER RESEARCH**

Paris Metro Region
A186/T1



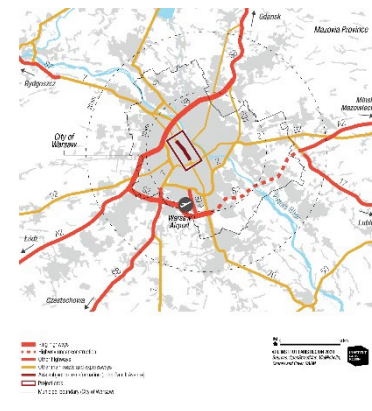
Road section : 2 km

Nantes
A 831/Busway 4



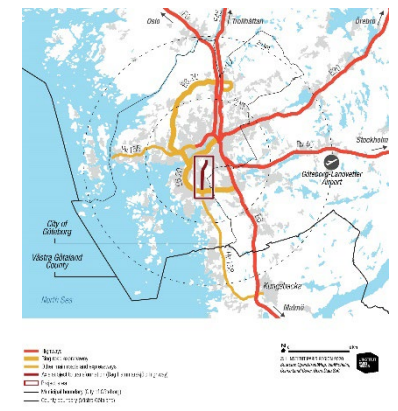
Road section : 4 km

Warsaw
John Paul II Alley

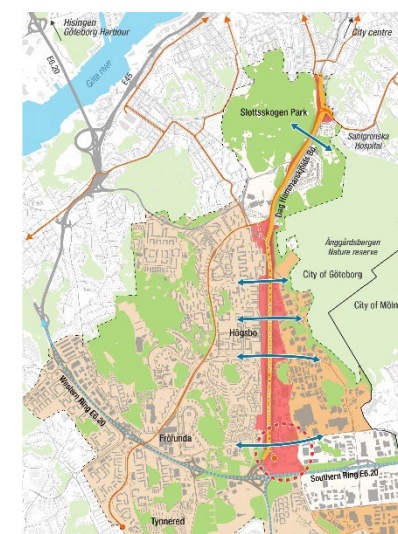
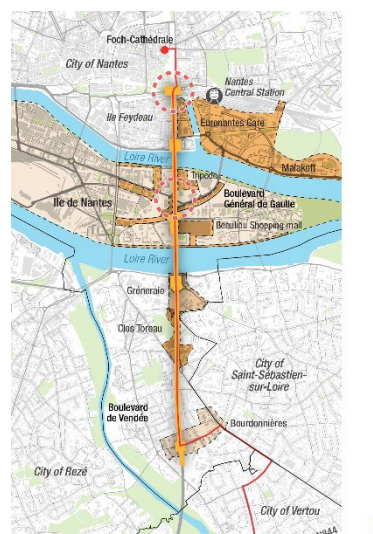
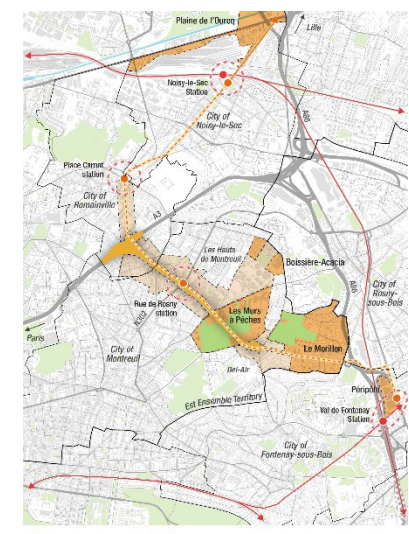


Road section : 4 km

Göteborg
Dag Hammarskjölds Bd

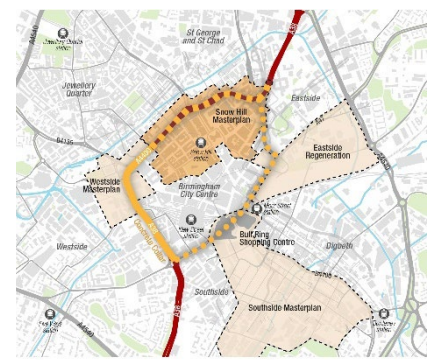
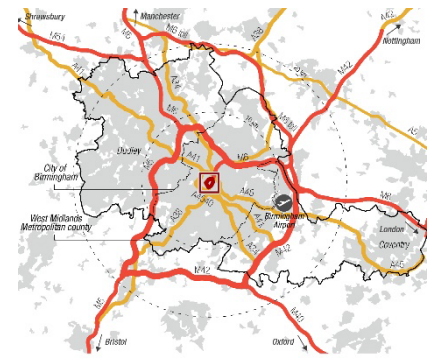


Road section : 5 km



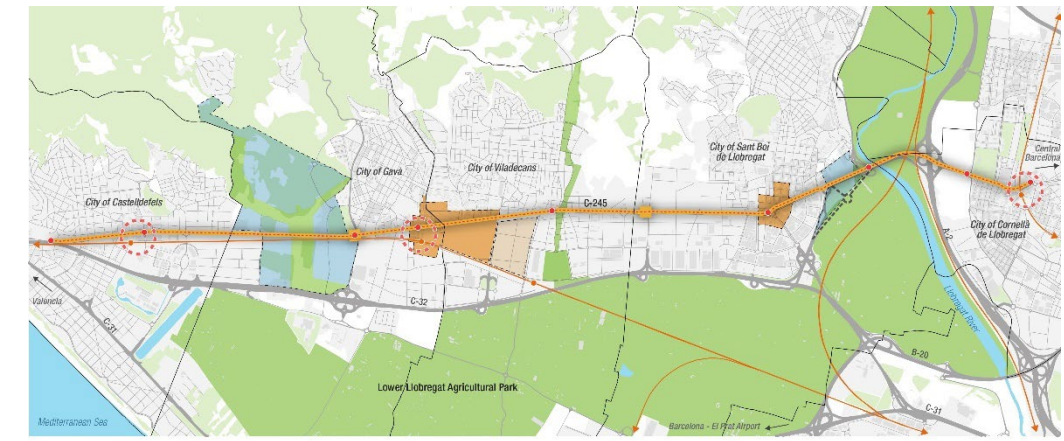
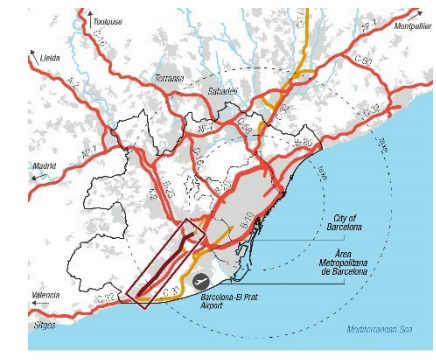
TRANSFORMATIVE STRATEGIES **FURTHER RESEARCH**

Birmingham Queensway/Snow Hill



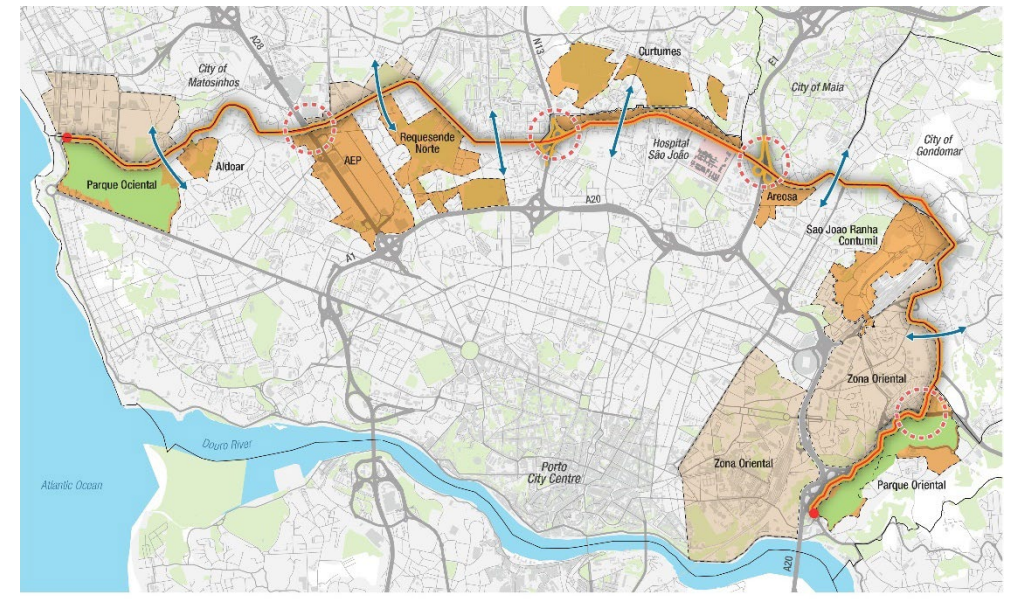
Road section : 1 km

Barcelona Metro Region C-245 Road Requalification



Road section : 9 km

Porto Metro Region Ring Road N12 Requalification

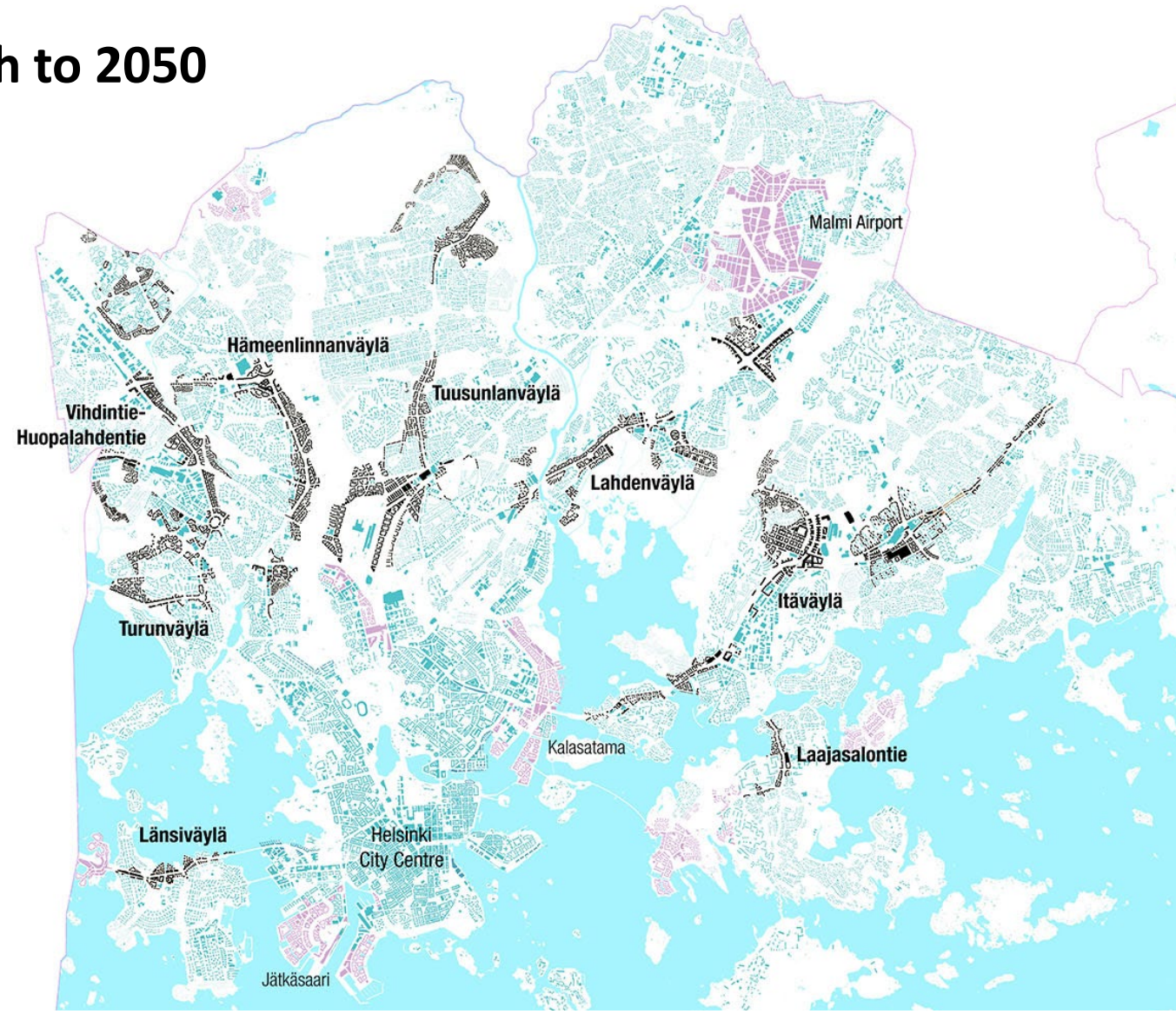
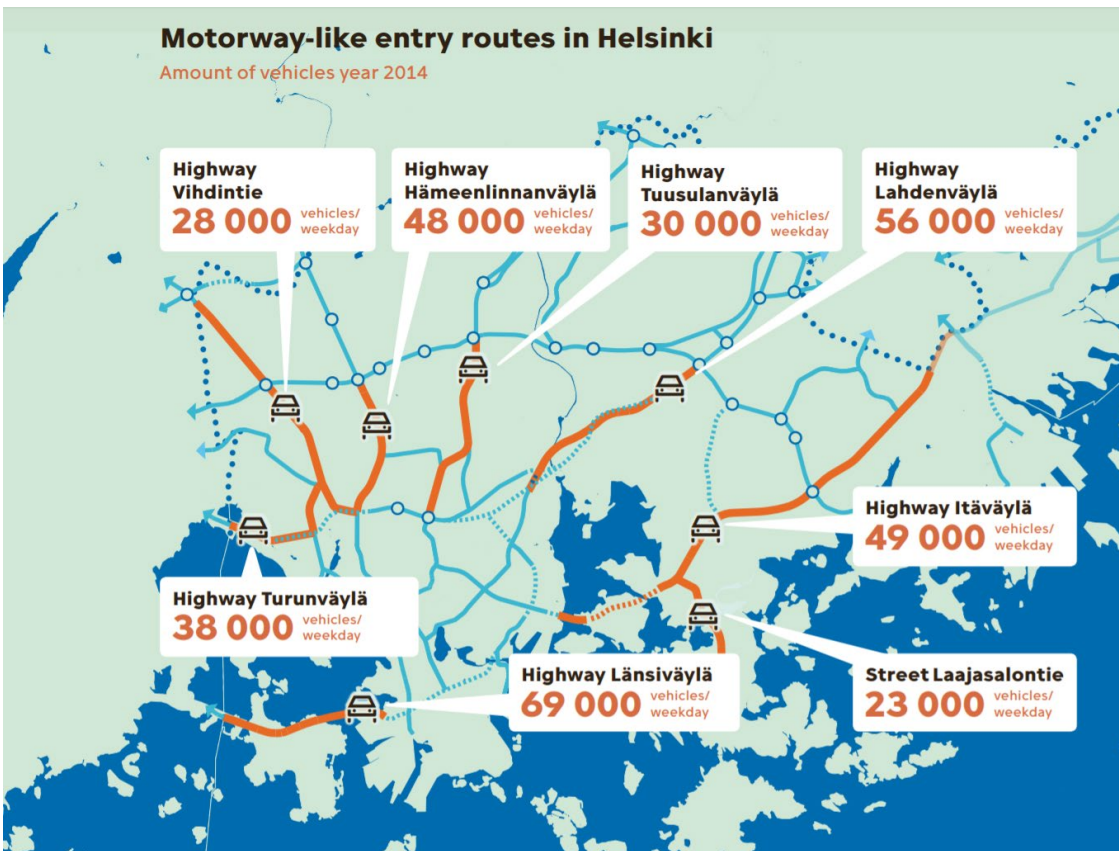


Road section: 17 km

Helsinki City Boulevard Strategy

Converting all Radial Expressways into Boulevards

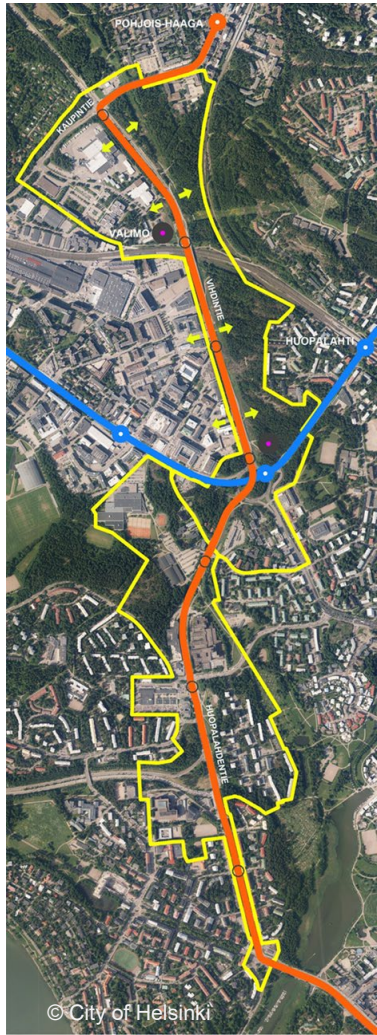
City Master Plan 2018: 1/3 of Urban Growth to 2050



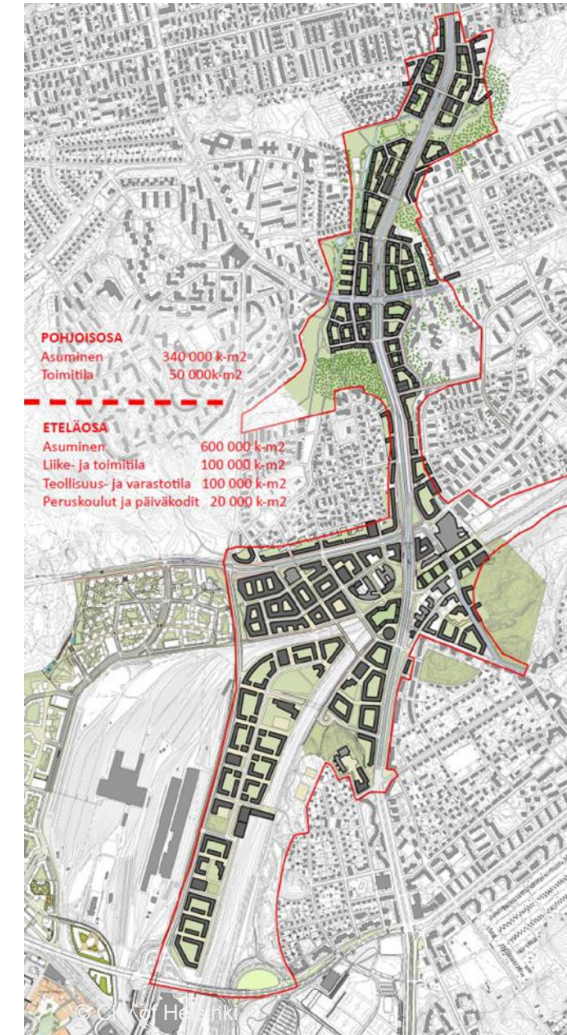
Helsinki City Boulevard Strategy

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

Vihdintie-Huopalahdentie Boulevard (137 ha)



Tuusulan Boulevard (180 hectares)



CONVERTING HIGHWAYS INTO STREETS

A KEY COMPONENT OF METROPOLITAN GREENING STRATEGIES



Lyon Mermoz Highway to Boulevard Transformation

© Fabian da Costa_Gautier Conquet

- Reducing Segregation
- Land Use Optimisation
- Quality Public Space for All
- Moving People More Efficiently
- Environmental Quality: noise, air quality, greening and cooling...
- Low Carbon Strategies

TO SUMMARISE

1 Extensive Highway Networks = **Barriers to Sustainable Development**

2 Highway Removal Strategies are **Transformative**

- Improve the Physical Structure of City Regions
- Encourage Change of Behaviour
- Address Issues Related to Social Inclusiveness & Climate Change

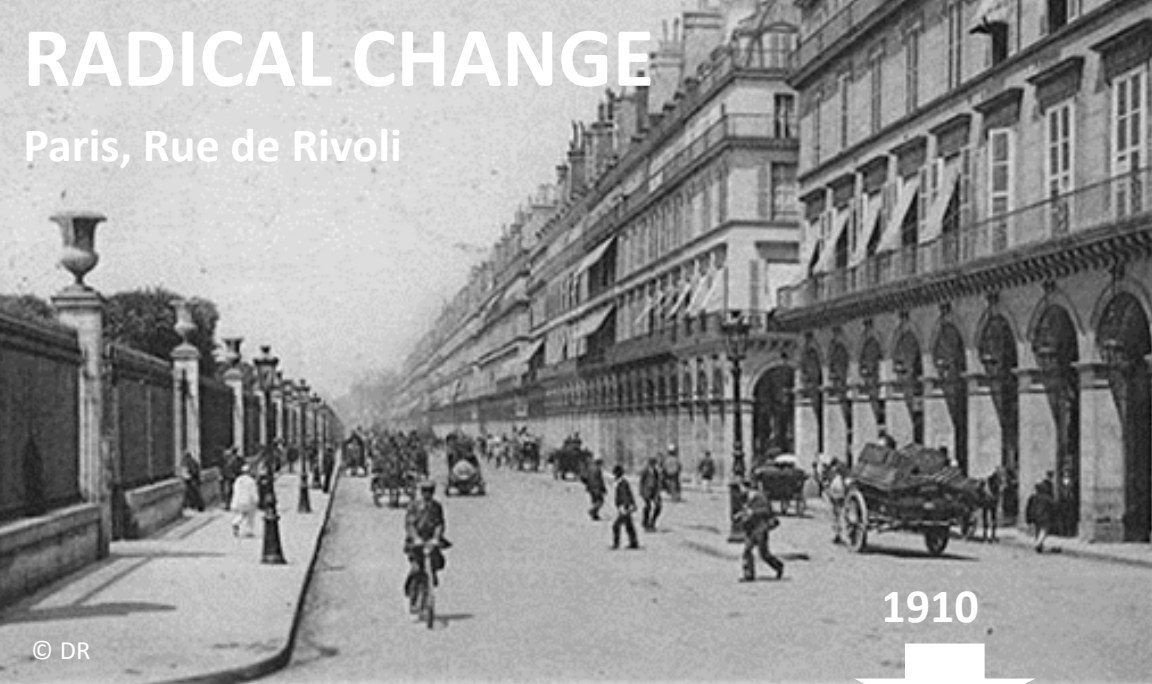
3 Highway Transformation Strategies Require

- Open Minded Approach **NO SECTORIAL DECISIONS**
- Taking Political Risks. **BUILDING A DESIRABLE STORY**
- High Degree of Cooperation **BETWEEN DIFFERENT LEVELS OF GOVERNMENT**
- Combination of New Tools **STRATEGIC TO TACTICAL**
- **NEW NATIONAL AND EU FRAMING AND FUNDING**

CLIMATE + COVID CRISIS : **CATALYST FOR RADICAL CHANGE ?**

***Never let a good crisis
go to waste***

Winston Churchill



EXPERIMENTAL CHANGE



THANK YOU! QUESTIONS?

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