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

**Participants – International experts**

- **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

**Event Program**

**Wednesday 25th August 2021**

(Urba)lyon)

10:00  *Greetings* by Metropole de Lyon / Urbaylon and Paul Lecroart (Chair of “From Roads to Streets” Expert Group)

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 / Urbaylon / Paul Lecroart >

12:00  follow-ups
Introductive framing of the workshop
Key points:
- UNESCO Heritage,
- A relationship between the city and the river,
- Physical evolution of the quays,
- Arboreal heritage,
- Traffic

Perimeter of the project: from Pont de Lattre de Tassigny to Pont Gallieni

Scenarios for the evolution of the North-South axis
- with 2x2 traffic lanes
- with 3 traffic lanes on the facade side without public transport
- with 3 traffic lanes on the facade side with public transport

60 000 private vehicles per day on 2x3 traffic lanes
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.

Social disparities are widening

- 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 Metropole de Lyon) continue to concentrate situations of great precariousness as well as the Metropole 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.

Lien utile:
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

-82%  -65%  -56%  -50%  -44%

Seattle GCC 2002-2011
Milwaukee Park East 1998-2009
San Francisco Embarcadero 1989-2011
Nantes A801 2000-2008
San Francisco Central 1995-2008

-30%  -29%  -27%  -26%

Lyon Mermoz 2003-2012
Paris Right Bank 2015-2018
New York West Side 1999-2011

More mobility of people...

Lesson #2 Reconnecting Opens New Possibilities

Walking and Cycling

More urban opportunities...

Lesson #3 Need to Link Road Change to Urban Regeneration

- Unlocking Intensification Opportunities
- Regeneration projects
- Mix-Use New Development
- Multiuse Public Spaces
- Green Infrastructure
- Economic Revitalisation

A healthier environment...

Lesson #4 Environmental Benefits

- Noise
- Air Quality
- Climate
- Health
- Resilience
- Road Safety

San Francisco, Embarcadero
San Francisco, Octavia Boulevard
New York, West Side
San Francisco, Embarcadero

Seoul, Cheonggyecheon
Chicago, Halsted Street
Chicago, Halsted Street
Chicago, Halsted Street

San Francisco, Embarcadero
San Francisco, Embarcadero
San Francisco, Embarcadero
San Francisco, Embarcadero
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 »

« disconnected from city and river »

« topography »

« LEFT-OVERS »

« no anchors for bridges »

« difficult to navigate »

« sound »

« random »

« ponts surdimensionnés »
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

Today

Tomorrow
Main ideas from the brainstorming

**DREAMS**
- Bridge as a place
- Take me to the river
- River as a connector
- Your nature is the river

**SOLUTIONS**
- Silent Zone
- Zone 30
- NATURE
- Priorities
- PONTS-PLACES
- Active facades

**FAMILIES**
- No driving city
- Different neighbourhoods
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
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**

**Health as part of the daily life**

**Defusing accessibility**

**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 « fried egg » approach

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.

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**

- Pont Morand Connector between Maréchal Lyautey Square and Louis Pradel Square
- Pont Lafayette connector between Cordeliers Square and Part-Dieu district
- Pont de la Guillotière connector between du Pont Square and Bellecour Square
- Pont Galliéni connector between Carnot Square, the interchange of the 21st century and Jean Macé Square

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.”
**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**

- Motifs - Motives
  - boucle «culture et patrimoine» - culture and heritage loop
  - boucle «quotidiens» - daily loop
  - boucle «loisirs» - leisure loop
  - boucle «nature» - nature loop

- Temporalité - Temporality
  - matin de semaine - morning week
  - soir de semaine - evening week
  - week-end

- Modes - Modes
  - boucle «piétons et vélos» - pedestrian and cycle loop
  - boucle «véhicules» - car loop
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

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

About connecting to the river and active facades

About family friendly crossroad
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
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 vehicles 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)
La réalisation de ce rapport a été permise par la mutualisation des moyens engagés par les membres de l’Agence d’urbanisme