



Requalification M6 M7

Eurocities METREX project
‘FROM ROADS TO STREETS’
1 octobre 2020

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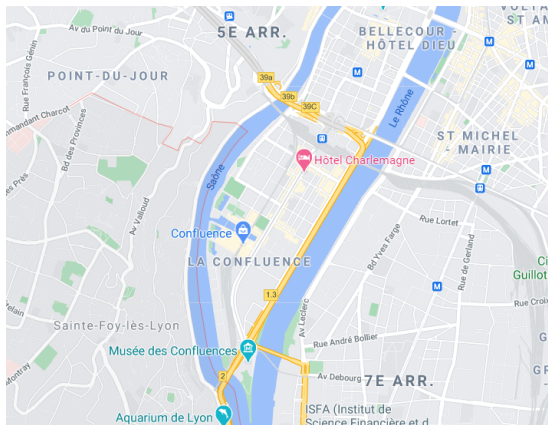
Requalification M6 M7

Background

Why transform the A6-A7 ?

Every day, 115,000 vehicles pass by the A6-A7 motorway between Limonest and Pierre-Bénite. This infrastructure is commonly considered as noisy, source of pollution and dayly saturated ...

This project aims to reduce the number of cars and to develop other modes of transport: public transport, carpooling, bikes, to create a new promenade near Rhône River and new bridges/footbridges to cross the river



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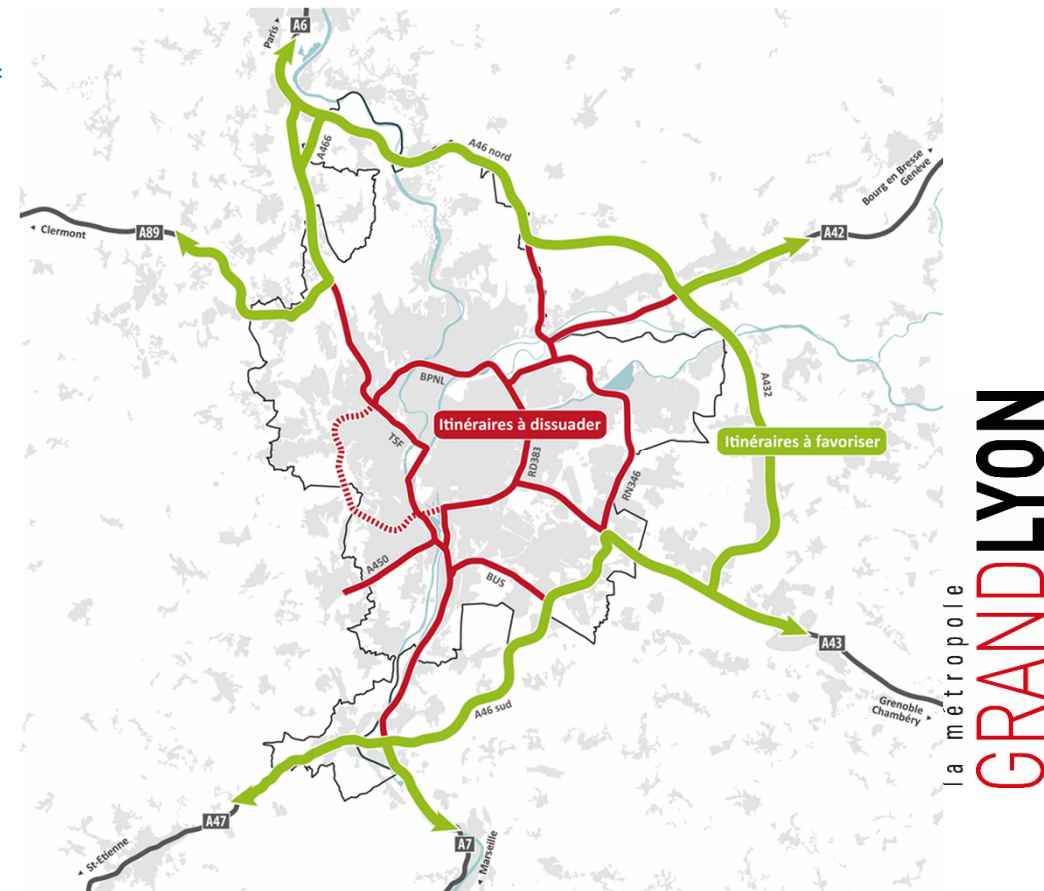
Evolution of the project

- **2010** : Strategic spatial masterplan : new highway for transit, ring completed and, after that, requalification of A6 A7 (« Anneau des Sciences ») in 2030



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- **2016** : transfer from State to Métropole (A6 A7 becomes M6M7). A new strategy with 3 steps:
 - 2020 : Adjustments will be made in 2020 to change travel habits and encourage the use of public transport, carpooling or cycling
 - 2025 : transit traffic out of the agglomeration
 - 2030 : Anneau des Sciences



Evolution of the Project

- **2010** : Strategic spatial masterplan : new highway for transit, ring completed and, after that, requalification of A6 A7 (« Anneau des Sciences »)
- 2016 : transfer from State to Métropole (A6 A7 becomes M6M7). A new strategy with 3 steps:
 - 2020 : Adjustments will be made in 2020 to change travel habits and encourage the use of public transport, carpooling or cycling
 - 2025 : transit traffic out of the agglomeration
 - 2030 : Anneau des Sciences - ADS
- 2020 : Election - ADS abandonned
 - 2020 - First step : idem
 - Requalification of M6 M7 without any new infrastructure ?

Requalification M6 M7 – phase 1 : « horizon 2020 »



A two phases project

Phase 1 :

Highway transformation 2020

| | |
|---------------------|--|
| april 2018 | public consultation on the project |
| june 2018 | launch of preliminary studies |
| 2019 to 2020 | execution of work |
| early 2020 | commissioning of the redeveloped urban boulevard |
| End of 2020 | launch of the carpooling experiment |

**Develop public transport
et active mobility**



**Develop carpooling by
experimenting with a new offer**



Ease the traffic



**Initiate urban
regeneration**



Requalification M6 M7 – phase 1 : « horizon 2020 »



Construction program

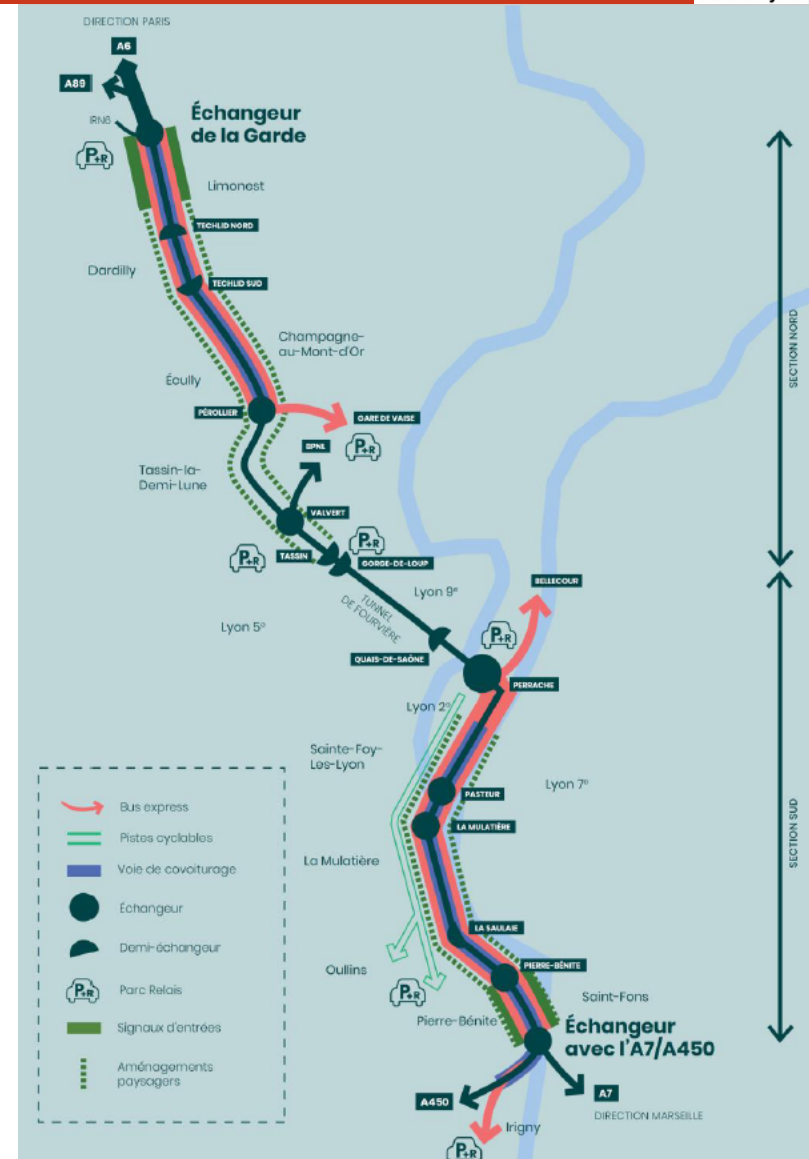
One project five operations

> 4 operations on or in the immediate vicinity of the « decommissioned » stretch of the axis :

- Operation "Ribbon A6 / A7" (P + R, bus lanes, carpool lane, high school bus stops, input signals)
- "Staking" operation
- Operation "La MulatièreOullins Pierre-Bénite cycle path"
- Operation « Quai Perrache »

> 1 operation on the « decommissioned » axis and upstream / downstream :

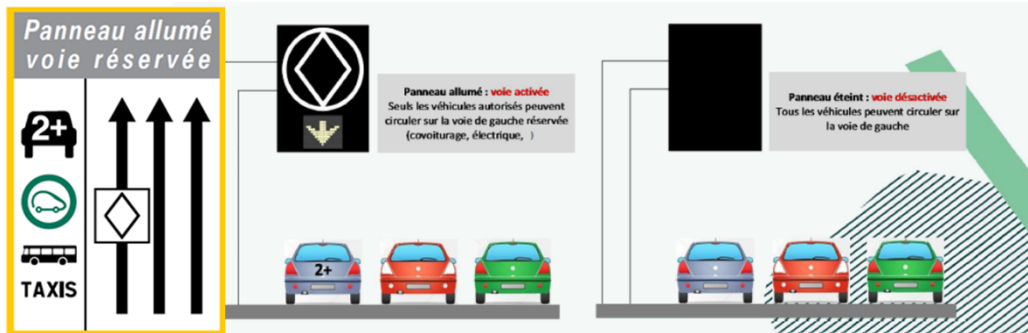
- "Carpool" experiment



Requalification M6 M7 - 2020



Road design



- the traffic speed will be lowered to 70 km/h,
- the width of the tracks will be reduced,

The left lane will be dedicated to carpooling and express bus traffic

Vegetation indicate the entrance to the end of the highway
the traffic speed has been lowered to 70 km/h
the width of the tracks has been reduced,



The distribution of lanes will change on the north side: on the left, a dedicated lane for carpooling, the right one will be reserved for buses

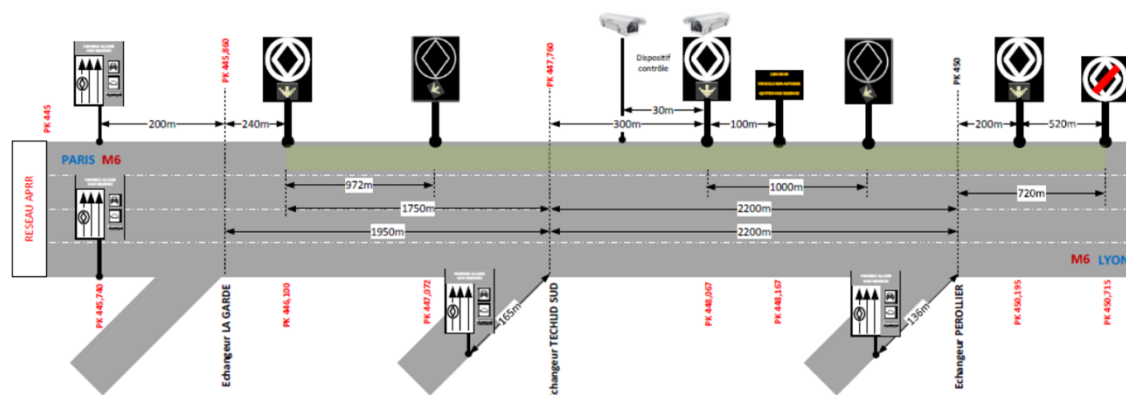


Requalification M6 M7 - 2020



Carpooling experiment

In September 2020 a dedicated lane will be activated during rush hours between La Garde –Valverts on M6 and Pierre-Bénite – Confluence on M7



It will be open to user categories defined in the LOM (2+, Crit'Air 0, Taxis, PT)

First educational controls during commissioning and then a computer-assisted video verbalization will be implemented

LA VOIE RESERVEE
Régularité du temps de parcours
PANNEAU ALLUME
VOIE RESERVEE

LES ARRETS
Confort et sécurité

LES SERVICES
Facilité et accessibilité
covoiturage
GRAND LYON
klaxit
ID VROOM
Bla Bla Lines
Covoiturages Quotidiens
Lane
movICI

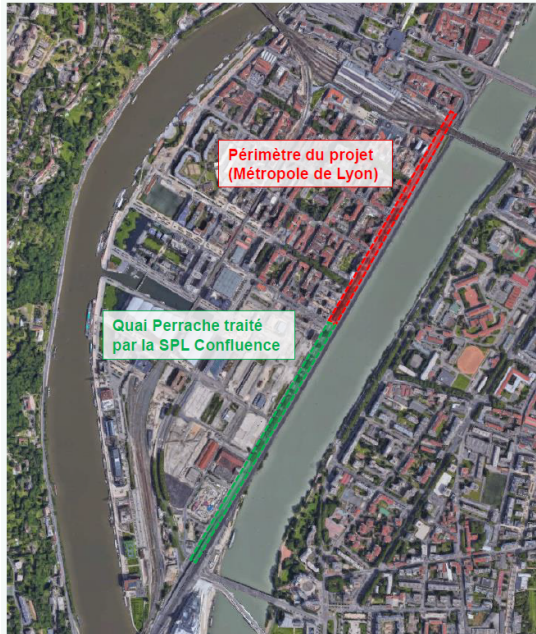
ACCOMPAGNEMENT AU CHANGEMENT

*Communication
Marketing
Animation territoriale
Plans de mobilité*

Requalification M6 M7 - 2020



Road design



In the city core, on the Perrache quay, the sidewalk will be widened and a cycle path will be created and extended to the south towards Pierre-Benite.

Requalification M6 M7 – phase 2 urban boulevard



- Studies have to find ways to make the traffic decrease from 120,000 to 80,000 or 50,000 veh/day, without new infrastructure

Topics that have to be further studied

- Local / regional acceptance of the project considering its different scale : impact on districts (especially west) of the Metropole de Lyon but also its « neighbours »
- Modeling VS traffic evaporation : how other cities are dealing or not with their traffic model ? Have they experienced traffic evaporation afterward implementation ? How to evaluate it ?

Requalification M6 M7 – urban boulevard



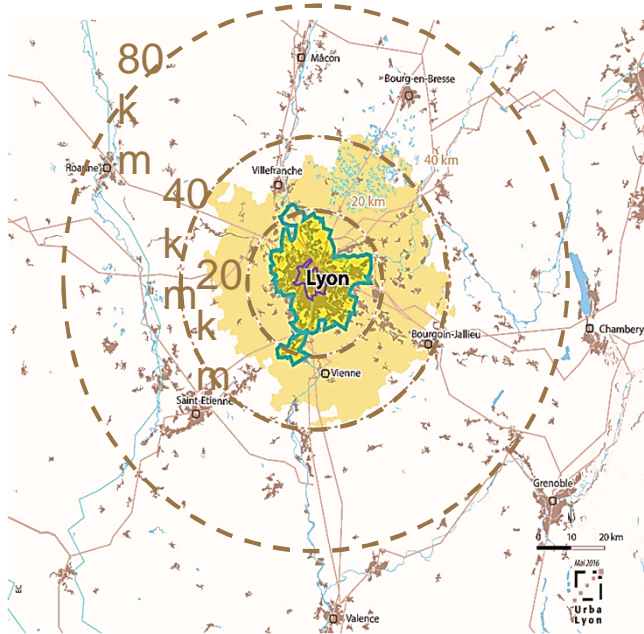
PROJECTED FOR 2030







Annex

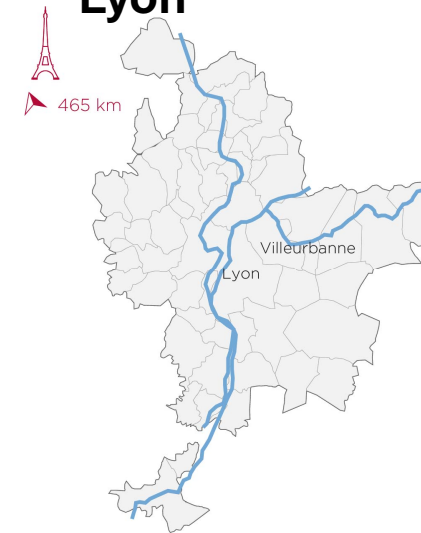
Lyon Metropolitan Area



- **3,3 million inhabitants ;**
- **more than 1.000 municipalities**
- **60 intermunicipal authorities**
- included the 2 main fonctionnal areas : Lyon 2,2M & St Etienne. 0,5 M
- **6 cities more than 50 000 inhabitants**
- **1,4 million jobs / 150.000 students**
- **90% of green and agricultural spaces**
- **13 transportation authorities** (excluding motorway companies and airport companies)

 The european fonctionnal urbain area
 Metropole de Lyon

Metropole de Lyon



- **1,3 million inhabitants ;**
- **59 municipalities**
- **9 200 salaried staff**
- **Budget : 3,5 Billion € in 2017**
- **650 000 jobs**
- **145 000 students**
- **25 980 ha , or 48% green and agricultural spaces and water**

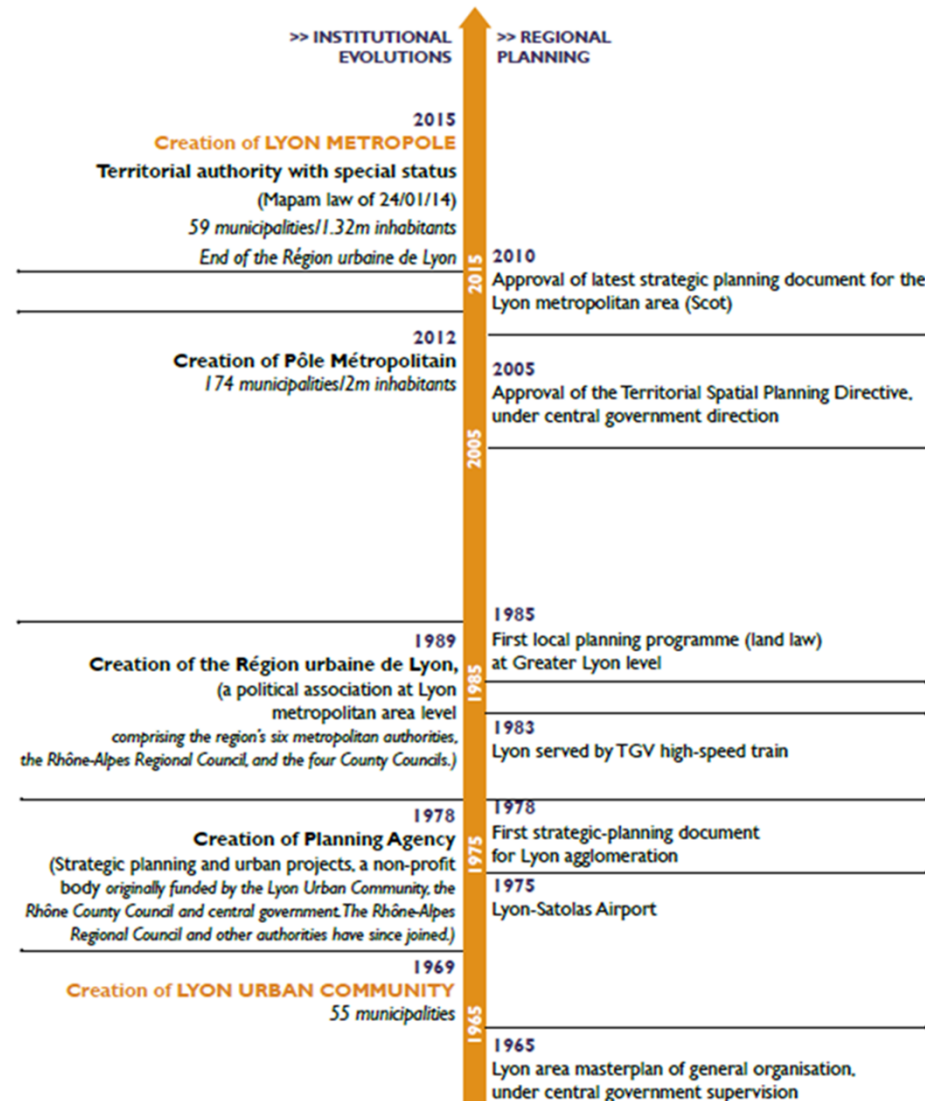
Regional Scale :

- Regional spatial plan (SRADDET/ Région AURA) :
<https://www.civocracy.org/ambitionterritoires2030/sraddet-projet-definitif/>

Metropolitan scale :

- National State orientations : Directive territoriale d'aménagement (DTA/Dreal) : <http://www.auvergne-rhone-alpes.developpement-durable.gouv.fr/dta-de-l-aire-metropolitaine-lyonnaise-a10970.html>
- Strategic spatial masterplan : Schéma de cohérence territorial (Scot/Sepal):
<https://www.scot-agglolyon.fr/les-documents-du-scot/>
- Zero carbon strategy : Plan climat air énergie (PCAET/Métropole de Lyon)
https://blogs.grandlyon.com/plan-climat/wp-content/blogs.dir/8/files/dlm_uploads/2019/12/01-PCAET_MetropoleDeLyon_2019-20301.pdf
- Sustainable urban mobility plan : Plan de déplacement urbain (PDU/Sytral) :
http://www.sytral.fr/306-presentation_pdu.htm

Lyon Metropole's development : Key dates



Metropole competencies



Water and sewerage

- Supply of drinking water
- Sewerage management
- Protection of aquatic habitats
- Flood prevention

4,000 km for drinking water system

Cleanliness

- Waste collection and treatment
- Management of waste-disposal facilities
- Cleaning of public spaces

523,000 tons of waste collected and sorted per year

Major projects and urban planning

- Planning of public spaces and green spaces
- Draws up local plan for urbanism and living environment (PLU-H)
- Management of Parilly and Lacroix-Laval parks

Energy and the environment

- Protection of air quality and natural spaces
- Encouragement of waste sorting and prevention
- Support for peri-urban farming
- Assistance for energy transition

22,575 ha, i.e. 43% farmland and natural spaces

Employment and economic development

- Support for business property
- Funding for professional inclusion and entrepreneurship
- Business attractiveness and assistance
- Development of superfast broadband networks

Knowledge and culture

- Support for university
- Construction and maintenance of lower-secondary schools
- Management of the Musée des Confluences and the Fourvière Gallo-Roman Museum
- Support for major cultural and sporting events
- Funding for voluntary-sector bodies and amateur sports clubs
- Support for art activities

Attractiveness and reputation

- Support for innovation and competitiveness clusters
- Attractiveness; hosting of tourists and large congresses

135,000 companies

5 competitiveness clusters

Children and family

- Delivers authorisations for childminders and childcare centres
- Hosts families and parents-to-be in maternal and child welfare centres (PMI)
- Assistance for adoption
- Protection of mistreated children
- Family planning and education centres (CPEF)

Solidarity

- Support for elderly and disabled people
- Public health actions
- Execution of urban policy
- Allocation of active solidarity allowance (RSA)

Living environment and housing

- Support for construction
- Enhancement of affordable housing for all
- Support for thermal insulation and refurbishment
- Funding of social housing
- Facilitation of first home buying

10,000 new homes per year

Transport

- Development of public transport (via Sytral, multi-tier body for transports for Rhône and Lyon agglomeration)
- Development of cycling network and encouragement of alternative travel modes
- Maintenance of roads, bridges and tunnels
- Management of North Toll Ringroad and highways

3.9 million travellers per day,
of which 630,000 on public transport

6 million tourists per year

Main income sources

66%: taxation (€ 1,746 M)

20%: state subsidies (€ 533 M)

14%: diverse management resources (€ 358 M)

Budget 2014

3,202,828,000 €

Investment expenditures

810 million euros (forecast 2015)

Operating expenditures

2390 million euros

Governance bodies



Metropolitan governance and delegation of authority: Lyon Metropole

