

People-friendly streets in France

Childstreet 2005, Delft,
Netherlands, August 2005

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First
realizations of
the seventies in
Chambéry-le-
Haut ...with the
help of Joost
Vàhl



City of Chambéry

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Chambéry-le-Haut: detail

Inside the neighbourhood of this "new town" in the North of Chambéry (15 000 inhabitants)



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Early traffic calming in Lorient around schools

A safer street for parents and children on the way to school



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Calming traffic on main roads cutting through villages and neighbourhoods: the “safer cities” national programme of the eighties

Chambéry-le-Haut “before...” a heavy trafficked main road cutting through a “city centre”



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Chambéry-le-Haut main road “after...”

Cars now slowly drive through what has become a “real” city centre which cut the accident rate by 50%



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... and access to the main road through a 30km/hour zone in Chambéry-le-Haut

Right in the eighties, Chambéry introduced a 30 km/h zone to give access to the completely redesigned "safer city main road"

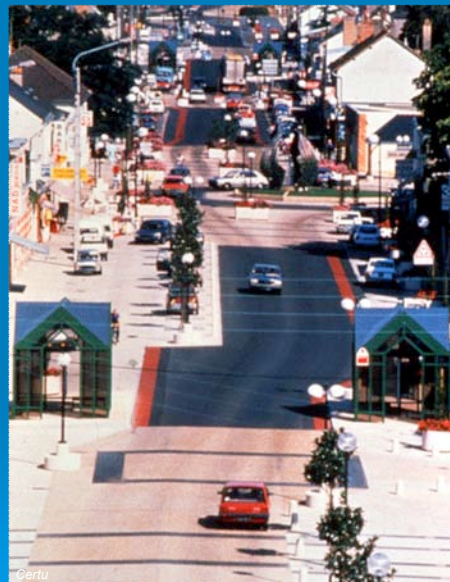


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Arnage

Another example of the redesigning of a main road which vastly improved safety and life in this small town



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A famous main road, the "Nationale 7", immortalized by Charles Trenet, here in Montélimar, refurbished to become "Allées provençales"... now a local "zone 30"

through traffic is now led around the city on a motorway built in the nineties

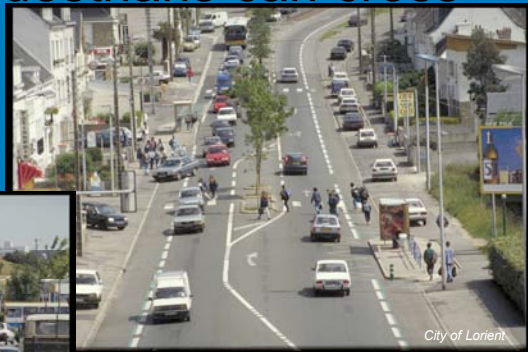


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In Lorient a local main distributor changed into an urban boulevard "rue Monistrol" where traffic is slowing down and pedestrians can cross

... without being overrun and where cyclists have their own right-of-way



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Some years ago, after a political change, even the French capital changed 4-lane main arteries into 2-lane "espaces civilisés"

Boulevard Jean Jaurès, 19th: before and after situation, with much more space for pedestrians, cyclists and buses



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Another Parisian "espace civilisé" with different layout boulevard de Clichy

pedestrians and cyclists now move at ease in the centre ("mall" effect) and buses drive around the central space



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Grenoble, when re-introducing modern trams in 1987, redesigned all public open space around the tram and extended pedestrian zones

A mixed use tram- and pedestrian area in the city centre of Grenoble



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Grenoble: from flyover to tram and urban boulevard

Built in the sixties, this flyover on the “grands boulevards” has been recently destroyed in view of the third tram line now under construction



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Bordeaux, from narrow 2-lane car street to tram + 1-car lane "cours Alsace Lorraine"

Bordeaux used the tram (with interrail electric drive in order to avoid overhead feeder lines) to reduce car traffic and redynamize city centre life

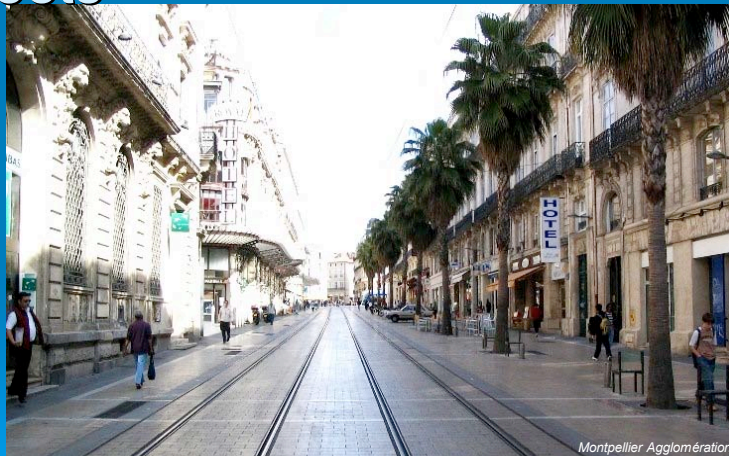


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Montpellier too introduced the tram and mixed use pedestrian-tram streets

Rue Maguelone coming from the station towards the beautiful place de la Comédie



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The "aire piétonne" concept is a mix of pedestrian area and "woonerf" but more or less open to cars according to the mayor's decision

This is a "closed" (for cars) "aire piétonne" therefore strictly reserved for pedestrians and cyclists; the concept + panel were introduced in 1990



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A Parisian "aire piétonne" close to the "woonerf" street: Montorgueil

Also closed to cars except for deliveries and residents to access their garage or pick up passengers (15 km/h maximum speed)



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In Lorient, a woonerf like street, “cour urbaine” in French, but which is in fact a “Zone 30” before the concept entered legislation



Maximum speed: 30 km/h

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A “real” Zone 30 with “official” panel which entered French legislation in 1990 but did not spread (slowly...) till 1995 and more often than not in residential neighbourhoods

This example is a costly one; the only layout obligation is to have a special slow-down device at entrance and exit + panel; traffic rules like in any other street



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Zones 30 are to be found
now everywhere in France
shown here: a city-centre street in
Lorient



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Aix where the main city centre "cour"
was changed into a Zone 30

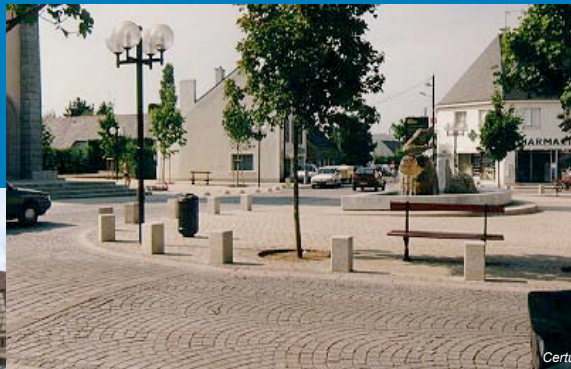


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"Zones 30" in small towns and villages

Right: Quéven in Brittany

Below: Rouffach in the East of France



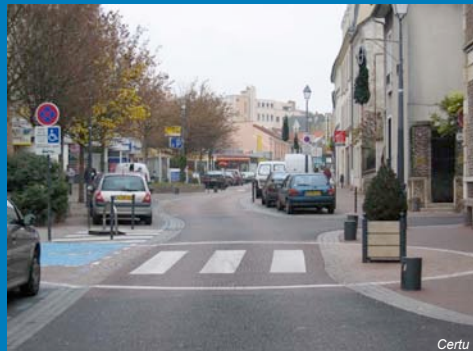
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Zones 30 in commercial main streets

Right: main commercial street/route in Parisian outskirts:
Fontenay-aux-Roses

Below right:
small provincial town with less car pressure



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The Parisian name for quiet "Zones 30" is "Green neighbourhoods"

"Quartier vert "
Aligre,
in a
residential
area in
Paris, 12th
arrondissement



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Parisian "zone 30 green neighbourhoods"

Upper right:
rue du Plateau

Below :
Voûte Bel Air



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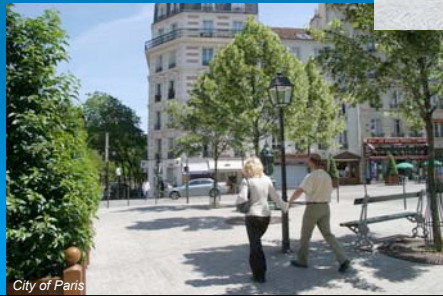
Quartier vert, zone 30 Alésia



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"Véloroutes - voies vertes" in Lyon and Paris

These car-free green itineraries for pedestrians, cyclists and rollers can be permanent like above right, in Lyon

Some others are car-free on Sundays only, like below on the Parisian "voie Pompidou" freeway... along the Seine: "Paris-plage" in summer!



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Cete de Lyon

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