

Uses and practices analysis  
of people on the area  
of contest

# PASSAGES

ESPACES DE TRANSITION POUR LA VILLE DU 21<sup>E</sup> SIÈCLE

“TOURS AND SAINT-PIERRE DES CORPS :  
What if the A10 motorway opened up urban passages ?”



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# INTRODUCTION

## PRESENTATION

The international and multi-partner program “Passages” was initiated by the City on the Move Institute (IVM). It claims to consider the passages as an essential link in our movements. Since May 2013, international networks of experts are at work developing meeting and scientific or cultural events, and called, among others, for architectural, urban, design and cinema ideas. This program of interdisciplinary innovations draws on passages demonstration projects in cities around the world like Barcelona, Shanghai, Toronto, Buenos Aires, São Paulo and ... Tours.

Indeed, the conurbation community of Tour(s)plus and Vinci Autoroutes society, decided to combine a part of highway (A10) who running through the community of Tours with this approach.

Thus, an urban design competition is organized in the form of an in situ workshop, to take place in Tours from 28 Mai to 1 June 2015. This event will gather 7 French and foreign multidisciplinary teams. Upstream to the event, the organizers want to put at all team disposals a site analysis, indicated his population and his constraints (for pedestrians, cyclists, and drivers), but also the information about the behaviors revealed.

## THE METHODOLOGY OF THE STUDY : OBSERVATIONS AND INTERVIEWS

The results are taken from two observation periods of passers-by and their uses :

- The first observation period on the point 0 sites, took place from Monday 16<sup>th</sup> to Friday 27<sup>th</sup> of February 2015, excluding weekends with a daily presence on the site from three to seven hours, between 9:00 am to 4:30 pm. About 2705 passers-by were recorded, that is to say 1925 walkers and 780 cyclists.

- The second period, conducted on the Wagner Bridge area at the beginning of April, has enriched the data already collected and concerning movement from « Beaujardin » to Rochepinard / Les Atlantes as well as the passages taken by people on Jacques Duclos Avenue.

Interviews were also conducted with the district users allowing us to understand the choices of path taken. It also permits us to take into account everyone's needs for possible improvements to their way of life.





# A COMPLEX SECTOR

The sector is divided between highway (A10) and railway. The highway separates the cities of Tours and Saint-Pierre-des-Corps (SPDC).

The sector is composed by :

- The Velpeau neighborhood.
- The SPDC / les ateliers SNCF sector.
- The Beaujardin neighborhood.
- The Rochepinard / les Atlantes sector.

To cross the highway, the pedestrians can pass by :

- The bridge of the middle (300 m in north of Ateliers Street)
- Richard Wagner and Jacques Duclos Avenue
- Cavalerie Street
- Aguste Regnier Street

To cross the railway, the pedestrian can pass by:

- A tunnel for every users (cars and passers-by), located in Saint-Pierre-des-Corps (east of the highway)
- A tunnel for passers-by only, located in Tours (west of the highway)



*Tunnel for passers-by only Tours*

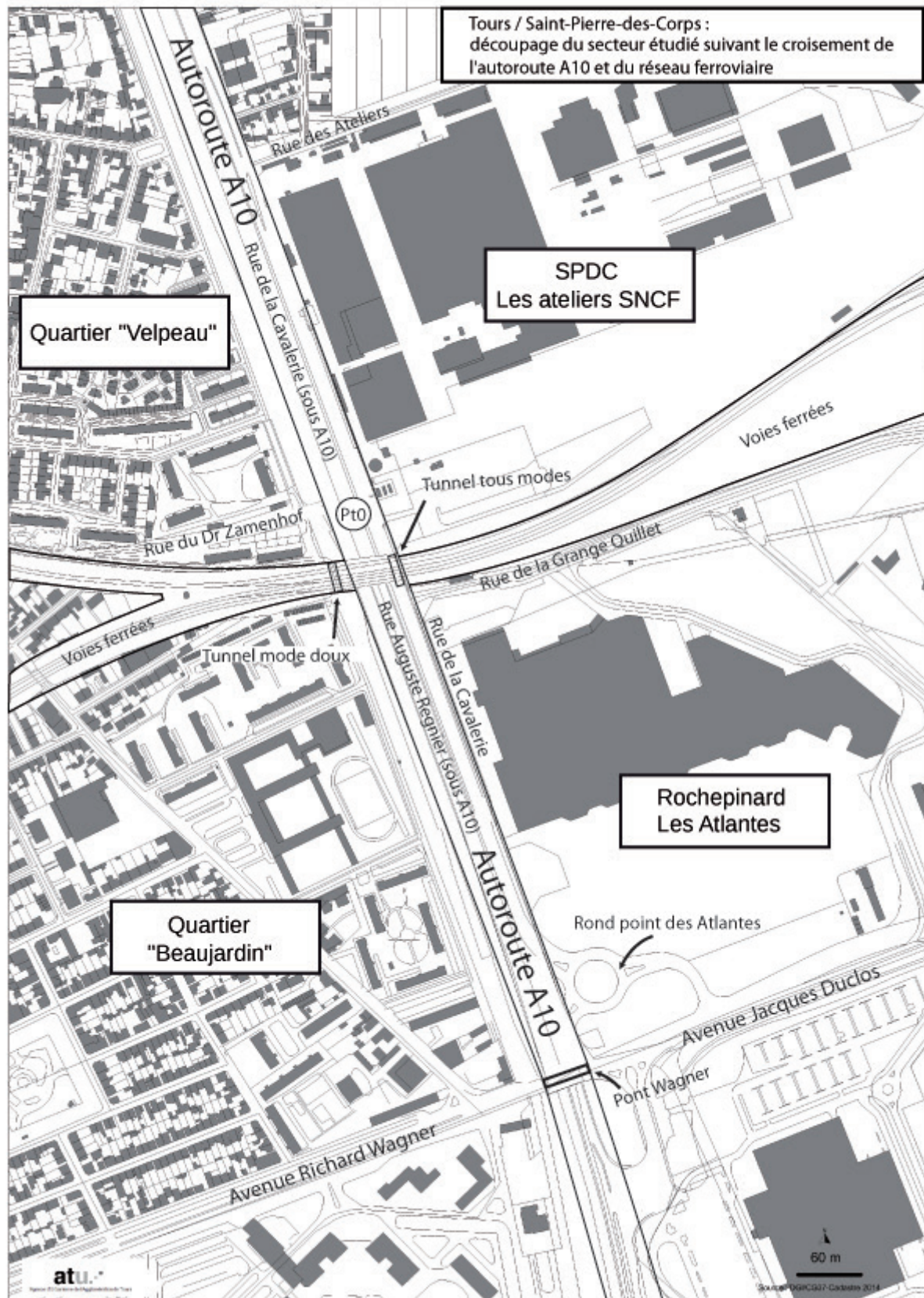


*Tunnel for every users SPDC*





## A VERY DEVIDED SECTOR BEETWEEN HIGHWAY (A10) AND RAILWAY





# A PLACE OF MULTIMODAL PASSAGES



## A LOT OF PEDESTRIAN ATTRACTED TO THE ROCHEPINARD / LES ATLANTES SECTOR

Among the 1925 pedestrians, about 25% move about SPDC / les ateliers SNCF and Rochepinard / les Atlantes sector. The passages between « Velpeau » area and the shopping center are equal. Our observations shows 150 to 200 exchanges between the two neighborhoods. Nevertheless, we notice fewer passages on the dam.

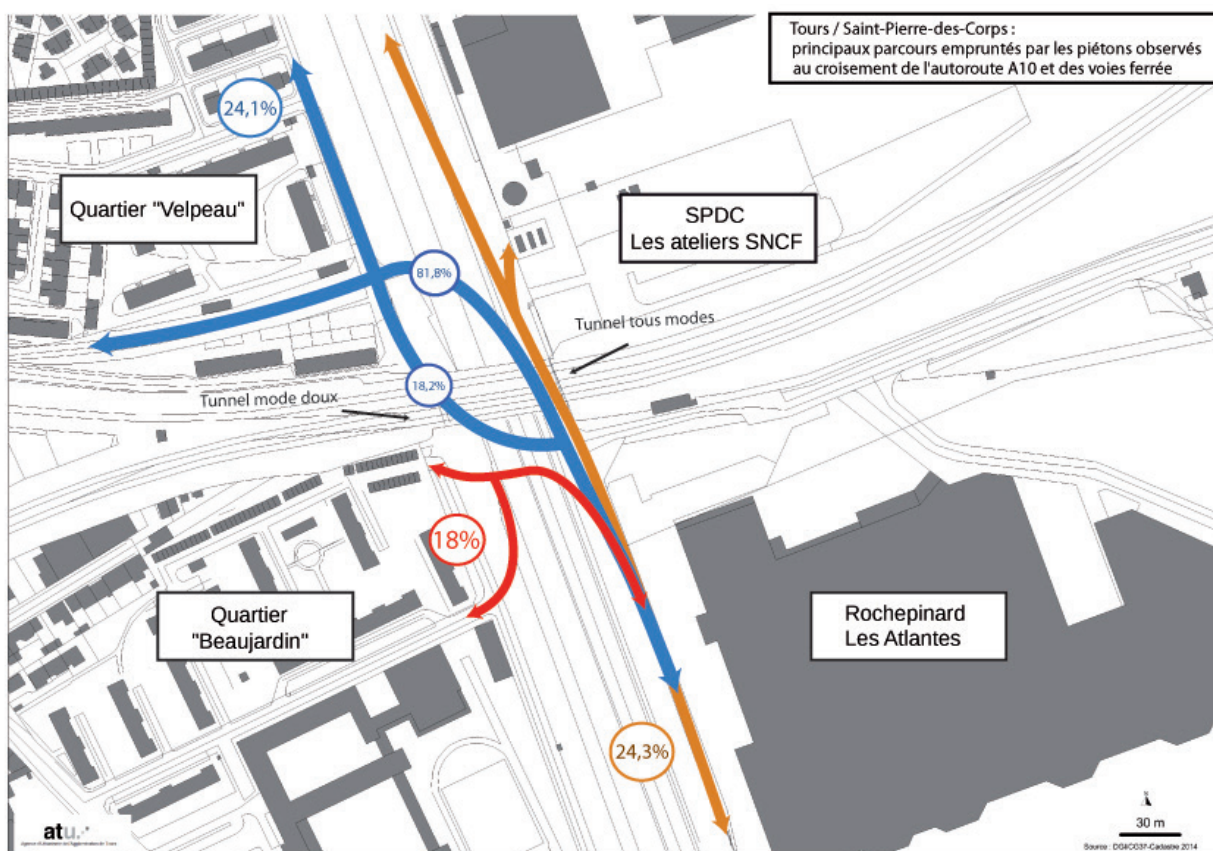
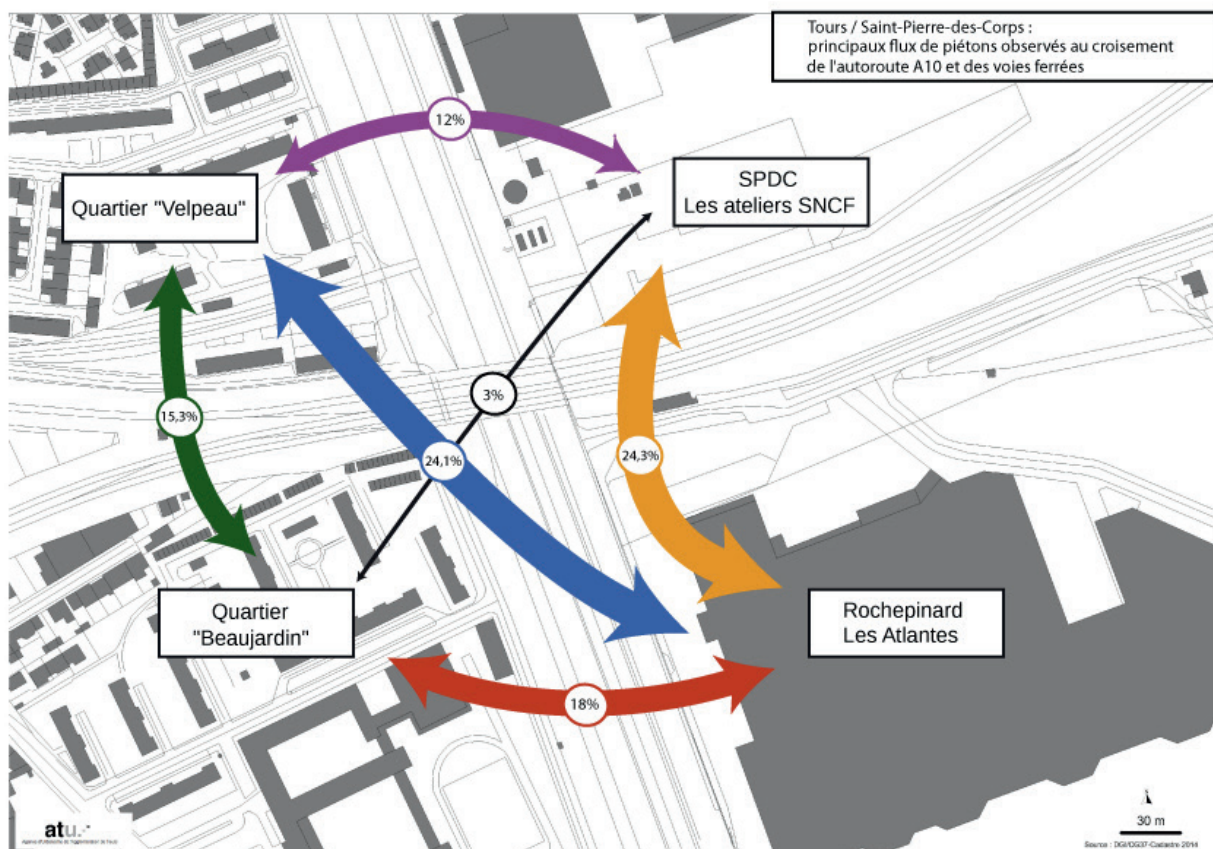
On the main flows observed, the movement from “Velpeau” to Rochepinard / Les Atlantes gives the choices between two passages only:

- The tunnel for every users (cars and passers-by), located in Saint-Pierre-des-Corps (east of the highway)
- The tunnel for passers-by only, located in Tours (west of the highway)



**SURPRISINGLY, WE OBSERVED A HIGHER UTILIZATION OF TUNNEL FOR EVERY USERS, DESPITE THE DANGEROUS PROXIMITY BETWEEN CARS AND PASSERS-BY.**









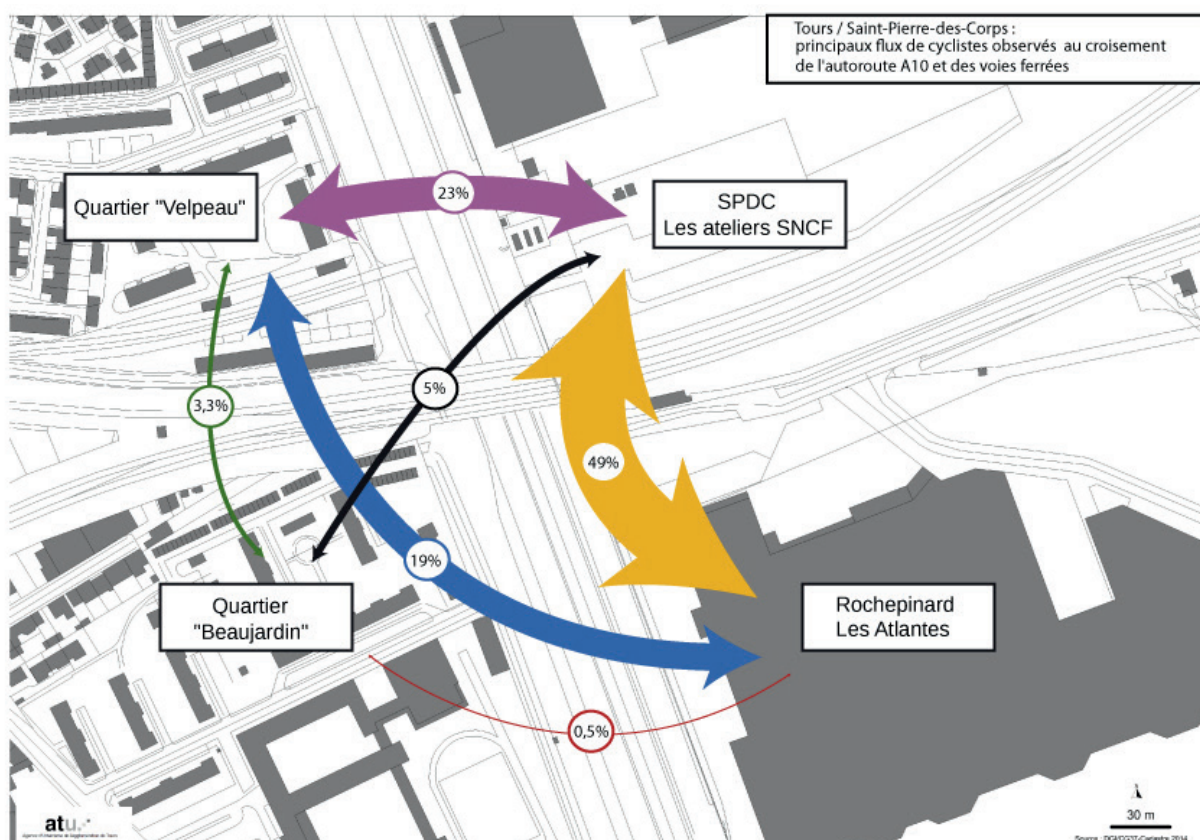
## MORE EXCHANGES BETWEEN SPDC / LES ATELIERS SNCF AND ROCHEPINARD / LES ATLANTES SECTOR BY CYCLISTS

Among the 780 cyclists, most move about SPDC / les ateliers SNCF and Rochepinard / les Atlantes sector. The second more exchange is between “Velpéau” and SPDC / les ateliers SNCF. Then follows the third higher flow: between “Velpéau” and Rochepinard / les Atlantes sector.

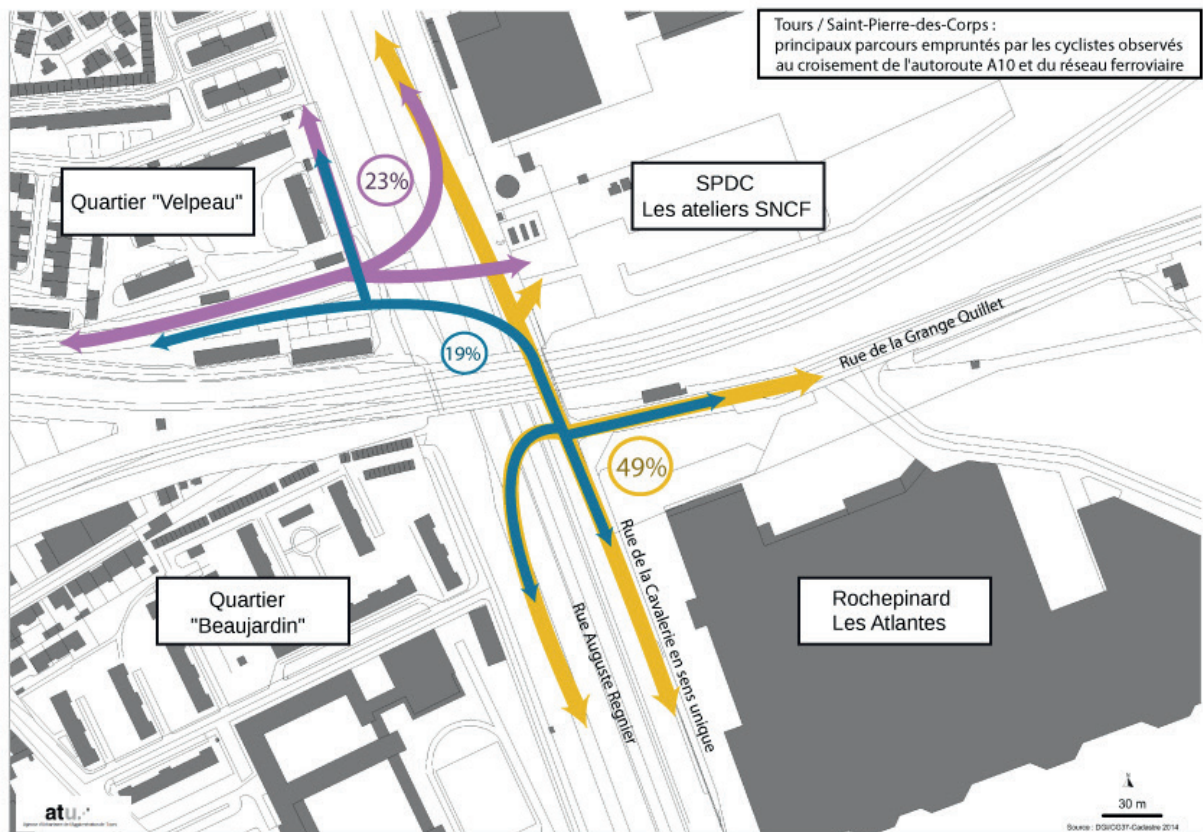
At the end of the tunnel located in Saint-Pierre-des-Corps, the cyclists have a choice between two paths to go into Rochepinard / les Atlantes sector:

- La Grange Quillet Street
- Aguste Regnier Street

However, we observed many cyclists following the wrong way the one-way Cavalerie Street.







## THE TUNNEL FOR EVERY USERS, A PASSAGE BY DEFAULT FOR CYCLISTS

On the site, for move from north side to south side of the railway, the cyclists primarily use the tunnel for every users. There seem to be a couple of possible explanations for this choice:

- For the path between SPDC / les ateliers SNCF and Rochepinard / les Atlantes sector: it saves time in opposition to the bridge of Jean Moulin located further east and spanning the railway. It also haven't bike path.
- For the path between "Velpeau" and Rochepinard / les Atlantes sector: the road development takes directly to the tunnel for every users.

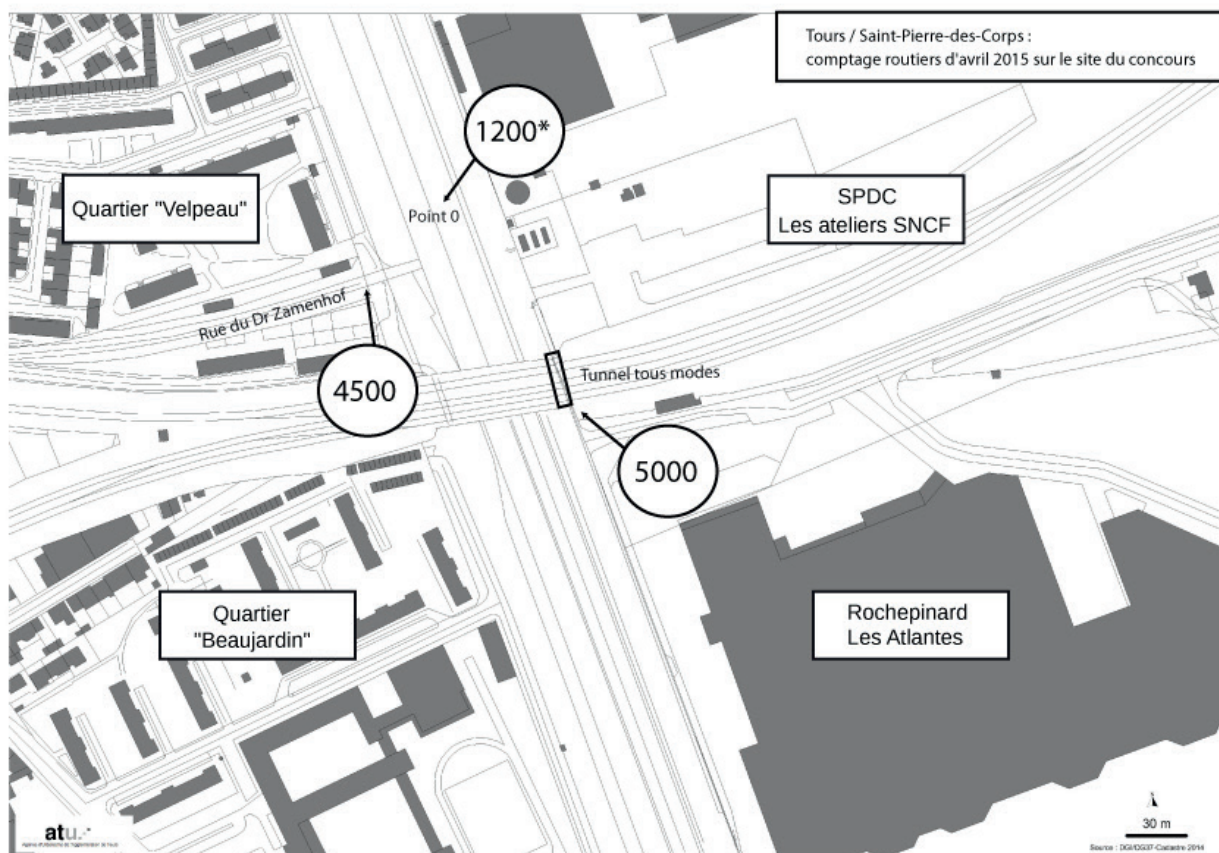




## A LOT OF TRAFFIC UNDER THE HIGHWAY (A10) : MORE AFFLUENT AT THE END OF THE DAY.

The city of Tours conducted traffic counts in April 2015:

- More than 5.000 vehicles adopt the tunnel for every users every day.
- There are 4.500 vehicles drive on the Dr Zamenhof Street every day.
- More than 1.200 vehicles were counted in the point0 zone. We don't have the south-north counting.



*\*Only the flow north-south is posted*





## THE AREA OF CONTEST IS A PLACE WHERE PEOPLE SIMPLY COME AND GO

The area of contest can be summarized as a place of pedestrian and cyclists crossing, but also for parking vehicles. Any other practice was observed. Only a few local inhabitants living in social housing of Dr Zamenhof Street, especially children, frequented places without go far away of their housing. The dam is used primarily by strollers and joggers, whereas the streets under the highway are used as parking by employees of SNCF or truckers. However, if the Cavalerie Street parking is fully used, this is not the case for the August Regnier Street parking, because, indeed, many spaces are vacant during the day.





# A LARGE NUMBER OF USERS, DESPITE AN UNCOMFORTABLE PLACE



## TWO SIMILAR “NEIGHBORHOOD” WITH DIFFERENT ECONOMIC CHARACTERISTICS

According to the INSEE data of the year of 2011, the number of “Velpéau” area inhabitants is almost as to the number of “Beaujardin” area inhabitants, with a little over 2.000 residents.

Among two populations, all age categories are balanced with :

- 36% of populations are under 30 years of age.
- There are 40% of population are between 30 or 40 years of age.
- About 25% to 30% of population is more than 60 years of age.

The population of “Velpéau” area contains more managers and pensioners. Also, this sector is more fortunate than the “Beaujardin” area, with median income are lower than the average revenue of the city of Tours (representing 18.012 euro). In contrast, employees and intermediate professions are more present in the “Beaujardin” area.







## THE PEDESTRIANS OF THE SITE WOULD BE CLIENTS TO AND FROM ROCHEPINARD / LES ATLANTES SECTOR

Three characteristics from four sectors that constitute the area of contest :

- “Housing”: “Beaujardin” and “Velpeau” area.
- “The work”: SPDC / les Atlantes sector.
- “Shopping and leisure center”: Rochepinard / les Atlantes

With the observations and the characteristics of the site, we can presume that the flows are composed by different pedestrian profile :

- For the flows between the “housing” and “shopping and leisure center”: this is probably the clients and consumers from the shops and activities of Rochepinard / les Atlantes sector.
- For the flows between “the work” and “shopping and leisure center”: this is probably the employees of SNCF who eat in Rochepinard / les Atlantes sector.
- For the flows between the “housing” sectors: this is strollers and joggers and probably, and primarily, some local resident.
- For the flows between “housing” and “the work”: some employees of SNCF who live in neighborhood.

If the pedestrians observed seem mixed and of all ages, the categories of populations crossing the place are different depending on the time of day :

- From 9:00 am to 12:00 pm: the “pensioners” go to Atlantes, whereas the inhabitants from “Velpeau” and “Beaujardin” area go to work.
- From 11:30 am to 1:30 pm: the SNCF employees go to Atlantes for eat, increasing the traffic flows of the place.
- From 1:30 to 4:30 pm: the pedestrian move between Tours and Saint-Pierre-des-Corps. Sometimes, children play near the tunnel for every user.



## THE PASSAGES NEED MORE COMFORT

On the site, all crossing points are taking, despite, for some, a low level of security and comfort for pedestrians and cyclists. However, we have noted that some passers-by prefer to have the farthest to go and prioritizing the better path.







The crossing points are :

### **1 - THE TUNNEL FOR EVERY USERS LOCATED IN SAINT-PIERRE-DES-CORPS**

This narrow passage where the cars come close to passers-by, is a crossing point for at least 80 pedestrians by day. The tunnel can generate a generally felt of insecurity.

“I’m really not comfortable. I walk against the inside wall. I’m always worried to be hit by a car.” (A resident of “Beaujardin” area)

### **2 - THE DAM**

North of the highway: the persons of reduced mobility avoid going on the dam because of the high gradient.

South of the highway: many people, including persons of reduced mobility, cross the dam despite the uncomfortable configuration and dangerous depending on weather. However these people prefer cross the dam, more direct than the tunnels.

“I cannot climb the slope now .I will tell you, I can go up, but I must go up the stairs to the end of the street. So, you go up the stairs but...

This is a steep stairs.” (A resident of “Velpeau” area)

### **3 - CAVALERIE STREET AND GEORGES POMPIDOU AVENUE**

“On the sidewalks there are streetlights, so it’s not easy, and the sidewalks aren’t large. Sometimes, when I pass by this street with my grandchildren, I tell them “against the grid!” (A resident of “Velpeau” area)

The discontinuation of the bicycle path on Georges Pompidou Avenue (to the end of August Regnier Street under A10) and on the roundabout of les Atlantes, discourage a number of cyclists to go in Rochepinard / les Atlantes sector. That is why, cyclists moving the wrong way along the one-way Cavalerie Street.

“Yes, some people make it. Not frequently, but that’s happened. I have done that too. Because, there is no bicycle path on either side. And on the roundabout of Carrefour. It’s dangerous!” (A resident of “Beaujardin” area).

### **4 - RICHARD WAGNER BRIDGE**

The view of the highway, the narrow and degraded sidewalks, as well as the great proximity between cars and passers-by, generate a generally felt of insecurity.

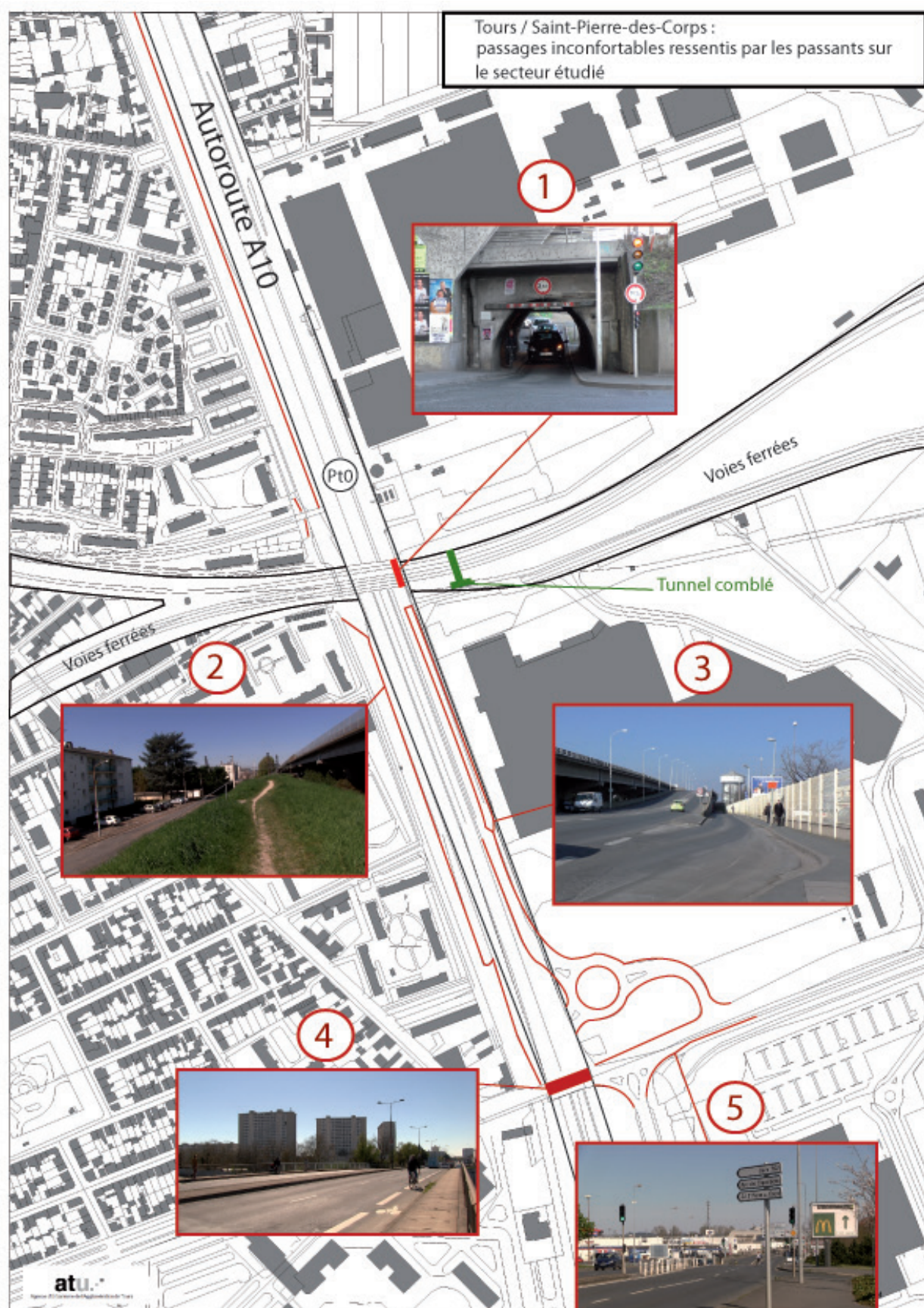
“When I’m with my grandchildren, I prefer don’t use this bridge, because there are afraid. The sidewalks aren’t large and much damaged. People must be careful. I fell on the floor many times. (A resident of “Beaujardin” area).

### **5 - THE CONDITIONS OF JACQUES DUCLOS AVENUE**

The pedestrians and bicycles path for going to les Atlantes shopping center is too long. In the interests of saving time, some pedestrians don’t use the zebra crossing or go by the terrace green space. Also, the lake of bicycle path on the shopping center roundabout, oblige cyclists to ride on the sidewalks for security.

“When we are pedestrian, it’s very badly done. We must walk a long way. Car passengers aren’t tiring, but for the pedestrians is not easy! Especially when it rain.” (A resident of “Velpeau” area).









## USERS ARE WAITING IMPROVEMENTS

If any proposals had been made to improve for the development of the site, to have more direct and comfort paths for passerby, represent the main theme during interviews.

- **A filled tunnel crossing the highway** ; for the employees of SNCF, a filled tunnel next to tunnel for every user, crossing the highway.
- **Recreational structures under or close to the highway** ; some of residents reported a lack of activities within their own neighbourhood. Propositions have been addressed to deal with this situation :
  - Children's playground
  - Area for urban sport (skateboard, BMX, etc.)
  - A free art space (for example, for spray painting)
- **The pollution and the noise generate by traffic on the highway upsets residents** ; if the people living in an apartment in front of highway are bothered by noise, this does not appear to be a problem for people who have their apartment protected by dam. However, the noise generate by trains upsets all of residents.
- **Park their vehicles and the traffic, are difficult during an event** (sports event, fairground etc.) ; residents and merchants complain about parking management.

[www.passages-ivm.com](http://www.passages-ivm.com) / [www.passagestours.atu37.org](http://www.passagestours.atu37.org)

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