

INSTITUT
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PASSAGES

TRANSITIONAL SPACES FOR THE
21ST CENTURY

TOURS & SAINT-PIERRE-DES-CORPS : WHAT IF THE A 10 MOTORWAY OPENED UP (AN) URBAN PASSAGE(S)?

SHORT BRIEF: theme, objectives, competition
Document produced by City in the move institute

How to will bring new dynamism to the connections on the urban agglomeration scale and between Tours and Saint-Pierre-des-Corps while keeping the A10 motorway in service?

Open, public and international competition followed by a workshop for multidisciplinary teams of at least two people, aged under 40, at least one of whom is qualified in urban design (architect, urban planner, landscape architect...)

1) The competition “what if the A10 motorway opened up (an) urban passage(s)?” is a call for urban and architectural project ideas on the topic of passages.

“Zoning-based planning and big mono-functional infrastructures have helped to create new barriers, sometimes uncrossable, particularly for the most vulnerable (pedestrians, children, the elderly, the poor, foreigners). What types of new passages can be designed as shortcuts, transition spaces, to facilitate access to different centres of urban life, at a time when citydwellers are asking for more quality, more attention to individual needs, open space with more character, faster and more comfortable access to the city, particularly on foot.” (Extract from the Passages brochure, IVM, January 2014).

2) The competition is intended for teams of at least two people, at least one of whom is qualified in urban design (architect, urban planner, landscape architect...). All the members of the team must be aged under 40 at the deadline for the submission of entries (March 20, 2015). Teams should be as multidisciplinary as possible (urban planners, landscape architects, researchers, artists, etc.).

3) The Tours(s)plus District and VINCI Autoroutes are engaged in the PASSAGES programme, which is managed by IVM. They have engaged ATU (Tours Planning Agency), assisted by pOlau (Urban Arts Hub), to organise the international competition.

4) The competition is open, public and international.

5) The competition has been launched to obtain innovative scenarios that will bring new dynamism to the connections on the urban agglomeration scale and between Tours and Saint-Pierre-des-Corps while keeping the A10 motorway in service.

This motorway crosses the city of Tours, carrying national and local traffic. These functions will continue in the future, since the idea of an orbital motorway has been abandoned.

The study area is the whole A10 motorway corridor (formed by the motorway and Avenue Georges Pompidou) between Tours & St-Pierre-des-Corps, on a section situated between Rue des Ateliers and the River Cher, for the motorway, its surrounds and its lower and higher crossings. It is essential that the teams should take account of this scale, within its urban context, including the surrounding districts, and of the uses to be fostered, especially in terms of forms of mobility other than the car. They will be expected to advance proposals, including proposals about the infrastructure itself. Within this space, slightly over one kilometre long, the second objective is to choose a proposal for implementation which will subsequently be explored in greater depth. In consequence, apart from the need for ideas relating to the global scale, a specific proposal for a Passage or Passages is expected. The proposal, which the winner may be asked to develop, will relate to the sector situated at the intersection of the motorway and the railway tracks, as shown in the map below. The purpose of this project is to trigger a process of long-term urban reclamation, with which all the site actors will be expected to engage, for the whole urban area the infrastructure crosses.

6) For information on the competition, to register, to download the site pack and to obtain an application pack, go to <http://passagestours.atu37.org>

7) The competition is a two-stage procedure.

Stage 1 - shortlisting: the teams send a 6 page, A3 landscape orientation application in English or in French, describing the composition of the team, a note explaining their interest in and understanding of the subject, references on Passages in the urban environment linked with the approach and the point of view they wish to develop. A committee of experts will examine the applications and shortlist 7 teams.

Phase 2 - workshop: the 7 teams shortlisted at the end of the first stage will be invited to take part in an on-site workshop in order to develop their ideas and projects in relation to the context and in interaction with local actors (municipalities, conurbation, experts, inhabitants, shopping and business centres).

At the end of the workshop, each project is presented at a feedback session during which the teams will seek to explain the objectives and methods of their passages proposal.

During the three weeks following the workshop, the teams will put their project together and send a final version consisting of an explanatory booklet (maximum 15 pages), two A0 format panels and a summary (maximum 4000 characters) to the following address: passagestours@atu37.org A nine member international jury will meet to analyse the 7 final projects and choose the winning project.

8) Each team chosen to take part in the workshop and which has submitted the required materials, will receive a payment of €1500 including VAT, and the cost of their travel, meals and accommodation will be covered by the organisers.

9) The competition winning team will receive a prize of €10,000, sufficient to complete all the project design tasks. The costs of implementation of its project on the identified site may not exceed €100,000 including VAT in 2016.

10) The shortlisted projects will be published on the competition website <http://passagestours.atu37.org> and publicity around the competition is scheduled for autumn 2015 in Tours & St-Pierre-des-Corps. In addition, IVM will present the process and results of the competition at international conferences, on the website www.passages-ivm.com and at exhibitions and public events in 2015 and 2016.

TIMETABLE

Phase 1: shortlisting

January 20, 2015: competition opens on the website passagestours@atu37.org, which presents the site and the process, and makes available all documents that participants require to prepare their submissions.

January 20 - February 15, 2015: questions forum on the competition website. The answers will be put online as they emerge and no later than March 2, 2015

March 20, 2015 (midnight, Paris time): Deadline for submissions to passagestours@atu37.org

April 10, 2015 at the latest: announcement of the 7 teams selected for the workshop

Phase 2: on-site workshop with the 7 selected teams: Thursday, May 28 to Monday, June 1, 2015

D1 -Thursday, May 28, 2015: site visit, meeting with local actors and start of workshop

D2, D3 and D4: Friday 29, Saturday 30 and Sunday, 31 May 2015: workshop

D5: Monday, June 1, 2015: public feedback

Final jury

June 22, 2015: final submissions

June 29, 2015: international jury

June 30, 2015: announcement of the winning team

COACH AND JURY

A coach will be present throughout the **5 days of the workshop**.

An individual with experience in the management of similar architecture and urban planning workshops (European, education...) and an international perspective, the role of the coach is to:

- help the teams to grasp the objectives of the Passages programme and ensure that they are properly incorporated into the projects,
- help the teams to make their ideas communicable,
- reports to the jury on the approaches adopted by the teams and their consistency with the general theme of the competition and the philosophy of the Passages programme,
- act as an expert and be present for the **final jury on June 29, 2015**.

Designated coach: **Jens Metz**, architect, Kleine Metz Architekten, teacher at the Cottbus School of Architecture - Berlin (DE). Jens Metz is an architect and urban designer in Berlin (DE). He founded [plattformberlin](http://plattformberlin.com) in Paris (FR) in 1999 and today is co-director of Kleine Metz Architekten, a practice with a varied portfolio and project implementations and competition successes all over Europe. He also teaches at the Cottbus School of Architecture (DE) and is a member of the technical committee of European Europe. Il enseigne également à l'École d'Architecture de Cottbus (DE) et est membre de la commission technique d'European Europe.

JURY

Laurent Bresson (FR), Director of Regional Development (DDT): in office in Indre-et-Loire since 2013, Laurent Bresson represents the French State, which owns the A10 motorway.

Philippe Briand (FR), Mayor of Saint-Cyr-sur-Loire since 1989, Philippe BRIAND has been Chairman of the Tour(s)plus Conurbation Committee since April 2014. He has been a member of Parliament since 1993, and became a quaestor of the National Assembly in 2007

Serge Babary (FR), Mayor of Tours: former chairman of the chamber of commerce and industry for the Indre-et-Loire département, Serge BABARY was elected Mayor of Tours in April 2014. Since then, he has also become vice-chairman of the Tours Conurbation Committee, responsible for economic development.

Marie-France Beaufils (FR), Mayor of Saint-Pierre-des-Corps: Marie-France BEAUFILS has been Mayor of Saint-Pierre-des-Corps since 1983. She has also been a senator since 2001 and Vice-Chair of the Conurbation Committee since 1999, with responsibility for sports amenities since April 2014.

Frédéric Bonnet (FR), architect, associate director of Obras, teacher at École Nationale Supérieure d'Architecture de Marne la Vallée, co-director of the Special Architecture Diploma, and chairman of the State Advisory Architects Corps. Winner of the Grand Prix de l'Urbanisme 2014, he was recognised for his capacity to "work in all areas, including the most disadvantaged, and at all scales of urban design: thinking about nature as a tool for refashioning the urban, bringing talented, unostentatious and strategic responses to the changing context of urbanism, in particular at a time of crisis".

André Broto (FR), Director of Strategy and Forward Planning, VINCI Autoroutes Graduate of the École Polytechnique and of the Ponts et Chaussées civil engineering school, in 1990 he joined Cofiroute which designed, built and financed the A10 motorway and still operates it today. Initially Directeur of Construction, he is currently Director of Strategy for VINCI Autoroutes and notably a member of the URF think tank (French Roads Federation), of AIPCR (permanent international road congress association) and of IDRRIM (institute of roads, streets and mobility infrastructures).

Aglaë Degros (NL), Architect, co-founder of Artgineering, an urban design agency based in Rotterdam (NL). Drawing on precise observations of existing territorial realities, the agency stands at the meeting point between the spatial, social and cultural production of space. Aglaë Degros is also a member of the scientific council of European Europe and teaches in different academies and universities in the Netherlands and Austria.

Carles Llop (SP), Architect and urbanist, director of the Department of urban design and urban and regional planning at the University of Catalonia, member of the Jorner_Llop_Pastor architects collective. He was awarded the National planning prize by the Spanish Ministry of Housing in 2010, the European prize for urban development in 2010 and the Spanish Architecture Biennale XI Prize. Member of the expert committee for the Passages programme and director of the two competitions in Barcelona.

Didier Rebois (FR), architect, Secretary-General of the European architecture competition and teacher on the Masters programme at École d'architecture de Paris-la-Villette, Didier Rebois is also a researcher at the GERPHAU laboratory in Paris. His specialist field of research is rhythms in the city, the relations between nature and architecture and the impact of the new mobilities on urban projects. Didier Rebois was curator of the IVM exhibitions "Architecture on the move! Cities and mobilities" and "The street belongs to all of us!"

General theme

What is a passage?

a) A passage is a **crossing of a boundary or obstacle** (traversing a border or block, passing over a river or through a tunnel, etc.).



b) This transition can be considered a passage **if it connects two or more spaces, each with its own identity** (a town centre and suburb separated by railway lines, two neighbourhoods separated by a ring road, two landscapes by wetlands, a park-and-ride area and a tram station).



c) A passage provides access to a place, but it **also increases the use of each of the spaces it connects** (a seashore cut off by railway lines becomes an accessible beach, two neighbourhoods divided by a motorway are revitalised by a wide platform bridge...). Spaces linked by a passage gain additional value through reconnection.



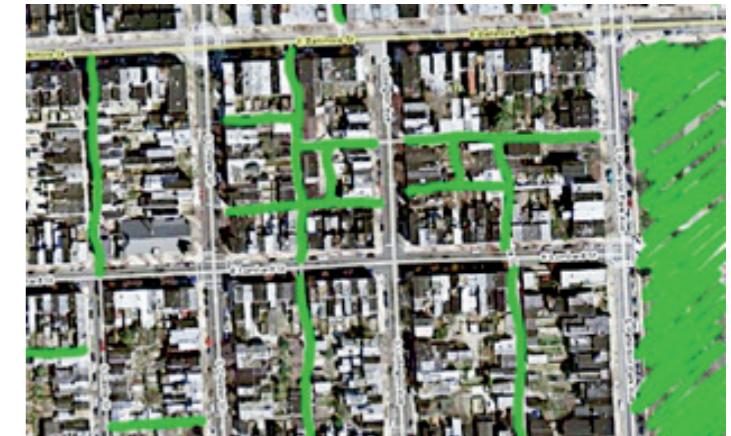
d) A passage also gives **potential value to the space traversed** by different flows, different people. Activities and uses can be associated with the passage (a motorway crossing with a park, a bridge treated as a public space, a market in an underpass...).



e) A passage is not a primary connection. **Very often it is an alternative**, a shortcut, or a novel way of crossing a boundary. Its role is not secondary, but parallel to the network of streets and main roads.



f) A passage is not a separate corridor, but can be linked to other passages or other mobility spaces, creating a network.



A passage is a way of **expanding social space**, increasing porosities across urban borders or boundaries. The cities of the past, before motorised modes of transport, were full of passages. However, the current question is as follows: **is it possible, by means of passages, to create porosity and an alternative accessibility in contemporary urban space?**

THEME

The abandoned or neglected undersides of road infrastructures in the urban environment

In modern cities, road or rail transit networks have allowed rapid motorised access to city centres from the outskirts or the wider region. However, in many cases their location and structures have split the neighbourhoods they cross. The consequence of this is numerous local-scale breaks in urban continuities. In the case of elevated infrastructures, a hostile landscape has emerged below, often annexed by parked cars. Where the roads are at ground level, reinforcing the impermeability of the boundary, users reach the divided neighbourhoods through “passages”, but these are often cramped and narrow spaces, lacking any sense of urban “comfort”.

Gloomy and uninviting underbelly



Motorway undersides taken over by buildings



Car parks in the shadows



Utilitarian passageways and dark tunnels below ground level infrastructures



Objectives of passages

WHAT TYPE OF CONTEMPORARY PASSAGE CAN RECONNECT URBAN NEIGHBOURHOODS ACROSS TRANSIT INFRASTRUCTURES?

While some cities decided to eradicate their elevated motorways in the 2000s, either by moving them underground, or by rerouting them away from the centre, these days – in part but not entirely for economic reasons – the tendency is to look for different ways to incorporate these important infrastructures into the urban environment.

So how can we reconnect isolated spaces without demolition? How can we make walking and cycling routes more continuous? How can we convert these passages into dynamic spaces?

Demolition of urban expressways in the “rich” cities of Boston and Seoul



Enhancing passages through the use of material textures



(Porteus Link, London, UK)

Passages “turned into art” to create atmosphere through colour and light



Landscaping to neutralise the dominance of concrete



Use of motorway undersides for sports activities (boxing ring, football pitch or skate park)



Emergence of spontaneous urban activities under motorways (markets, temporary eateries...)



Introduction of shopping streets or squares to foster urban passages



Example of the urban passage around the A8 motorway at Koog Aan de Zaan in the Netherlands designed by NL Architects

In a few rare places, passages under/on motorways combine all these qualities (art, dynamic uses, public spaces), forming urban hubs which play a connecting role between neighbourhoods.



With an artistic dimension....

and an intermodal platform for cars and bicycles

and also as a place for shopping thanks to good connections to the surrounding city



as areas for multiple sports activities



WHAT TYPE OF PASSAGE UNDER THE A10 MOTORWAY TO CONNECT THE TOWNS OF TOURS AND SAINT-PIERRE-DES-CORPS?

a) Diagnosis: handicaps and assets

The A10 motorway, as it crosses Tours and Saint-Pierre-Des-Corps, between the Loire and the Cher rivers, follows the course of a 2400 metre long canal that connects the two rivers, dug in 1828 at a time when river transport was developing. Having lost its economic function after World War I, the canal was filled in 1948.

This division is exacerbated by the East-West route of the railway line that serves the two towns, so that the motorway is elevated to cross the tracks.



In 1971, the A10 motorway linking Paris to Bordeaux was built. It crosses the city of Tours at the location of the former canal, creating a division between the two towns.



Crossing these infrastructures: two narrow and gloomy passages

One for pedestrians



and the other for cars



In order to get off the A10 to access Tours or Saint-Pierre-des-Corps, there is only a single motorway exit to the north, near the Loire. However, in practice, the motorway is also extensively used by city residents as a transit route to access the two towns and the commercial and industrial activities that run along it.



On this section between two banks the motorway is touched by a road of a more urban character, Avenue Georges Pompidou. While it also runs over a bridge above the railway line, this avenue is mostly at ground level (more than the motorway) and serves the residential districts.



Two old bridges running over the motorway to the north and the south have been retained, without connections to the A10: Pont du Milieu, which connects two residential districts, and Boulevard Wagner, a busy road to the south linking Tours to the business zone.



b) The potentials

However, despite the handicaps arising from the division created by the infrastructure, the A10 motorway, which “lifts” to cross the railway lines, gives the network permeability and a certain spatial quality.

On the western side, the motorway is bounded by an embankment to prevent flooding from the two rivers, and which previously ran along the canal. Although its function today is no longer so clear, maintaining the embankment protects local people from traffic noise, and also forms a strip of landscaping. A few gaps linked with the transversal roads already provide connections.



The elevated roadway on its raised piles releases large spaces on both sides of the railway line, called “cathedrals 1 and 2”. Although slightly “concealed” between the embankment to the west and Avenue Pompidou to the east, the two cathedrals – though poorly connected – constitute a spatial and urban potential worth exploiting. Not only in order to create high-quality passages but also to introduce new activities (apart from the car park and roads that run through it)



The Passages Competition has been launched to **obtain innovative scenarios that will revitalise the connections between Tours and Saint-Pierre-des-Corps** while keeping the A10 motorway in service. This motorway crosses the city of Tours, carrying national and local traffic. These functions will continue in the future, since the idea of an orbital motorway has been abandoned.

The question is: **what type of passage can be designed to improve connections between the residential districts on both sides, and the commercial and business zone separated by the motorway?**

Could such a passage simultaneously **constitute a lively urban space and manage the connections between high-speed mobility and green modes**, offering various uses and good connections to an environment of landscape and buildings?

The aim is not to eliminate the motorway, which provides fast metropolitan-scale connections, but **to take advantage of its elevation above the railway lines to weave a parallel network that will form a sort of “urban hub” of walking and cycling links to provide a passage between the different parts and functions of the two surrounding towns.**

As the only ground level crossing of the A10 between the two rivers, this passage will increase the permeability between urban fabrics and alternative routes.

c) Rethinking the diversity and connectivity of mobilities

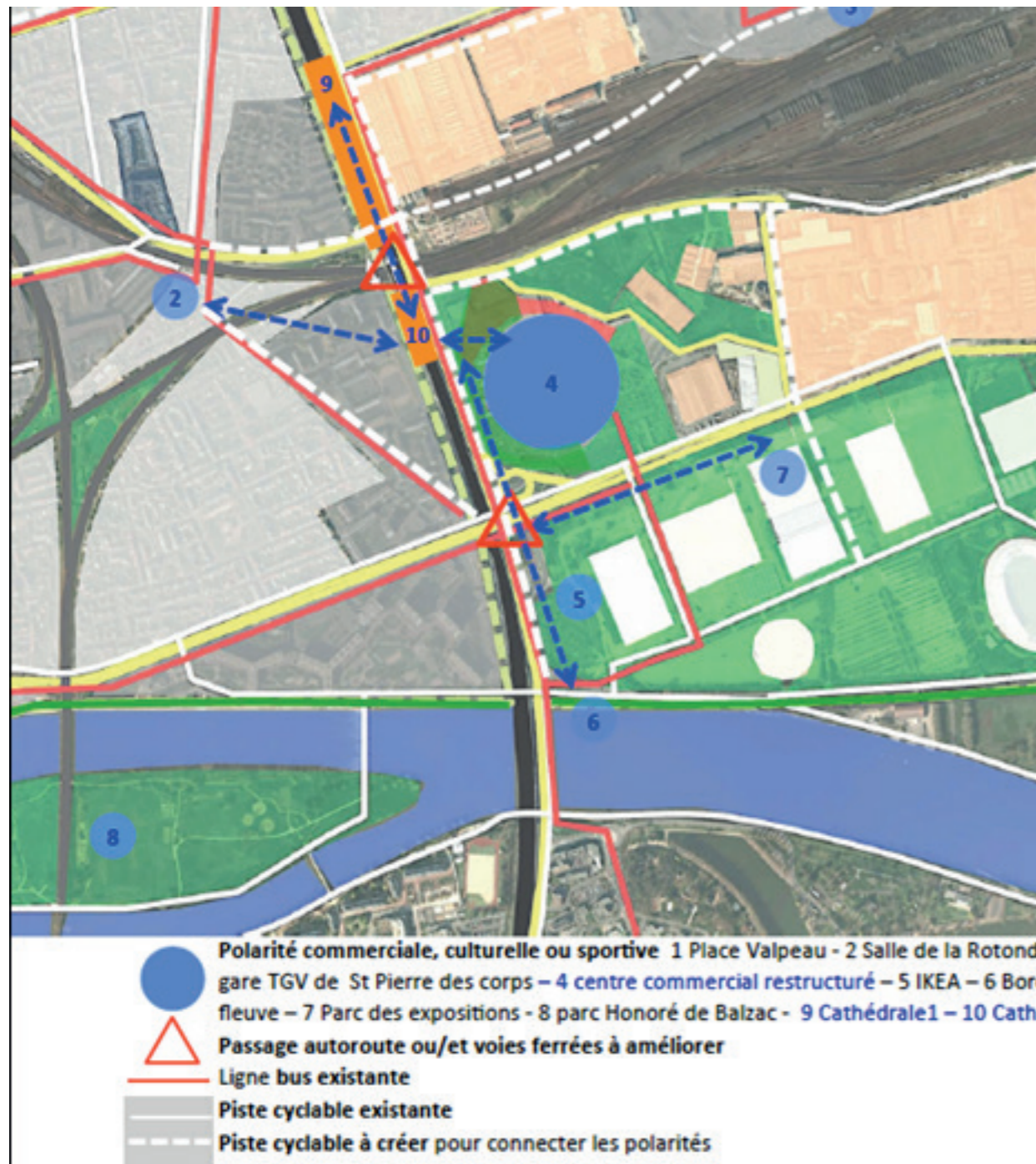
1) Reinforcing the diversity of mobilities between the two towns

This urban area has relatively good transport provision through the buses that use the bridges over the A10 to link the centre of Tours to the high-speed train station (3) and the shopping district (4: Pôle Atlantiques; 5: Ikea) and business area (6: industrial zone and 7: exhibition centre) in Saint-Pierre-des-Corps.

There is also a bus service on Avenue Georges Pompidou.

On the other hand, the cycle tracks create divisions and need to be improved to provide these same links and access to the bank of the Cher, once again via Avenue Georges Pompidou, which at present is partially cycle friendly.

The reorganisation of Avenue Georges Pompidou on the Saint-Pierre-des-Corps side could offer an opportunity to introduce a greater diversity of mobilities and in particular to provide a perpendicular link between the TGV station, the industrial zone and the shopping district.



2) Study areas and intervention areas

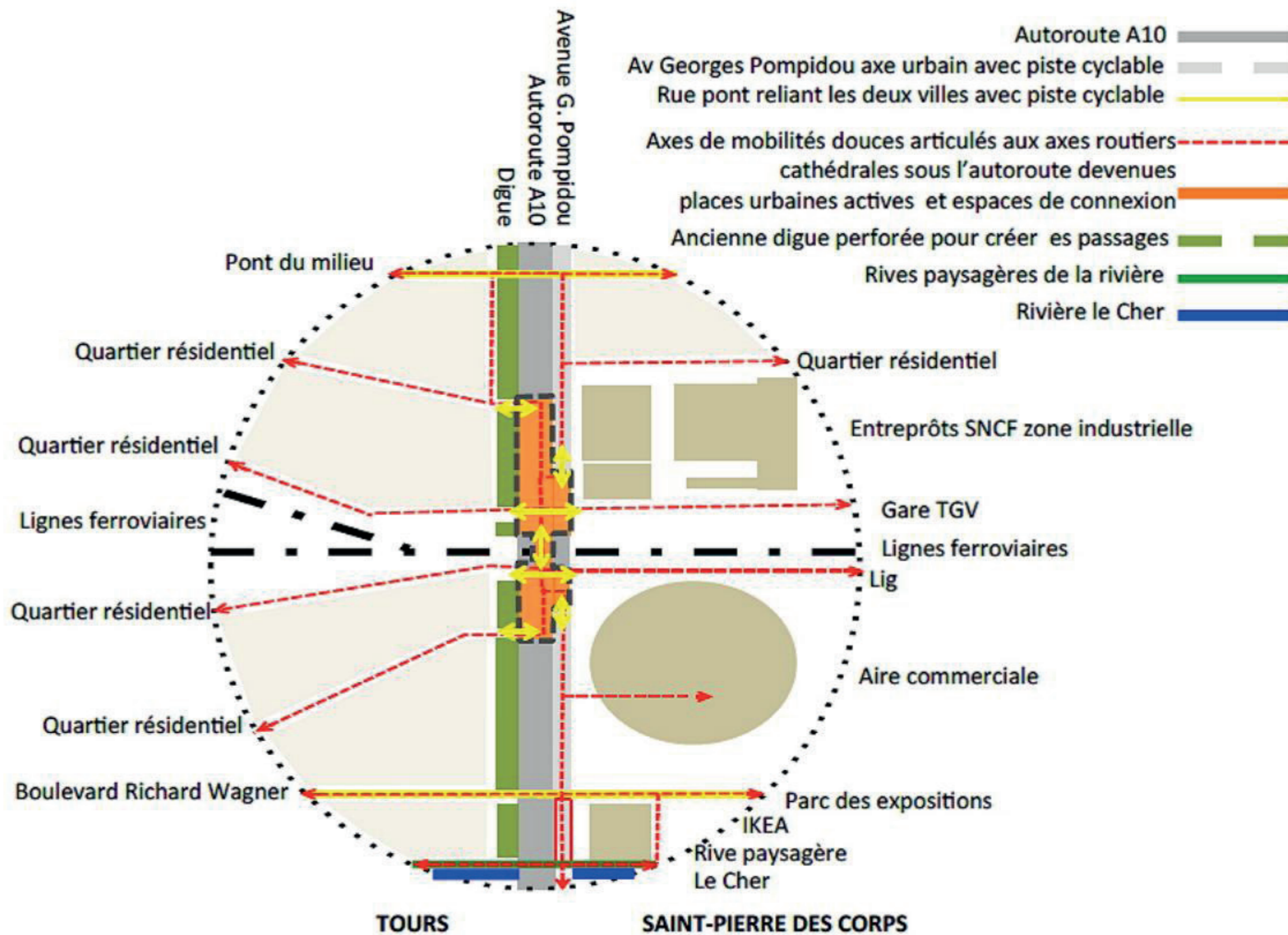
The study area is the whole A10 motorway corridor (formed by the motorway and Avenue Georges Pompidou) between Tours & St-Pierre-des-Corps, on a section situated between Rue des Ateliers and the River Cher, taking in the motorway, its surrounds and its lower and upper crossings. It is essential that the teams should take account of this scale within its urban and metropolitan context, including the surrounding districts, and of the uses to be fostered, especially in terms of forms of mobility other than the individual car. They will be expected to advance proposals, including proposals about the infrastructure itself.

Within this space, slightly over one kilometre long, the second objective is to choose a proposal for implementation which will subsequently be explored in greater depth. In consequence, apart from the need for ideas relating to the global scale, a specific proposal for a Passage or Passages is expected.



The proposal, which the winner may be asked to develop, will relate to the sector situated at the intersection of the motorway and the railway tracks, as shown in the map below.

The purpose of this project is to trigger a process of long-term urban reclamation, with which all the site actors will be expected to engage, for the whole urban area the infrastructure crosses.



PASSAGES TOURS/SAINT-PIERRE DES CORPS Les cathédrales de l'A10, un passage espace public intermodal?

In order to turn the cathedrals under the motorway into a central passage between the two towns, their connections with the surrounding districts must be improved by making them more porous.

On the Tours side, the embankment has lost its function as flood protection. It forms an obstacle and only opens up around the railway line.

On the Saint-Pierre-des-Corps side, where the A10 returns to ground level after crossing the railway bridge, Avenue Pompidou connects to the cathedrals under the motorway. The aim is to improve the crossing by diversifying mobility modes, particularly in the direction of the TGV station and the Atlantes shopping centre.

The objective is also to **improve the connection between the two cathedrals to allow movement from one to the other under the railway line** by widening the central passage, which is currently restricted to cars.

Whilst the cathedrals may remain accessible to cars, **their existing dominant function as parking for cars and trucks must be reduced, in order to foster coexistence between the different modes of travel.**

All these measures for mobility should provide an opportunity for the spatial requalification of the infrastructural space as public space.

3) Bringing urban qualities to the motorway underpass

While a passage links places separated by a boundary or an obstacle, its spatial quality depends on its capacity to **generate specific uses linked to its function as a passage.**

Therefore, the two motorway cathedrals – once made more accessible – offer, in their size and the potential quality of their spaces, **a big opportunity to introduce new uses.**

Certain uses may be long-lasting:

- well-designed parking for cars and bicycles, a cycle hire terminal....
- multiple sports activities (skate park, handball and football pitches, tennis courts...) for different groups
- spaces for voluntary sector associations
- stores connecting with the shopping centre, which will ultimately need to be reorganised to improve its urban qualities. Access no longer only by car via the boulevard but also via the cathedrals and Avenue Pompidou by bicycle or on foot.
- a restaurant-bar
- artistic activities such as workshops for local residents, a tag wall, etc.

Other uses can be more temporary, lasting either a few days like festivals, or limited to a single day or evening (Nuit Blanche, Festival of Music, concerts..) or else neighbourhood festivals

This combination of long-term and temporary uses should have the effect of generating dynamic urban rhythms.

In order to adapt successfully to these rhythms, **the cathedral platforms should be designed to be reversible**, allowing adaptations and modifications over time, in other words avoiding spatial rigidity. (One benchmark could be the “Seine berges” development in Paris, where the entire structure can be dismantled in two days, especially in the event of flooding (www.lesberges.paris.fr))

Ultimately, therefore, the aim is to make the cathedrals a locus of passage that makes a genuine reconnection between the two towns, but also a place of intensity for city residents.

