

The “Ouvrons Perrache” project

The “Ouvrons Perrache” project is part of the major transformation of the Lyon-Perrache exchange centre and the areas around the train station, which were often seen as a closed and unattractive block. We can see that on this picture.

Its aim is to make this place easier to understand, more pleasant to use, and better connected between the north and south of the Presqu’île, while improving environmental quality.

A first key aspect, visible in the project images, is the importance of vegetation. On the roof of the exchange centre, a panoramic garden of about three thousand seven hundred square metres is planned, with terraces, urban vegetable plots and views over Lyon, bringing nature into a very mineral environment.

More generally, the project creates several layers of planted spaces and many green areas, which help to reduce urban heat islands and offer cool places during summer.

Environmental quality is also linked to the design of public spaces.

The vaulted passage under Perrache, now called passage France Péjot, is a good example: it is redesigned for pedestrians and cyclists, with better lighting, new wall treatments and some greenery that make the place more pleasant and safer.

Other spaces, such as the esplanades and outdoor staircases, are designed as places for walking, resting and meeting people, and not only as transit corridors.

Another important focus of the project is mobility. “Ouvrons Perrache” aims to strengthen walking, cycling and public transport, while reducing the dominant role of cars in this complex junction.

The western vault is reserved for pedestrians and cyclists, and a secure bike station with about three hundred spaces is planned inside the exchange centre, completed by other bike parking areas nearby.

At the same time, the international coach station is moved to Gerland, which lowers the number of long-distance buses and allows a calmer redesign of the surrounding public spaces.

The project also works on “opening” Perrache to the city. A large twelve-metre-high “urban window” is cut into the building, replacing the old glass façade and the footbridge, to create a direct link between Place Carnot and the station.

This new, simpler and clearer route improves everyday comfort for users and makes access to the trains easier from the north of the Presqu’île.

Finally, the environmental dimension also appears in the way the building itself is refurbished.

The project targets environmental labels such as BREEAM (brim), BBCA and BiodiverCity, with strong recycling of construction waste, better insulation, sun-shading systems, natural ventilation and a connection to the urban heating network.

The idea is to turn a criticised transport hub into a mixed-use living place – with shops, offices, a hotel, leisure spaces and roof gardens – that is more open, greener and more comfortable for residents, travellers and workers in the district.

The Confluence neighborhood

The city of Lyon is known for combining tradition and modernity, represented by the districts of Vieux Lyon and La Confluence.

La Confluence is a modern and sustainable district built on a former industrial area at the meeting point of the Rhône River and Saône River. It represents urban innovation and includes residential, commercial, and cultural spaces such as the Musée des Confluences.

Overall, Lyon blends historical heritage with contemporary development, showing its evolution over times. Confluence is a more modern, safe and dynamic area compared to Perrache.

Confluence Neighborhood appears to be an attractive place to live, work and spend leisure time, whether strolling or shopping. Its welcoming atmosphere, combined with accessible public spaces and a variety of commercial options that make it suitable for different activities.

Recently build areas, suffer from a lack of acceptance of the population, but the people enjoy being at Confluence, specially on the walks by the river where we can feel the nature.

Confluence, offers a great alternative of life, it is a project in movement, a lot has been done already, some plans have to be made to successfully finish the project, that intends to transform, recreate and offer an alternative to the living in a city that offers green spaces and quality of life.

Fostering affordable harmonious living, as well as affordable housing and Higher education, and biodiversity. The quarter's urban planning is favourable to health due to that it is a space away from traffic, there are also low carbon buildings, as well as a health center.

Particular attention is being paid to increase greening, with new green spaces and cooling areas to reduce urban heat. There were planted trees, shrubs and grass in three levels to help reduce the urban heat.

Public spaces are being redesigned to be more comfortable, safer and more welcoming, while improving the overall urban landscape. The aim is also to promote soft mobility, such as walking and cycling.

The Interviews

We interviewed different people about the two projects we mentioned earlier. We divided them into three groups : young people aged 16 to 25, adults aged 26 to 55, and people over 56.

We asked various questions about green spaces, children's playgrounds, safety in Perrache and Confluence, pollution and accessibility in Perrache station.

They all shared their opinion about the neighborhood before the project and what they hope it will become in the future.

First, we're going to focus on what younger people were thinking about these different points.

Younger people, whether in the Confluence district or in Perrache, were thinking that there were not enough green spaces or places where they could relax and spend time with friends outdoors. As one person said: « *Honestly, there aren't enough green spaces, it's way too concrete here.* »

When it comes to safety, they feel that Confluence is safer than Perrache, partly because the station has a bit of a bad reputation. Most people didn't really feel safe, especially at night, but during the day both areas were still seen as fairly safe.

The area was really noisy because of all the traffic. They think we should promote more eco-friendly transport like walking, cycling, or public transport to reduce noise and pollution.

Now, we're going to look at the adults' perspective. Adults were more concerned about family needs. They thought there weren't enough green spaces to spend quiet time with their families. There also weren't enough play areas for children. As one interviewée mentioned : « *Children don't have enough space, and it could be much better planned* »

Adults were asking for a safer neighborhood for their kids, both in Perrache and Confluence.

Then, let's focus on the perspective of older people. So, older people acknowledged that there was more greenery in confluence, but they expected even more greenery, especially in Perrache.

About the safety, older residents especially mentioned that they felt uncomfortable in the evening mainly in the Perrache district. One person explained: « *At night, some areas are quite dark, so it doesn't feel very reassuring.* »

Finally, Regarding Perrache station, almost everyone agreed: it was really difficult to navigate. People found it confusing and not very intuitive, especially for newcomers. As one person said: « *It's really confusing, especially if you don't know the place.* »

And, about pollution and noise in Perrache or in Confluence were also major concerns.

People from all age groups said that traffic made the area stressful and unpleasant. As one interviewee mentioned : « *Noise and pollution really affect the quality of life.* »

However, when we asked about the future of the project, most people were quite optimistic. They hoped for a greener, more accessible, and more enjoyable neighborhood. For instance : « *I imagine a more lively place with fewer cars.* »

The Confluence district redevelopment project and « ouvrons perrache » offers several solutions.

To reduce pollution and create more green spaces, the project includes 5 hectares of landscaped areas, protected from car traffic.

Around 1,000 thousand trees will be planted, and the street in front of the Eugénie Brazier school will be transformed into a garden square.

The renovation of Perrache station will make it easier to access the station, as well as the metro, trams, and buses.

8,000 thousand squares meters of public spaces will be developed on the Rhône side.

Regarding pollution and noise, the area will become more comfortable and breathable thanks to reduced car traffic and the promotion of low-carbon transport such as walking, cycling, and public transport. This will also help reduce the risk of accidents in the city center.

Around 2hundred40 bicycle parking spaces will be created near the station and the metro.

To conclude : The goal is to make public spaces more lively and welcoming by increasing greenery, creating shaded areas, and adapting the city to the ecological transition.

Once the project is completed, the area will be more inclusive, more friendly, and much more pleasant to live in for residents, while also being more practical for visitors.