

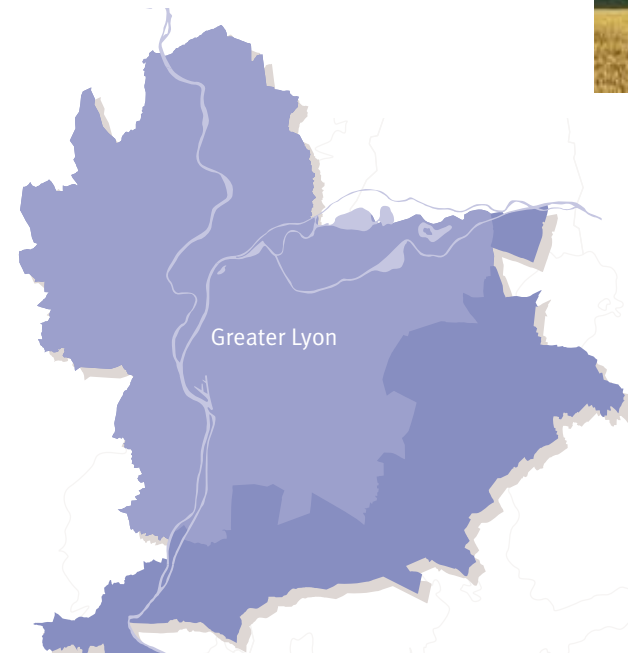


SCOT 2030
AGGLOMÉRATION LYONNAISE

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THE LYON INTERMUNICIPAL AREA

73 MUNICIPALITIES
1,32 MILLION INHABITANTS
730 KM²
680,000 JOBS



WHAT IS A SCOT?

The SCOT is a master planning procedure used to coordinate the different public policies which make up the life of a territory: inhabitants, transport, economic development, environment, etc. It provides consistency for the planning documents used by the municipalities (land use plan).

THE SEPAL

Established in 1985, the SEPAL, Syndicat d'études et de programmation de l'agglomération lyonnaise (Syndicate for Studies and Programming for the Lyon Intermunicipal Area), has been given authority from its constituent municipalities to develop the SCOT. It also ensures the follow up of its implementation, working closely with member municipalities and territorial partners.



EDITORIAL

2030 IS BEING BUILT TODAY

The SCOT, Schéma de cohérence territoriale, was approved by the elected members of the Lyon Intermunicipal Area on 16 December 2010. The SCOT is a document that results from the law on solidarity and urban renewal, and it sets the schedule for public policies in terms of land use, habitat, economy, travel and the environment for the next twenty years. This is because the city that is being built before our eyes, day after day, needs a long-term framework for its development.

Twenty years is the time of a generation. The generation of our children, to whom we must leave an intermunicipal area in which it is good to live, study, work and enjoy one's life.

We wanted to make the SCOT more than just a town planning document. We want it to be a real intermunicipal area project for 2030. This project is undoubtedly ambitious. But it makes no sacrifices in terms of either territorial solidarity or environmental balance.

I hope you enjoy reading it, and I would like to pay my posthumous respects to Raymond Terracher, the Vice-President for the Sepal, for his personal involvement in the development of this project.



Gérard Collomb,
 Senator Mayor of Lyon
 President of Greater Lyon
 President of the Sepal





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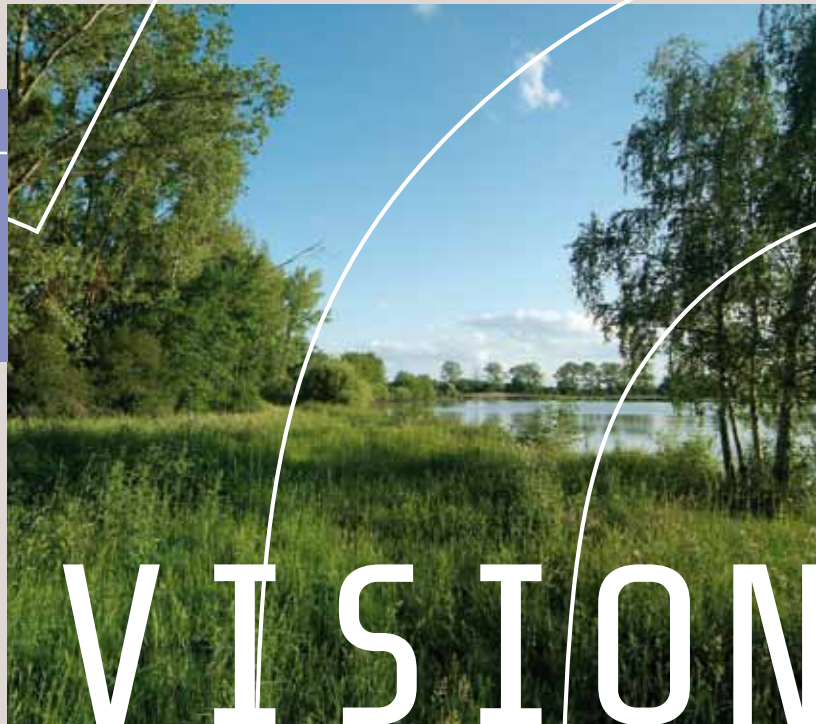
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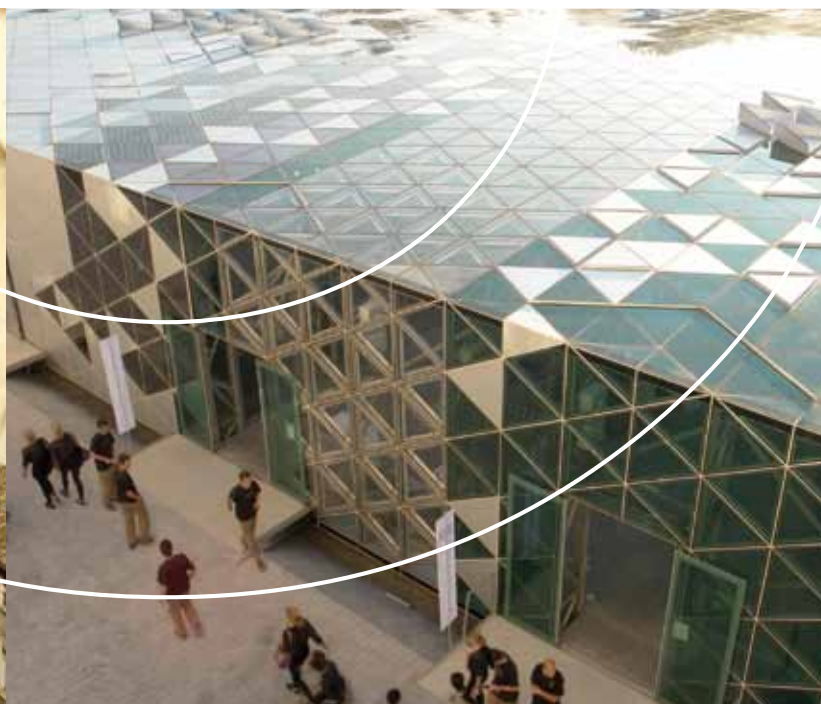
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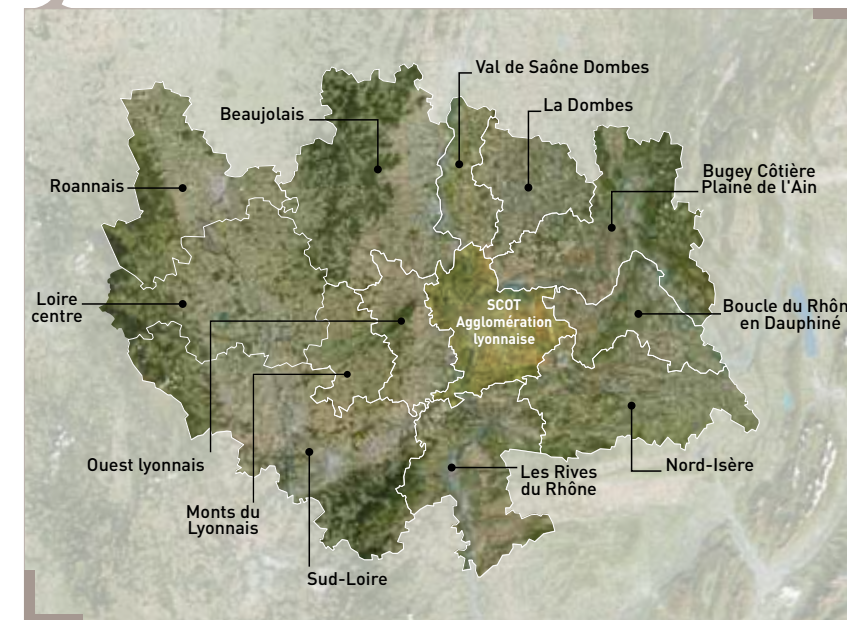
VISION

LYON INTERMUNICIPAL AREA, THE HEART OF A GREAT METROPOLIS

Be it housing, jobs, shopping or leisure, the activities of the inhabitants go well beyond the boundaries of the urban area of Grand Lyon, extending into the Lyon metropolitan area, at a radius of around 60 kilometres from Lyon. As a result, these activities generate considerable inter-dependence between the different areas. Metropolitan cooperation has made it possible to realise this and to draw up a common project to satisfy these needs. It is thus **in reference to this vast area**, with almost 3 million inhabitants, and in reference to the metropolitan project **that the vision of the development of the Lyon Intermunicipal Area has been put together.**



THE LYON METROPOLITAN AREA



KEY FIGURES

The Lyon metropolitan area:

- 11,700 km²
- 3 066,000 inhabitants
- 1 310,000 jobs
- 300 to 500,000 new inhabitants expected by 2030

The Lyon Intermunicipal Area, which drives the metropolitan area:

- 20 % of the land
- 75 % of the population
- 60 % of the jobs
- 150,000 new inhabitants expected by 2030

MAKING A DIFFERENCE IN EUROPE'S METROPOLISES

Metropolitan Lyon has some remarkable advantages:

- **a historic position at the crossroads** of the North-South (Rhine axis) and East-West (Mediterranean axis) development axes, making this region one of Europe's primary exchange hubs;
- **a long industrial tradition and proven entrepreneurial dynamism**, providing very real abilities to bounce back, as illustrated by the seven competitiveness poles that have received labels, including two at the worldwide level;
- **a wide range of terroirs, quality landscapes, a rich urban matrix**, all of which play a part in the attractiveness of the region and in quality of life.

In a globalised economy based on international competition, large regions that know how to synergise their resources have a clear head start. The regions in the Lyon metropolitan area have understood this. On the strength of the critical mass that they have, and the international visibility it gives them, they share the desire to pool their advantages to enhance the attractiveness of this region and confirm its position in the league of major European metropolises.

QUOTE

"I highlight the subject of metropolisation because, quite simply today, when we compare the development of the major cities in Europe, the major intermunicipal areas and the largest metropolises with the low impact of an intermunicipal area such as Lyon, we can understand immediately that we need to increase in size and go up a gear."

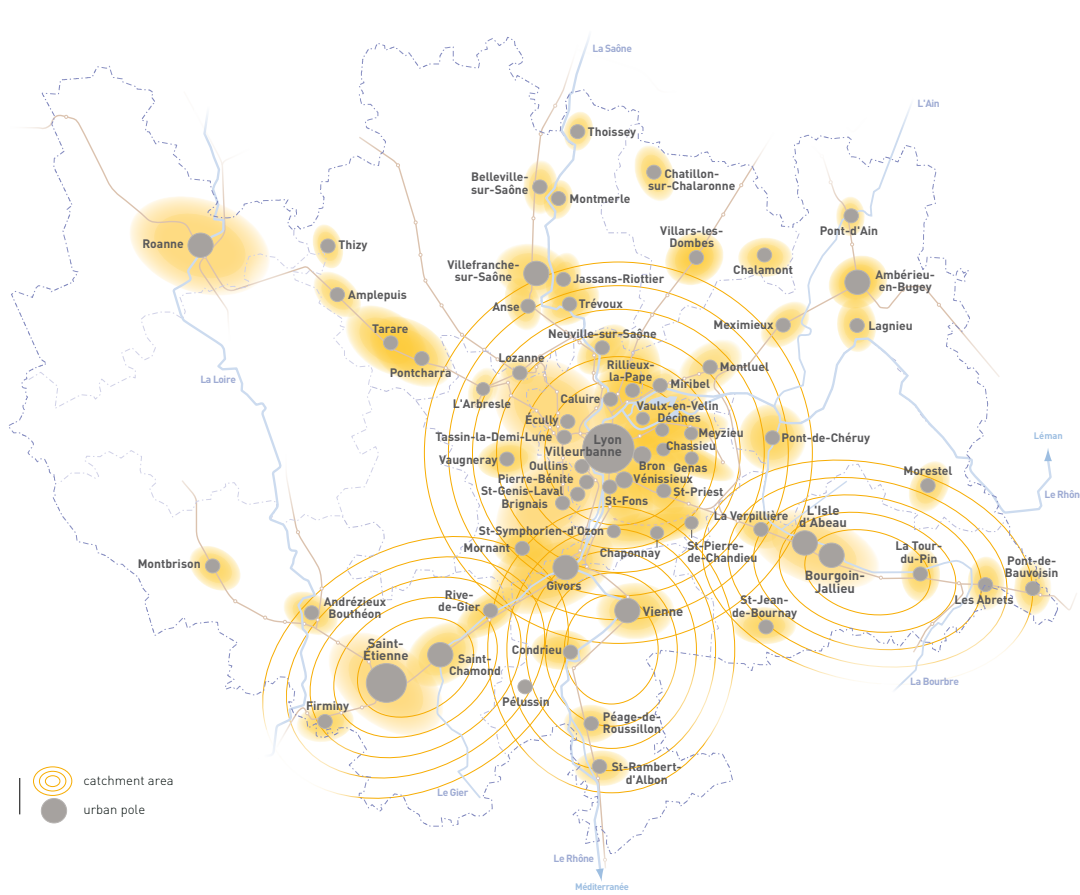
Gérard Collomb,
President of Greater Lyon and the Sepal
(Prospective Rhône-Alps Mediterranean - November 2008)

SHARING A METROPOLITAN PROJECT

Through the inter-SCOT approach, the regions that make up the Lyon metropolis have become aware of their inter-dependence and their common future. They have forced themselves to make their town planning orientations coherent and have reached an agreement on the shared vision for the development of the region at this scale, in the form of a common chapter responsible in each SCOT for the metropolitan project. In order to respond to the expectations of the citizens in terms of sustainable development, they have chosen, in coherence with the National Planning Guidelines for Metropolitan Lyon (Directive territoriale d'aménagement, DTA), to base their development on a multi-pole logic in which all the regions, respecting their identity and using their resources, participate in the construction of the metropolis.

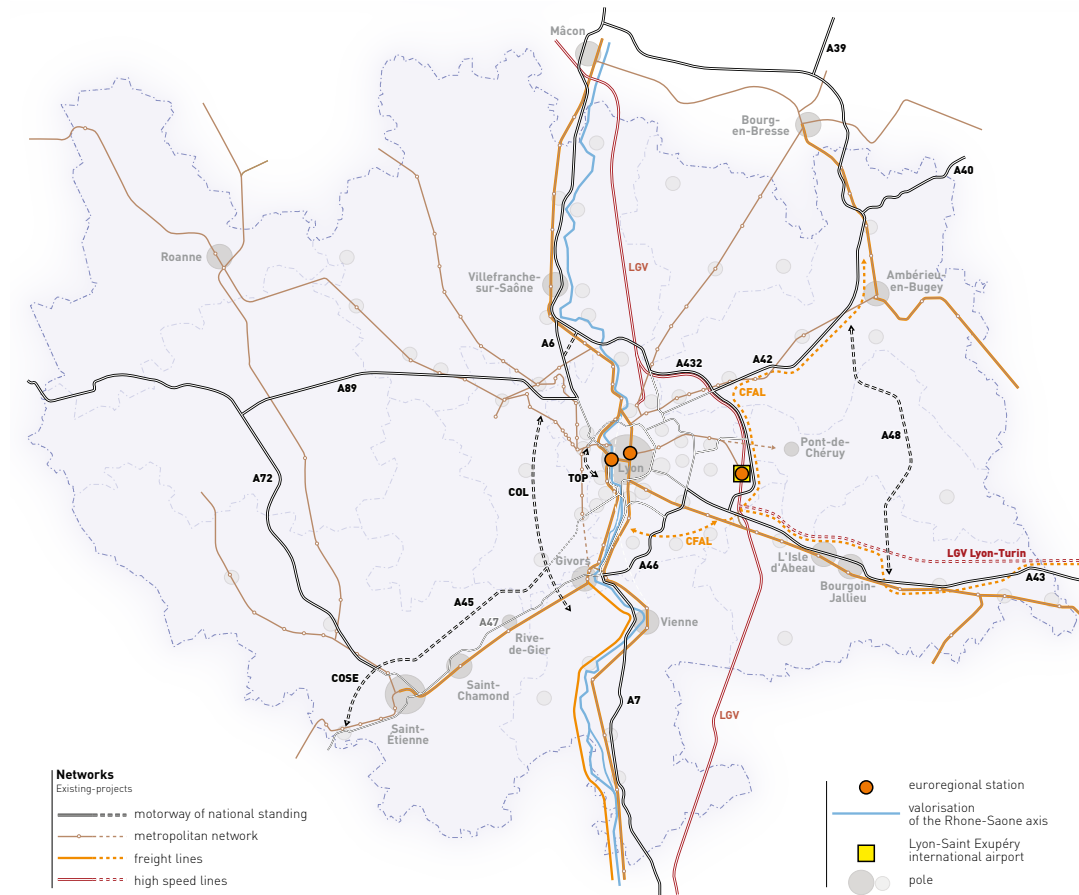
IMPLEMENTING METROPOLITAN GOVERNANCE

The inter-SCOT approach is only one link in the metropolitan construction chain. To move from the planning stage to action, and to make actual modifications to the living conditions of the inhabitants, it is necessary for public politicians and territorial key players to broaden their scale of reference. Beyond the dialogue and cooperation already initiated between the territories, new forms of solidarity and governance have been set up. In this respect, metropolitan Lyon, which has a long tradition of territorial town planning and innovation, intends to be a laboratory. The announced creation of a metropolitan pole, bringing together the main "core" intermunicipal area in the metropolis should make it possible to provide solutions at a scale that is relevant in the key fields such as transport, the economy or the environment.



A MULTI-POLE METROPOLIS

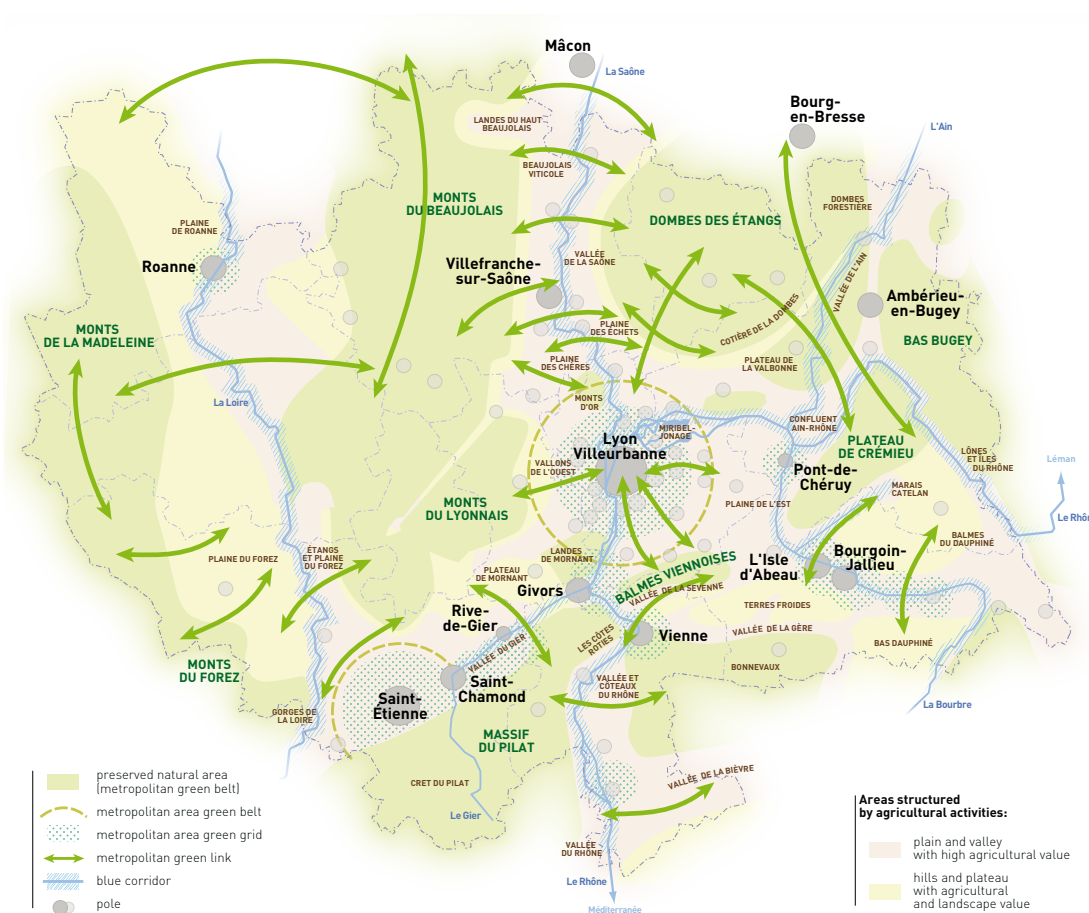
The priority development of around sixty urban poles, all well-equipped and well-connected, makes it possible to both bring inhabitants closer to services, equipment, jobs, and to protect the network of natural spaces from urban spread. Unlike the Parisian model of the megalopolis, the multi-pole model promises a vision of a metropolis based on a network of towns of human size, close to nature and anticipating all the while the predictable energy problems of the future.



AN ACCESSIBLE METROPOLIS

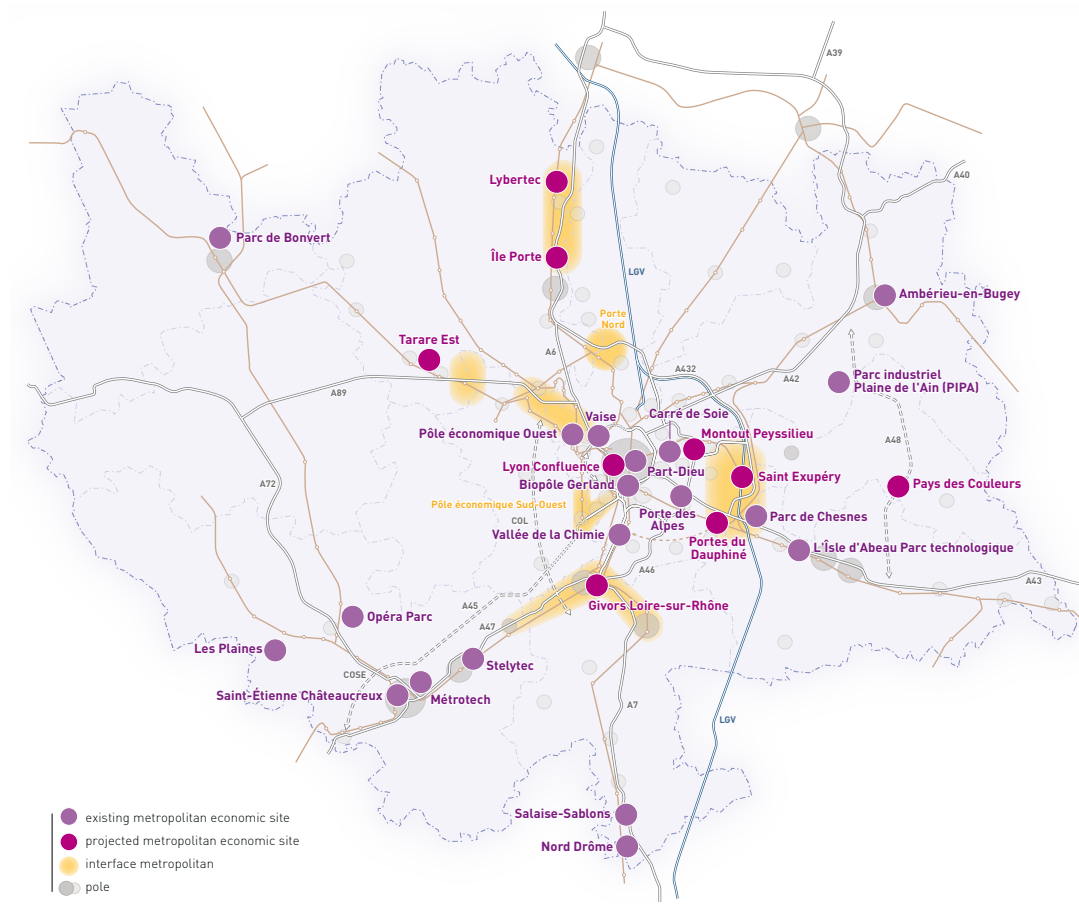
The Lyon metropolis wants to offer its population and businesses efficient and sustainable mobility conditions. It works in 3 key areas: developing, for the benefit of the poles, an express metropolitan network for 2030; reinforcing the accessibility of the territory from an aviation point of view, making Lyon-Saint Exupéry airport the second French air hub after Paris and at the level of the railways, positioning the Lyon metropolis at the heart of the European high-speed network.

THE METROPOLITAN PROJECT: BUILDING A MULTI-POLE



A NATURAL METROPOLIS

The wealth of landscapes and natural environments is a particularly precious metropolitan advantage. Beyond protecting the great natural spaces present in the region, it is a question of building tomorrow, at this large scale, a real network of natural and agricultural areas that provide both food and quality of life for the inhabitants.



AN ATTRACTIVE METROPOLIS

With expected growth of between 300,000 and 500,000 inhabitants, and on the strength of the 1.2 million jobs, the metropolitan area intends to obtain a new real estate offer of 6,000 hectares to complete the current portfolio of 16,500 hectares of land dedicated to economic activities. It has identified around thirty economic metropolitan sites in which will be set up converging town planning and development policies to host the jobs of tomorrow.

AMBITION



CHOOSING INTENSE **BALANCED** DEVELOPMENT



The Lyon Intermunicipal Area clearly states its driving role in the metropolitan dynamic. As the “core” of the metropolitan system, it has particular responsibilities: economic excellence, to better position Lyon in the competition between metropolises; also the responsibility of enhanced residential attractiveness, to reach the objectives that the SCOT for the metropolitan area have collectively set themselves.

This is why the Lyon Intermunicipal Area has based its territorial project for 2030 on three major options:

- it has first **wagered on sustained economic and residential growth** but rethought out and renewed in terms of its forms;
- it then affirms **the need for greater territorial and social solidarity** in order to combat exclusion and reinforce the idea of living together, in an intermunicipal area whose values have been marked by a long, humanist tradition;
- finally, it takes up **the challenge of environmental quality** considered as both a development factor and an essential determining factor for the quality of life and health of the inhabitants.

Combining these three options is the winning equation for the intermunicipal area project. The SCOT transposes these choices into coherent orientations and plans the conditions needed to implement them.

SUPPORTING AN ECONOMY THAT CREATES JOBS



Accompanying and providing dynamism for economic development means encouraging the creation of jobs for all categories of the population.

In a context of intense international competition, the Lyon Intermunicipal Area, which is the tertiary capital of a major industrial region, is focusing on a diversified economy and sets out its ambitions on several registers, from the regeneration of the productive network through innovation and research, to the development of the service economy. All this, without forgetting the logistics industry, which plays a key role in supplying this large area, whose highly job creating development also generates nuisances that need to be limited.

REGENERATING THE INDUSTRIAL BASE

History has made the Lyon Intermunicipal Area an area that is more industrial than most French urban areas. At a time of massive deindustrialisation, maintaining and developing this industrial base is a real challenge. To take it up, the key is to focus on innovation, reinforcing the industry-research-training triptych, forming networks for the key players via competitiveness and excellence poles ("clusters"). All these projects have been started and should enhance the rich matrix of businesses already in the Lyon area. The future for some of these areas, such as the "Vallée de la Chimie" (Chemistry Valley), is a clear part of this issue.

ENCOURAGING MORE SUSTAINABLE LOGISTICS

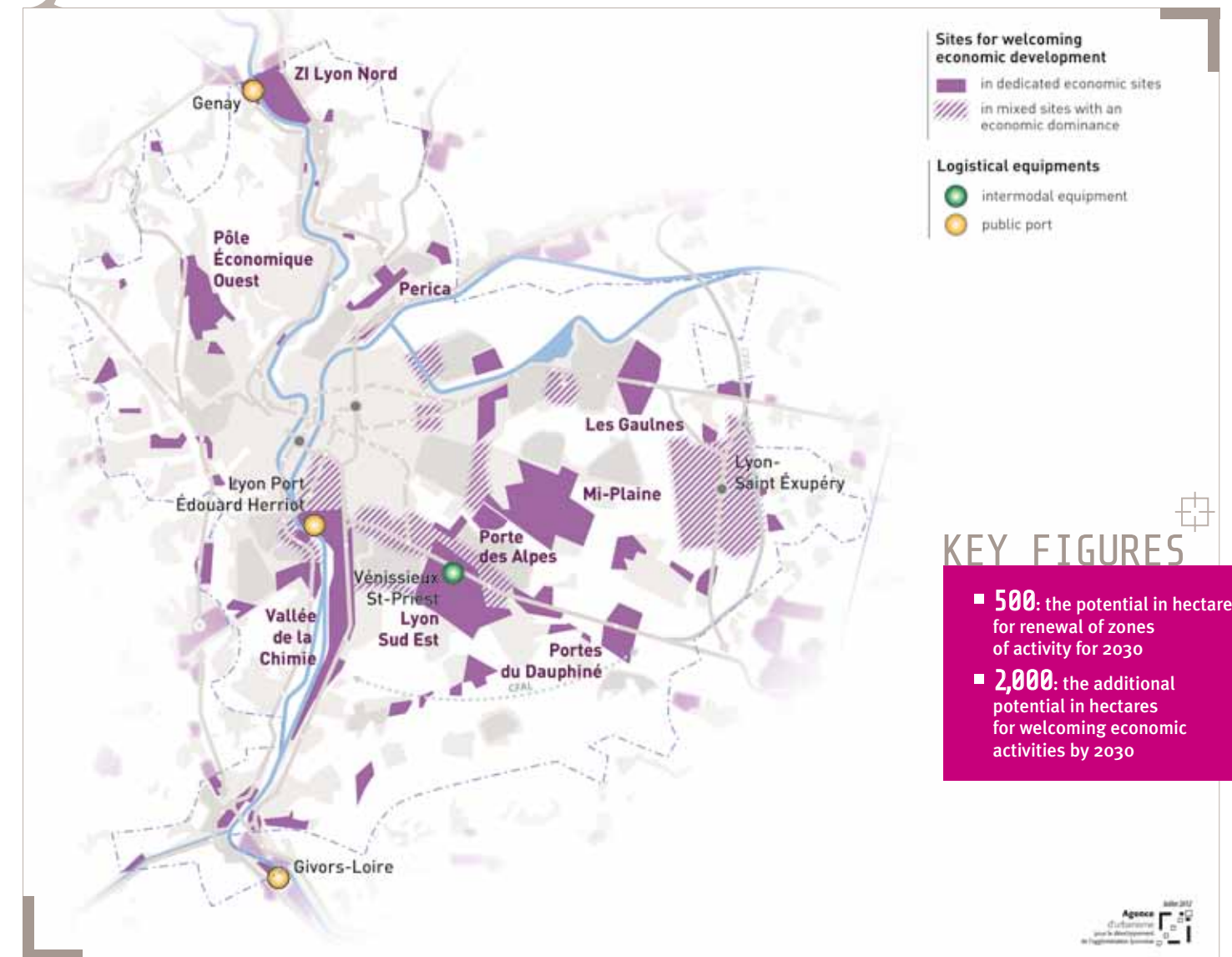
In a remarkably well-placed intermunicipal area on the main axes of European transport, the SCOT has adopted the perspective of transferring the flows towards alternatives to road transportation, a perspective supported in particular by the creation of the future rail by-pass and corresponding intermodal connections. For this, it imposes localising new logistics centres in sites that can be accessed by several modes of transport.

It also takes into account the potential for developing the river network, through a port development scheme centred on maintaining the port of Lyon-Édouard Herriot in the heart of the city, completed with accompaniment platforms towards the north and south. The SCOT also favours new forms of distribution for goods to the city, so as to relieve the urban poles of the pressures of delivery

ADAPTING THE REAL ESTATE AVAILABLE TO THE NEEDS

The SCOT reserves a substantial place for economic activity areas specialising in welcoming and developing businesses and jobs. It thus plans for a real estate portfolio of around 2,000 hectares of extension, to which will be added between 300 and 500 hectares in existing zones to be renewed. This stock, which represents almost half of the real estate available in the metropolitan area, should make it possible to respond to everyone's needs, as well as their variety, in terms of localisation and phasing.

AREAS DEVOTED TO THE ECONOMY



GIVING FULL ATTENTION TO SERVICES TO INDIVIDUALS

The Lyon Intermunicipal Area is also focusing on the residential economy and service industries as motors of development. By reinforcing residential attractiveness, by seeking to retain households in the region, by aiming to increase the flow of tourists, the intermunicipal area intends to capture the generator revenue of consumerism, and thus jobs that cannot be delocalised.

Within the services to individuals, trade plays a key role given the number of jobs and the structuring role it plays in terms of urban organisation. For this reason, the SCOT has set a framework for commercial development with several scales -proximity, catchment area, intermunicipal area- so as to better integrate commercial activity in the urban matrix from the perspective of a city of short distances.

IN PRACTICAL TERMS



ZONES OF ACTIVITY WITH A HIGH ENVIRONMENTAL QUALITY

The SCOT is accompanied by a quality referential for zones and buildings for activities. This referential includes a new model for the creation or requalification of zones of activity. Urban and environmental integration, densification, architectural quality and accessibility are the main elements of these new specifications.



SHINING AT THE INTERNATIONAL LEVEL



Metropolises stand out from other cities through their ability to attract and shine. The search for international recognition has necessarily led the Lyon Intermunicipal Area to reinforce several key functions involved in creating this reputation. On this point, the intermunicipal area project also intends as much to complete its range of equipment and metropolitan level events as to improve its luxury tertiary real estate offer. In addition, the Lyon Intermunicipal Area has the ambition above all to become a major university metropolis, thus inscribing its future development in the perspective of an economy of knowledge and learning.

REINFORCING THE FUNCTION OF THE TERTIARY METROPOLIS

Attracting more decision-making centres and head offices implies increasing in quality the real estate offer for office space. In addition to Lyon Part-Dieu, whose key role as an international-level business district will increase, the SCOT has plans for 8 other metropolitan sites hosting superior tertiary industries: the Cité internationale, Lyon-Saint Exupéry, Confluence-Presqu'île, Gerland, Carré de Soie, Porte des Alpes, Vaise, and the Pôle économique Ouest. All these poles will be increasingly well-connected to the national and international transport networks, and will stand out thanks to their high environmental and functional qualities.

BUILDING A METROPOLIS OF KNOWLEDGE

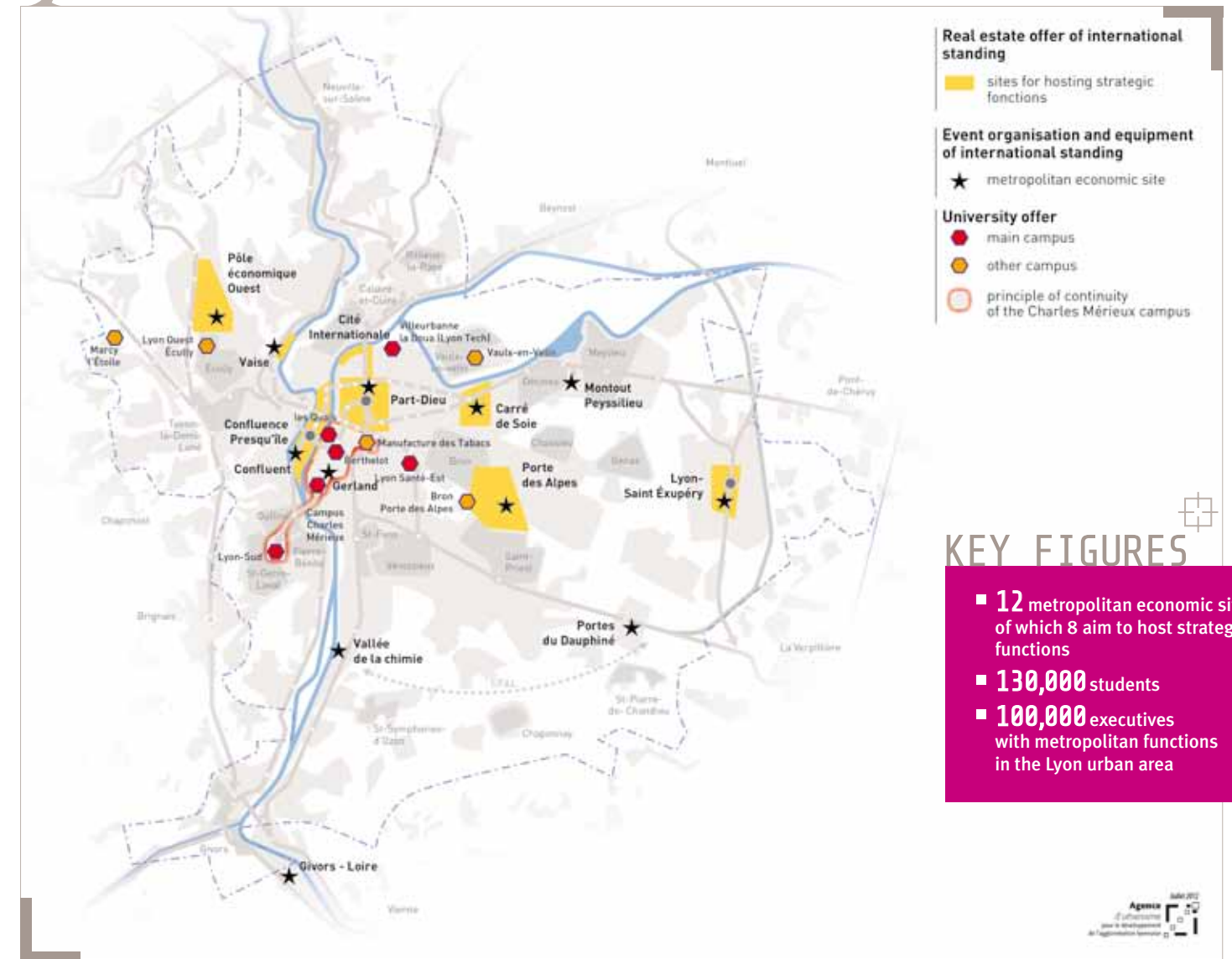
In an economy in which top quality training is increasingly linked to mastering and processing information, and the capacity for quickly transforming ideas into innovations, the intermunicipal area project has made higher education a metropolitan motor for development. It promises organisation of research and training around strong, visible axes to increase the region's reputation, as well as creating networks for the university sites around the three main campuses (Lyon Tech, Charles Merieux and Lyon Santé Est) which new public transport connections will link to each other. In addition to setting up the "Université de Lyon" research and higher education pole and the synergies this thus creates, it is a question of bringing to fruition the model of a university metropolis that combines the integration of the establishments with the city, student quality of life and an openness to businesses.

QUOTE

"Economic attractiveness is built up from a region's poles of competitiveness and excellence, their resources in terms of innovation and their ability to enhance the industrial matrix, and major metropolitan functions such as higher education and research."

Gérard Collomb,
President of Greater Lyon and the Sepal
(SCOT-Decision issued by Greater Lyon)

SUPPORTING THE REGION'S REPUTATION



KEY FIGURES

- 12 metropolitan economic sites of which 8 aim to host strategic functions
- 130,000 students
- 100,000 executives with metropolitan functions in the Lyon urban area

CONTINUING THE REINFORCED OF MAJOR EQUIPMENT AT THE INTERNATIONAL LEVEL

The intermunicipal area intends to increase, from beyond the city centre, its major equipment, particularly on the 12 metropolitan economic sites, all whilst improving their transport connections and complementarity. In terms of trade shows and conferences, the three sites of Bron-Chassieu, around Eurexpo, the Cité internationale and Gerland will concentrate as a priority on new functionalities and capacities in the next twenty years.

In the fields of sport and culture, it is a question not only of completing the current equipment, but also of developing the offer in event organisation, particularly in the sectors that already have a strong foothold in the region, such as dance, opera, cinema or contemporary art.

IN PRACTICAL TERMS



THE PART-DIEU PROJECT

On the strength of its strategic location with its high-speed and local railway station, multi-modal exchange pole and its equipment, the Part-Dieu is the natural number one business district in the intermunicipal area, the second most important in France after La Défense.

The SCOT integrates the continuation of its development. The aims of the Part-Dieu project offer enticing perspectives for businesses, by increasing the power of the site through the construction of new real estate programmes, whilst preserving the balance between the different modes of transport. The aim is also to reinforce the urban quality of the district, paying particular attention to the diversification of its functions and the landscape requalification of public areas.

WELCOMING NEW INHABITANTS



Welcoming half the demographic growth of the metropolitan area between 2010 and 2030, this is the objective set by the SCOT. This ambitious yet realistic objective is made possible by a significant effort in terms of residential attractiveness: greater housing opportunities, localised in urban poles and close to public transport; increased production of social accommodation in the least equipped sectors; intensified town planning that respects the identity of the territory.



KEY FIGURES

- A rhythm of **7 500** new homes between 2010 and 2030
- Developing **70 %** of the new constructions in areas that are already urbanised
- An average density of **e 36** homes/ha. by 2030 (instead of 26 today)
- In 2030, a stock of **28 % à 30%** social housing (instead of 23 % today)

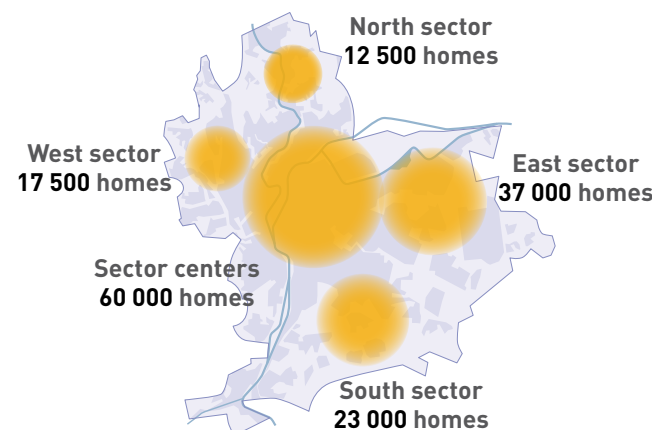
BUILDING MORE HOMES

The Lyon Intermunicipal Area intends to welcome 150,000 new inhabitants in the next twenty years. This aim is based on an increase of more than 15 % in the number of homes built in relation to the last twenty years. This significant effort, resulting in 7,500 new homes per year, nevertheless remains realistic in relation to construction capacity, the possibilities for obtaining land and the preservation of natural and agricultural areas.

BETTER STRUCTURING RESIDENTIAL DEVELOPMENT

The aim of the entire urban area is to reinforce its capacity for residential living. The construction efforts required are obviously adapted to the potentiality of the land and its constraints. But the multi-pole principles of “short distance cities” needs urban development to be oriented as a preference towards the twenty or so poles identified by the SCOT, based on stations and stops for express networks and along urban corridors. Priority is also given to the renewal and densification of existing urban matrices – which must host 70 % of the development – rather than urban extension.

HOUSING PRODUCTION OBJECTIVES PER SECTOR (2010-2030)



PROMOTING A CITY THAT IS MORE DENSE AND WITH GREATER QUALITY

To face up to the expected demographic growth without using up natural and agricultural land, it is necessary to invent a more intensive urban development model. This objective is possible without imposing unattractive architectural forms (tower blocks, etc.), but by modifying the distribution of forms of housing: less detached homes – still very common in the new homes built – and more grouped, intermediate or collective housing. This increased density must be accompanied by a high quality of life in terms of equipment, shops, transport and green spaces. Using architectural renovation is essential for rethinking the forms of urban development, adapting it to the morphology and identity of the region. The “inhabited park” model imagined for East Lyon is an example of this.

RESPONDING TO THE NEEDS OF INHABITANTS

This residential ambition goes hand in hand with diversification of the accommodation available needed to make easier the residential progression of households within the intermunicipal area, and to ensure a home for everyone. In accordance with the principle of solidarity central to the SCOT, efforts must be concentrated on the social housing available, so that it can cover around 30 % of the housing available by 2030.

This effort also covers the production of student accommodation to respond to the needs of a major university city, and the adaptation of its housing to the elderly and handicapped.

On these different points, a Charter has been imagined to affirm the principle of mixed social and inter-generational groups and to promote local experiments.

IN PRACTICAL TERMS



THE “INHABITED PARK” CONCEPT

“An “inhabited park” consists in densifying a district whilst preserving its “natural” atmosphere. To give new inhabitants the desire to live in more densely populated districts, the idea of creating a more natural town, with more vegetation than in current hypercentres, is the key.

This means bringing back into fashion the concept of “garden cities” which flourished in the early 20th century; installing a continuity of trees thanks to coherent planting between public spaces and outdoor private spaces, in the middle of which are distributed the constructions. A large garden-promenade can form a park in the very heart of the district.”

Interview Bruno Dumetier
Architect-town planner
(Greater Lyon Magazine 2007)

QUOTE

“Greater Lyon fights against urban spread and for density of human dimensions. This is generally well appreciated, if it is accompanied by shops, services, public transport...”

Martine David,
Vice-president of Greater Lyon
(Seminar Centre-Est, Bron, February 2011)

BUILDING THE CITY WITHOUT COMPROMISING NATURE



Social demands for an environment that respects the health and comfort of inhabitants continue to grow. At a time of national commitment to the environment, the SCOT poses the first milestone in the renewal of the logic of town planning, anticipating the ruptures that seem inevitable in terms of energy and public health. The SCOT places the environment at the heart of its project: saving resources and energy, reducing risks and nuisances, all demanding but essential choices for improving the health and well-being of the inhabitants, as well as the attractiveness of the intermunicipal area.

SAVING RESOURCES

First of all, the SCOT focuses on preserving natural resources for the benefit of future generations, particularly in terms of land, water and materials. For the natural land that covers almost half of the region, it is a question of limiting consumption whilst ensuring development objectives. This is why the urbanisation of the territory places the priority on urban renewal and more “intensive” town planning projects.

In parallel, water resources, which are of the highest strategic importance for a major intermunicipal area, must be protected and secured. From this perspective, it is important to rigorously control land use in proximity to capture points and to search for diversified supplies. In the same vein, the borrow pits, which are still abundant but greatly solicited by the high level of construction, must be the subject of integrated management and the diversification of supply sources.

WAGERING ON AN ENERGY-SAVING CITY

The SCOT has adopted objectives to reduce by 20 % greenhouse gas emission and energy consumption. To attain these targets, it counts first on the overall impact of the multi-pole development model proposed to reduce the amplitude of the distances travelled and to facilitate the adoption of a “short distance city” practices. In parallel, actions will have to be deployed in several directions: liberating road space to privilege public transport and soft transport modes; encouraging the use of local renewable energy sources; promoting the green grid within the city; developing short circuits for business and food; encouraging energy savings in the new and old housing available by using environmental performance referentials. These orientations are inscribed in the spirit of strategic documents such as the Greater Lyon Climate Plan and the Climate Air Energy Regional Plan, which should reinforce the range of this.

REDUCING RISKS AND NUISANCES

The health risks associated with the environment have become an unavoidable reality in contemporary society. This is why the intermunicipal area has made public health and the improvement of its environmental parameters one of its top priority objectives, in association with the Atmosphere Protection Plan. The avenues of progress for a “peaceful” city are multiple here: resorbing the black spots for noise and preserving calm zones; better integration of road infrastructures into the urban matrix and decreasing the speed of cars on the intermunicipal area’s road network; developing non-polluting modes of transport; searching for innovative solutions for the delivery of merchandise to the city.

MAKING THE ENVIRONMENT A DRIVING FORCE FOR INNOVATION AND DEVELOPMENT

In response to the increasing social preoccupations in the face of environmental problems, the Lyon Intermunicipal Area has positioned itself as a region that welcomes ecotechnology. As the second French pole for environmental sciences, it is based on the recognised skills of its businesses and researchers in the fields of petrol, biotechnology, life sciences, transport organisation and clean vehicles.

It focuses on the intelligence developed in the competitiveness poles Axelera and LUTB– Lyon Urban Truck and Bus –to develop innovation and jobs in the field of “cleantech”. With the help of public policies, it is the task of the economic key players and the search to commit to new sectors and new markets.

The regeneration of industrial territories such as the Vallée de la Chimie (Chemistry Valley) is strongly linked to this capacity for innovation.

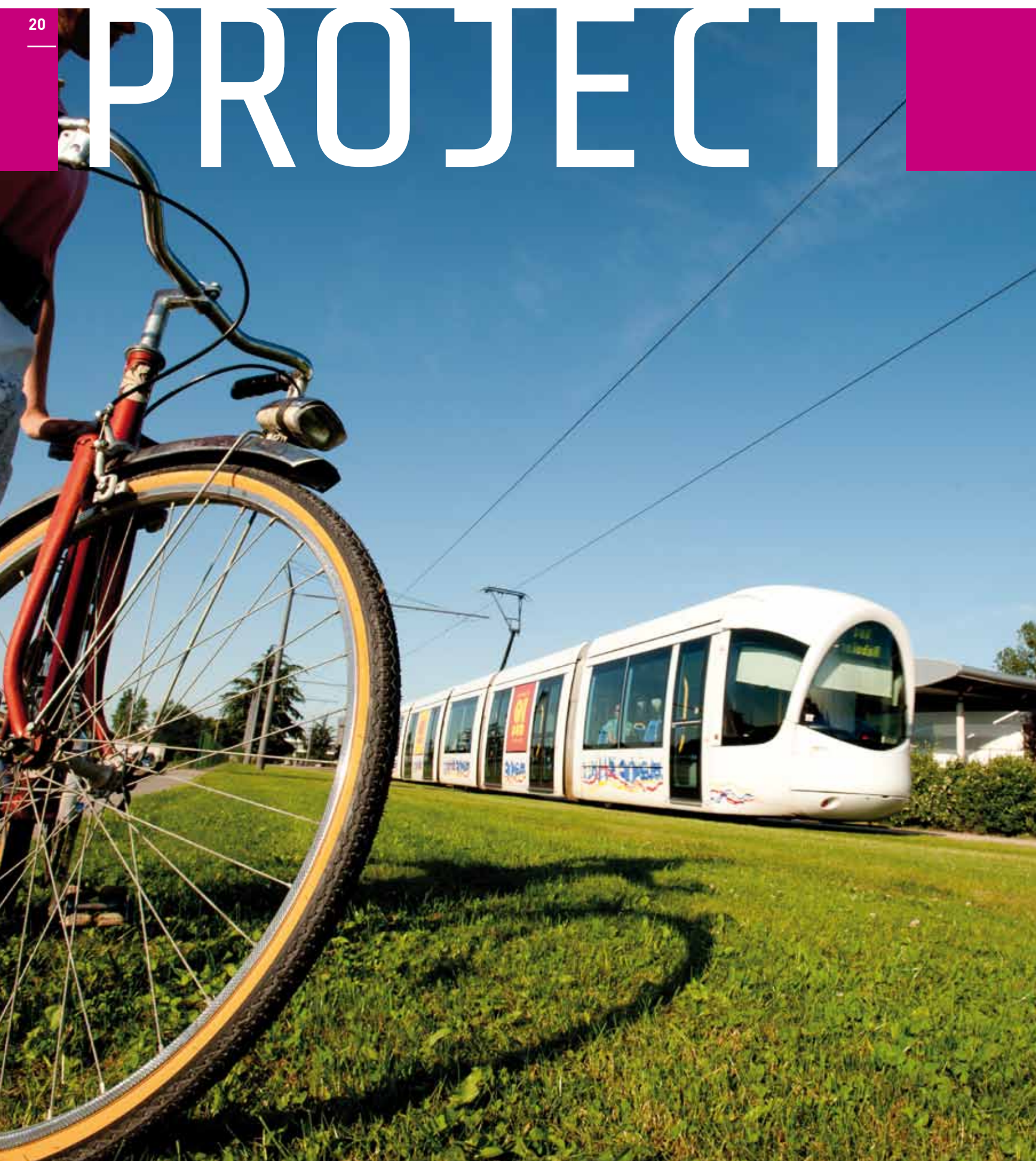
IN PRACTICAL TERMS



THE ENVIRONMENTAL ANALYSES UPSTREAM OF THE URBAN EXTENSION PROJECTS

The SCOT plans for accompaniment measures to better integrate the environmental issues upstream of the projects for urban extension. These upstream environmental analyses will make it possible to ensure that there is effective inclusion of the ecological quality of the project (biodiversity), the water cycle and impermeabilisation of the land, as well as the management of energy, materials, waste, travel alternatives that are an alternative to private cars and the risks and nuisance generated.

PROJECT



A SUSTAINABLE INTERMUNICIPAL AREA WITH THREE MAJOR NETWORKS



The SCOT breaks with the diagram of a self-centring city, which is poorly adapted to the new environmental stakes. It promotes a town planning model based on multi-pole organisation that is coherent with the principles developed at the metropolitan scale and which distributes more harmoniously housing, activities and equipment on the region, all whilst limiting travel.

This multi-pole model is structured around three networks:

- **the green network for natural and agricultural spaces** which form an infrastructure of their own. As decisive factors in quality of life, and the social and economic balance of the region, they must be protected and better linked to each other.
- **the blue network of rivers** which have always played an essential role in the intermunicipal area's structuration. For this reason, they will see their heritage, recreational, landscaping and economic functions better promoted.
- **the public transport network** which sketches the new skeleton for the development of the intermunicipal area. This network will make it possible to better connect the urban poles in a mobility basin extended soon to three million inhabitants.

On the strength of these three networks, the intermunicipal area of tomorrow will be organised around nature and will not develop further by relentlessly pushing out its boundaries. It will reinforce the role of its rivers instead of ignoring them; it will be structured around public transport and no longer around cars alone, in the logic of complementarity between modes.

BUILDING A MULTI-POLE INTERMUNICIPAL AREA



Providing inhabitants, at a moderate distance, with a job, as well as a complete range of equipment and day-to-day services is the aim of a multi-pole intermunicipal area. It is thus a question of constructing a short-distance city, organised around catchment areas that are more autonomous, and urban nuclei that are likely, through their size and potential, to polarise jobs, equipment and shops. The stakes are high: welcoming at least 150,000 new inhabitants by 2030, whilst containing urban spread which generates energy consumption, pollution and the need for infrastructures.



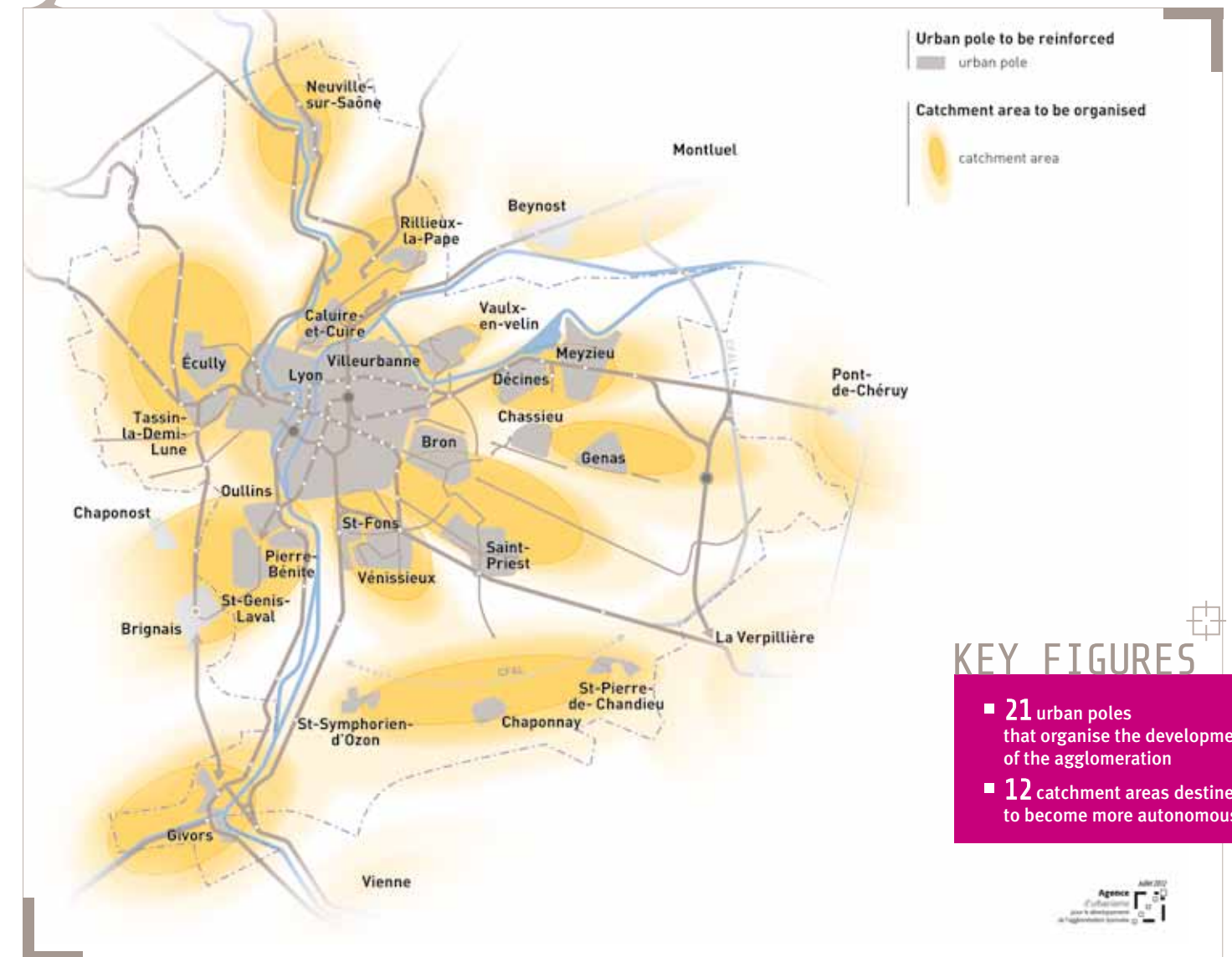
MORE AUTONOMOUS CATCHMENT AREAS

The multi-pole model proposed by the SCOT redesigns new territorial balance. Beyond the centrality of Lyon-Villeurbanne, it is a question of basing the development of the intermunicipal area on a dozen catchment areas which form the daily framework for the inhabitants. They must be comforted, better structured, and progressively attain the reference scale of public policies in terms of travel and the installation of commercial, education, sport, health and economic development equipment.

AROUND TWENTY URBAN POLES, THE PREFERENTIAL SITES FOR TOWN PLANNING

To respond to the objectives for demographic growth that the SCOT has set, a privileged place has been given, within each catchment area, to twenty-one urban poles positioned at an intermediate scale, between district and intermunicipal area. Because of their public transport connections – both current and future – their level of equipment and services, and their potential for development, they form the preferential welcome sites for urban development and the pressure points for the organisation of the territory. The status of pole implies the responsibility to successfully accomplish more compact town planning operations, welcoming equipment, housing and services.

THE MULTI-POLE ORGANISATION



KEY FIGURES

- 21 urban poles that organise the development of the agglomeration
- 12 catchment areas destined to become more autonomous

SPECIALISED POLES TO WELCOME DEVELOPMENT

In addition to urban poles, the aim of specialised poles is to welcome economic activities and major equipment. The SCOT clearly identifies them, whether it is metropolitan economic sites, host sites for strategic functions, epicentres for poles of competitiveness and excellence, university poles, commercial poles. These poles must remain complementary, without entering into competition, with the urban poles.

The modalities for town planning and development of which they will be the subject will have to monitor this.

QUOTE

"The desire is to build a networked intermunicipal area: in each part of the territory, leisure, public services and housing should make it possible to live without excessive centralisation."

Jacky Darne,
Vice-president of Greater Lyon
(letter SCOT - July 2007)

IN PRACTICAL TERMS



THREE SCALES TO ORGANISE DEVELOPMENT

The intermunicipal area project identifies three territorial scales to organise the offer in terms of equipment and services:

- **The proximity scale**, that of districts and municipalities, must satisfy the needs in terms of proximity shops, day-care structures, squares, without involving an obligatory use of a car.
- **The so-called "intermediate" scale**, that of catchment areas, for satisfying needs in terms of services is based in particular on commercial poles, middle schools, high schools, retirement homes, swimming pools or hospitals.
- **The metropolitan scale** includes the major tertiary employment poles and major equipment that shines at a wide-ranging scale (universities, stadiums, museums).

GREEN NETWORK

MAKING NATURE AVAILABLE TO EVERYONE



The Lyon Intermunicipal Area is looking at its natural and agricultural spaces in a new way: it no longer considers them as “empty”, long term reserves for town planning, but as “full”, with their own social, economic, landscaping and recreational value. Without making them into sanctuaries for all that, the SCOT protects them in the face of urban pressure, focusing on preserving the land, as well a policy of projects able to support peri-urban agriculture and bring nature closer to the inhabitants. Nature – whose place must also stand up for itself more and more forcibly in the heart of cities...



PROTECTING AND PROMOTING THE LARGE NATURAL SPACES

By recommending the limitation of land use linked to town planning, the SCOT intends to preserve natural and agricultural spaces, which cover almost half of the intermunicipal area. But rational land use is not enough. This is why it expressly protects the major natural spaces within the metropolitan area: the Balmes Viennoises, Grand Parc Miribel Jonage, valleys to the west and the Monts d'Or. The SCOT also sets up a system of green belts which preserve ecological continuity and forbid town planning in around fifteen sites under threat from urban pressure.

IMPLEMENTING AN INTERMUNICIPAL AREA GREEN NETWORK

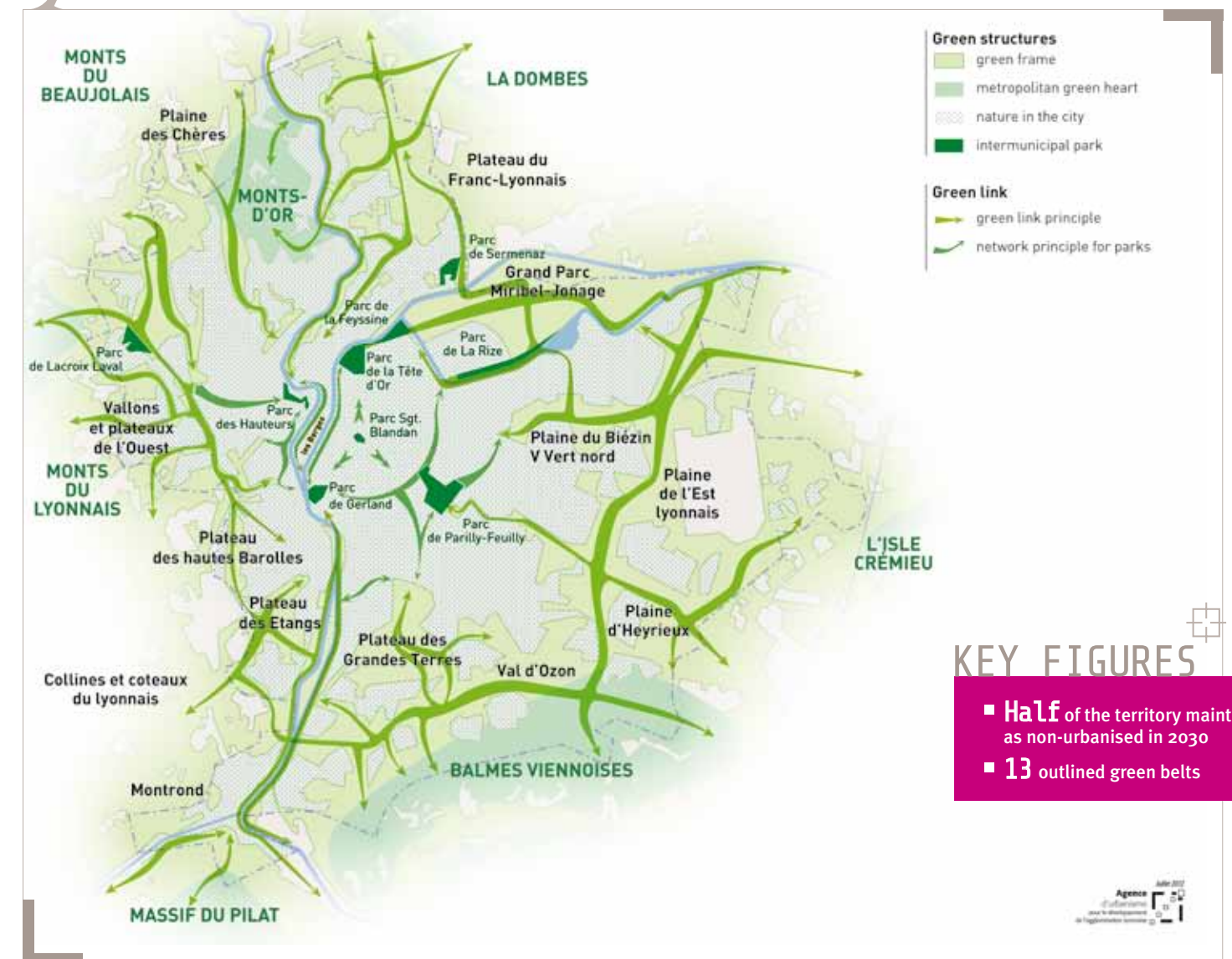
Beyond their intrinsic value, natural spaces are also valuable for their complementarity when they are linked to each other. On the basis of three components—a green grid, corridor and framework—already identified in the National Planning Guidelines for Metropolitan Lyon, it is a question of constructing an “interconnected green network” that ensures continuity between the spaces. The SCOT makes sure to guarantee this spatial continuity within the intermunicipal area on the one hand, with the metropolitan green grid on the other, through “green links” that it localises and which have the vocation of hosting several functions: ecological, landscape, agricultural, leisure and discovery.

QUOTE

“For decades, we considered the natural spaces situated around a city as being ultimately destined for construction. Simple consumable reserves that were often shown as blank on town planning documents. Committing to sustainable development means turning things around and considering them as areas to be preserved as a means of fighting against global warming and encouraging biodiversity.”

Gilles Buna,
Vice-president of Greater Lyon,
President of Lyon Town Planning Agency
(Lyon ville durable, n°1)

GREEN NETWORK



KEY FIGURES

- Half of the territory maintained as non-urbanised in 2030
- 13 outlined green belts

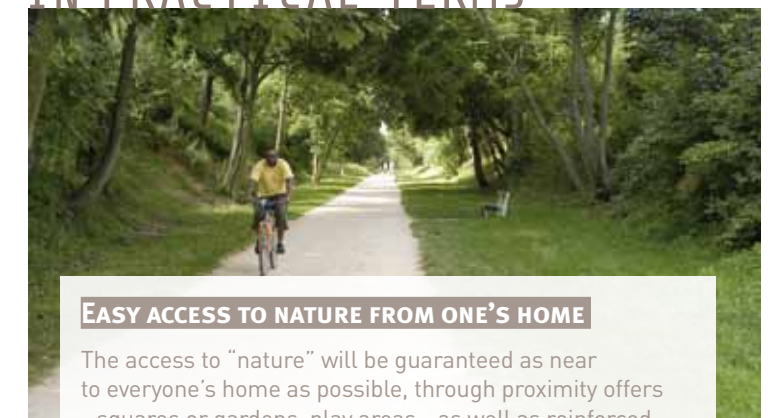
MONITORING BIODIVERSITY

Preserving biodiversity means playing a part in the natural purification of water, preventing flooding, improving living conditions. The Lyon Intermunicipal Area still has a rich biodiversity, both in terms of wild fauna and plant organisms, but this ecosystem is fragile. Preserving the core areas of biodiversity and linking them together through green belts, green grids, continuity and green corridors aims to maintain, even restore biodiversity.

REINFORCING THE ROLE OF NATURE IN THE CITY

Access to nature is an essential element in the quality of life of the inhabitants and attractiveness of the intermunicipal area. The demands for natural spaces near housing are high. In proximity to the city, the green grid drawn out by the SCOT – a set of areas that are predominantly non-constructed, natural, agricultural, forest land, is a first response to this need. Inside the city, the network of parks and forts linked to green connections, propose a continuum of breathing spaces. In addition, the SCOT bears a message that nature more than ever has a “right” to counteract the effects of urban intensity, limit the hot spots and maintain biodiversity in the heart of the city.

IN PRACTICAL TERMS



EASY ACCESS TO NATURE FROM ONE'S HOME

The access to “nature” will be guaranteed as near to everyone's home as possible, through proximity offers – squares or gardens, play areas – as well as reinforced access to the major natural spaces in the intermunicipal area through public transport and the development of local “soft” transport networks, connected to the network of twelve green avenues in the SCOT.

GREEN NETWORK SUPPORTING PERI-URBAN AGRICULTURE



Agriculture creates wealth and jobs. It feeds the inhabitants in the Lyon region. Finally, it plays an essential role in the structuring and maintenance of the landscapes.

For these reasons, the Lyon Intermunicipal Area intends to maintain this peri-urban agriculture on its territory, and even develop it. The SCOT cannot attain this objective alone. Preserving agricultural land in the local town planning plan is here a necessary condition, but not sufficient.

It must go hand in hand with other policies, particularly that launched by the Rhône département in terms of the protection and promotion of peri-urban natural and agricultural spaces.



MAINTAINING AGRICULTURAL PRODUCTION

As in other economic sectors, agriculture has undergone profound changes in the course of the last few decades. The industrialisation of production processes associated with changes in society has led to a considerable decrease in the number of farmers. In addition, urban pressure on the fringes of the intermunicipal areas has encouraged the abandonment of agricultural land. In this context, the priority is to maintain production: better coherence between land units, the circulation of agricultural equipment, the organisation of commercialisation circuits. For these different aspects to be taken into account upstream of the projects, the SCOT includes agricultural analyses prior to any urban extension project.

ADAPTING PUBLIC POLICIES TO THE DIVERSITY OF THE TERRITORY

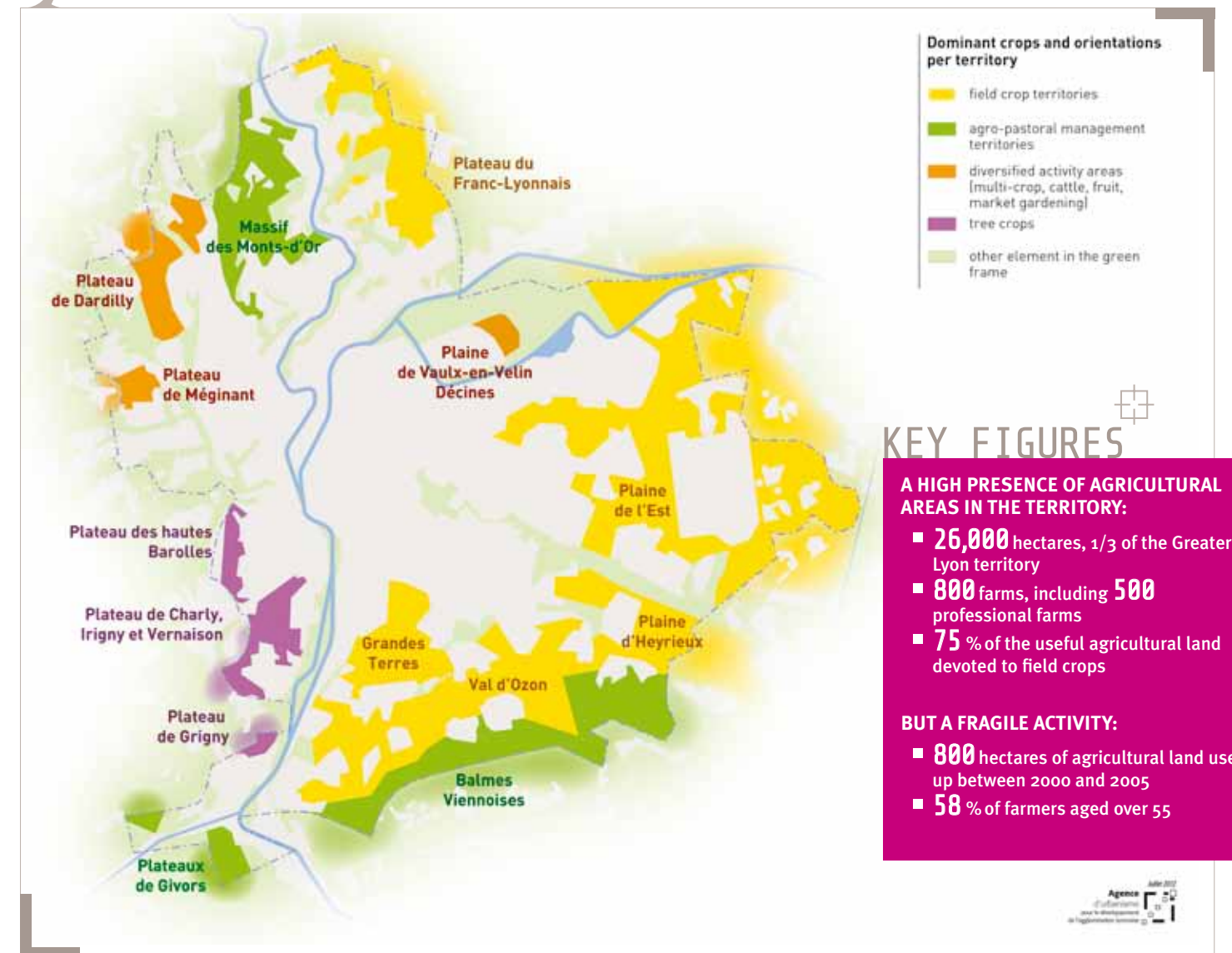
Behind the general term of “agricultural activities”, there are a wide range of realities: large scale arable farming to the east of Lyon, tree production in the plateaus in the south-west, agro-pastoral land management in the Monts d’Or, all describing highly diversified peri-urban agriculture. Although this diversity guarantees a wide variety of local production, it nevertheless raises different problems from one area to another. Public support policies for agriculture must take these local specificities into consideration, in association with the farmers directly concerned.

QUOTE

“The discussions held [...] with the representatives of the agricultural world have speeded up the raising of awareness of the economic role played by these spaces, despite urban pressure.”

Gilles Assi,
Vice-president of Greater Lyon,
(Les Échos 04/28/2010)

FARMLAND TO BE PROTECTED AND PROMOTED



ACTING IN THE MOST SENSITIVE AREAS

Certain agricultural sectors are particularly isolated and threatened. The farmers cannot survive unless they manage to make their production profitable via an investment programme. Identifying these situations in the intermunicipal area has resulted in the implementation of a specific policy, carried out jointly by the SCOT and the Rhône General Council, each with its own skills: the SCOT protects these sensitive areas, defined in advance. In parallel, the Rhône General Council deploys a programme of promotional actions on behalf of the Penap (protection of natural spaces and peri-urban agricultural spaces), in association with the communes and inter-communalities.

IN PRACTICAL TERMS



THE PSADER/PENAP PROGRAMME ALREADY IN ACTION

The Psader/Penap¹, which is the fruit of a partnership approach between the Rhône General Council, the Rhône-Alps Region, Greater Lyon and the Community of Communes of the Pays de l’Ozon and the Est Lyonnais aims to create favourable conditions for maintaining viable peri-urban agriculture; to manage and improve the links between the urban, the peri-urban and the rural; to participate in the quality of the agricultural and natural spaces, as well as resources. In the context, a budget of 4 million euros by 2016 will make it possible to finance the actions. As an example, the installation of 3 farmers in Curis-au-Mont-d’Or in 2011: on a plot of 5 hectares, they are developing organic market gardening production to supply the associations that support small farmers and markets in the sector, in a logic of shorter circuits.

(1) Psader/Penap: Regional and departmental public policy for peri-urban agriculture



BLUE NETWORK RECONNECTING WITH THE RIVERS



The blue network, defined as the grid of the rivers Rhône and Saône, along with their smaller tributaries and streams, play an important role in the daily life of the inhabitants as a place to return to one of his sources, for walks, for discoveries and leisure activities. Forming an important natural heritage, marking the identity of Lyon, the blue network is also a key element in the quality of the landscape, the functioning of the ecosystems and the water supply for the intermunicipal area.

The SCOT intends to protect and promote this network, whilst giving it a starring role in the structuring of the intermunicipal area. Through ambitious town planning and renaturation projects, it is a question of both continuing the re-appropriation process of the river by the inhabitants and of developing river tourism.

COMPOSING AROUND THE RHÔNE A NEW PARK FOR THE INTERMUNICIPAL AREA

Long ignored, the Rhône has now been identified as a common metropolitan advantage and is the subject of a progressive rehabilitation project as a living natural milieu, with real re-appropriation by the inhabitants as a site for recreational activities and an urban public space. The SCOT participates in this site, which stretches from the confluence of the Ain to that of the Gier, monitoring the accessibility of the banks and major leisure structures. The main objective is to progressively create a large, linear park linking the upstream Rhône to the downstream Rhône, an objective that supposes the necessary reconquering of the right bank of the river, parasite by the presence of the motorway network.

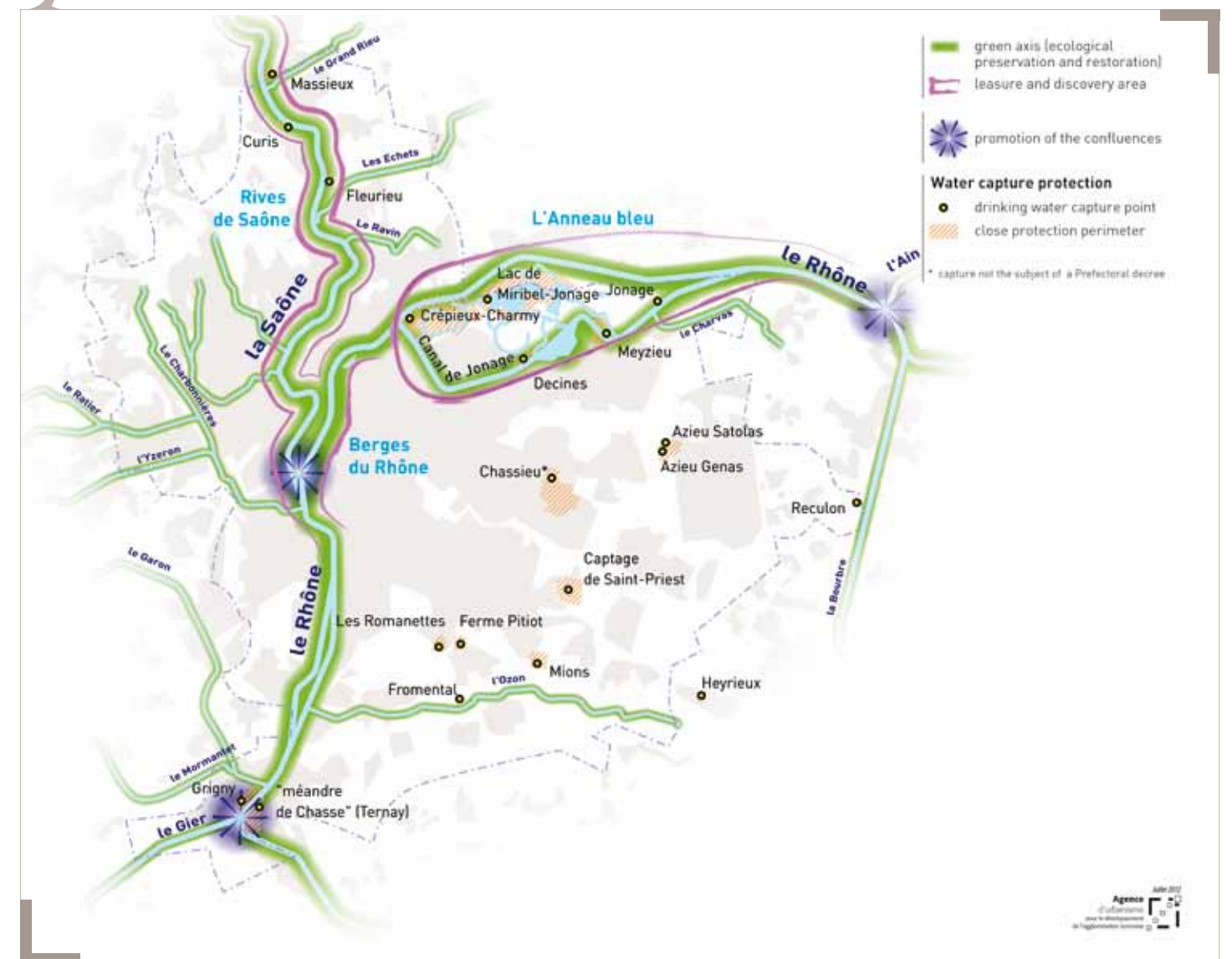
PROMOTING THE "CITY AND NATURE" HERITAGE OF THE SAÔNE VALLEY

Designated by the SCOT as one of the seven "project territories" in the Lyon Intermunicipal Area, the Saône Valley will also host a new programme, in harmony with its exceptional ecological and cultural heritage. From Neuville-sur-Saône to the Confluent with the Rhône, it is a question of promoting quality renovation of the banks, linking the urban poles via a continuous landscaped belt – in the image of a city that is one with nature – and organising a network of leisure and discovery circuits along the banks.

CREATING A LARGE, PERI-URBAN METROPOLITAN PARK AROUND THE BLUE RING

Promoting all the natural spaces in the Upstream Rhône sector, between the large confluence of the Ain and the sector of Crépieux-Charmy, this is the project of the "Blue ring". In a prolongation of the actions carried out by the Symalim, the management organisation for the Grand Parc Miribel Jonage, it is a question of progressively forming a real peri-urban nature park of metropolitan stature. Completing such a project must go hand in hand with maintaining the major functions of these spaces: water resource management, stabilisation of floods, preservation of the milieus and educating at the environmental level.

BLUE NETWORK



PROTECTING AND REVEALING THE AQUATIC ECOSYSTEMS

The blue network connects the natural and living milieus that ensure an essential function in the ecosystem in terms of biodiversity. They also play a key role in providing the intermunicipal area with drinking water. Preserving the ecological value of the waterways is thus part of the SCOT. Although the Rhône and the Saône are primarily concerned, their tributaries are also of great importance: the Ozon in particular, which serves as an outlet for the water table in the east of Lyon, or the streams in the west of Lyon, a territory of relief that is more sensitive to run-off water. The orientations set out by the SCOT play a part in that, in the future, this hydrographic network, may form a continuum of preserved natural spaces.

IN PRACTICAL TERMS



THE INHABITED CANAL

As an emblem of this reunion of the city with its rivers, and the restored contact with its inhabitants, the banks of the Jonage canal, from the Park of the Tête d'Or and Feysine to the Grand Large in Meyzieu aim to become an element of the great intermunicipal area park. Certain sites suitable for residential redevelopment will be able to accommodate homes of great quality: the Saint-Jean banks in Villeurbanne, Cusset island, Carré de Soie, the Sablons district in Décines-Charpieu, and the La Déripe sector in Meyzieu.

BLUE NETWORK DEVELOPING RIVER TRANSPORT

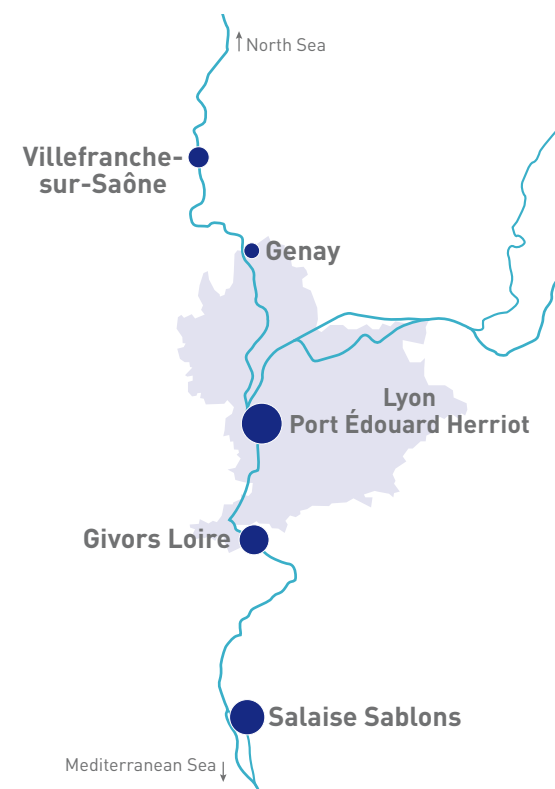


The history of Lyon is intimately linked to the rivers: using the river for the transport and exchange of merchandise has long contributed to the wealth of Lyon. The explosion of road traffic changed things. River traffic decreased notably, with the notable exception of the port Lyon-Édouard Herriot, which remains a prime element of river logistics. But the “back to the river” movement, although it concerns primarily the practices of the inhabitants, also affects the key players in transport: those who are gradually rediscovering the virtues of the river as a reliable, sustainable, reasonably priced means of circulation have become aware of its major potential for development. The SCOT is wagering on a new river dynamic and a port offer to structure, so that waterways can progressively form a credible alternative to roads.

STRUCTURING THE METROPOLITAN PORT OFFER

For the transport of merchandise, there are real opportunities for a modal transfer to waterways, on the condition that the port infrastructure on offer and the associated services become more high performance.

From this perspective, the intermunicipal area project proposed by the SCOT reinforces the role played by Lyon-Édouard Herriot as a central piece of equipment in a multi-site port organisation. In parallel, it reserves spaces on the banks of the waterways in order to create new infrastructures. From the north to the south of the metropolitan territory, the sites of Villefranche-sur-Saône, Genay, Givors/Loire sur Rhône, and Salaise-Sablons should form in the coming years the links in a renewed port offer that is better sized so as to provide support for river transport operators.



OPTIMISING THE POTENTIAL OF PORT LYON-ÉDOUARD HERRIOT

Well placed in the intermunicipal area, on a railway line and stimulated by the growth in capacity scheduled for Fos-sur-Mer, port Lyon-Édouard Herriot has the potential needed to develop its activity as a tri-modal logistics platform for the Lyon Intermunicipal Area area. The SCOT confirms the maintenance of this port site, even though its existence has often been questioned. The aim is now to optimise the overall functioning of this equipment, preparing the departure activities installed within the port but not without ties with it, and taking advantage of the implantation of the port in the heart of the city. Its position in contact with the city should be taken advantage of to implant functions – currently emerging – of urban logistics, a field in which innovative solutions remain to be invented in link with the Lyon Urban Truck and Bus competitiveness pole.

HELPING COMPLEMENTARY PORT PLATFORMS TO EMERGE

The future of the Lyon Intermunicipal Area as a major pole for exchange evidently requires significant investment in multi-modal port equipment.

Because of the limited capacities for extension, port Lyon-Édouard Herriot cannot accept all the activities associated with the river. It has thus been envisaged, in coherence with the reflections carried out more widely at the scale of the Saône-Rhône basin, to develop two complementary platforms within the Lyon Intermunicipal Area. In the south, the industrial and port site of Givors/Loire sur Rhône has real potential for development, on the condition of improving its road access.

In the north, a new port platform on the banks of the Saône could be created in the sector of Genay, in prevision of the extension of the wide-gauge waterways beyond Pagny.

KEY FIGURES

- **55,000** containers transported on the rivers of the intermunicipal area in 2010. Target 2030: **250,000** containers and double the amount of river freight in transport of merchandise
- **7 000,000** tonnes transported by water in 2005 between the ports of Marseille and Fos-sur-Mer and Pagny to the north of the metropolitan area
- The Rhône-Saône axis can take **3 TIMES MORE** traffic without additional investments
- **110** hectares of surface for port activities in port Lyon-Édouard Herriot

IN PRACTICAL TERMS



THE SITE OF GIVORS/LOIRE SUR RHÔNE

On the right bank of the Rhône, to the south of the urban pole of Givors, the industrial and port site of Givors/Loire sur Rhône (100 ha) has been identified as a strategic metropolitan area for economic activities in relation with river transport. The two SCOT in question (the Lyon Intermunicipal Area and Banks of the Rhône) have conducted, in association with the key players (VNF, three inter-communes), a collective reflection on the future of the site. In 2009 they signed a partnership development charter which makes it possible to better target the installation of businesses using the river and which envisages, in the mid-term, the creation of a public port attached to the economic activity area.

PUBLIC TRANSPORT NETWORK FROM SIMPLE HUB TO TIGHTLY WOVEN NETWORK



Like the green and blue networks, the express public transport network must structure the urban development of the Lyon Intermunicipal Area. The deployment of a network of the Regional express type by 2030 is the backbone of this organisation, the only one to ensure complementary functioning of the car system at the metropolitan scale. From this perspective, it is necessary to increase the frequency at rush hour, continue the renovation of the stations and restructure the Lyon rail hub. These investments in great part condition the multi-pole function of the metropolis, whose urban development must be concentrated around stations and the main public transport axes.



BUILDING THE REAL, AN EXPRESS NETWORK FOR THE LYON METROPOLITAN AREA

Setting up a public transport network of the Regional express type by 2030 is one of the intermunicipal area's main priorities. Built around the ten branches of the Lyon rail hub, with the underground lines A, B, C and D and the express tramway line, T3, this network will be completed by extensions to certain lines and will see its level of service improved in the years to come, so as to give access to all the urban poles and reinforce its competitiveness in relation to private cars.

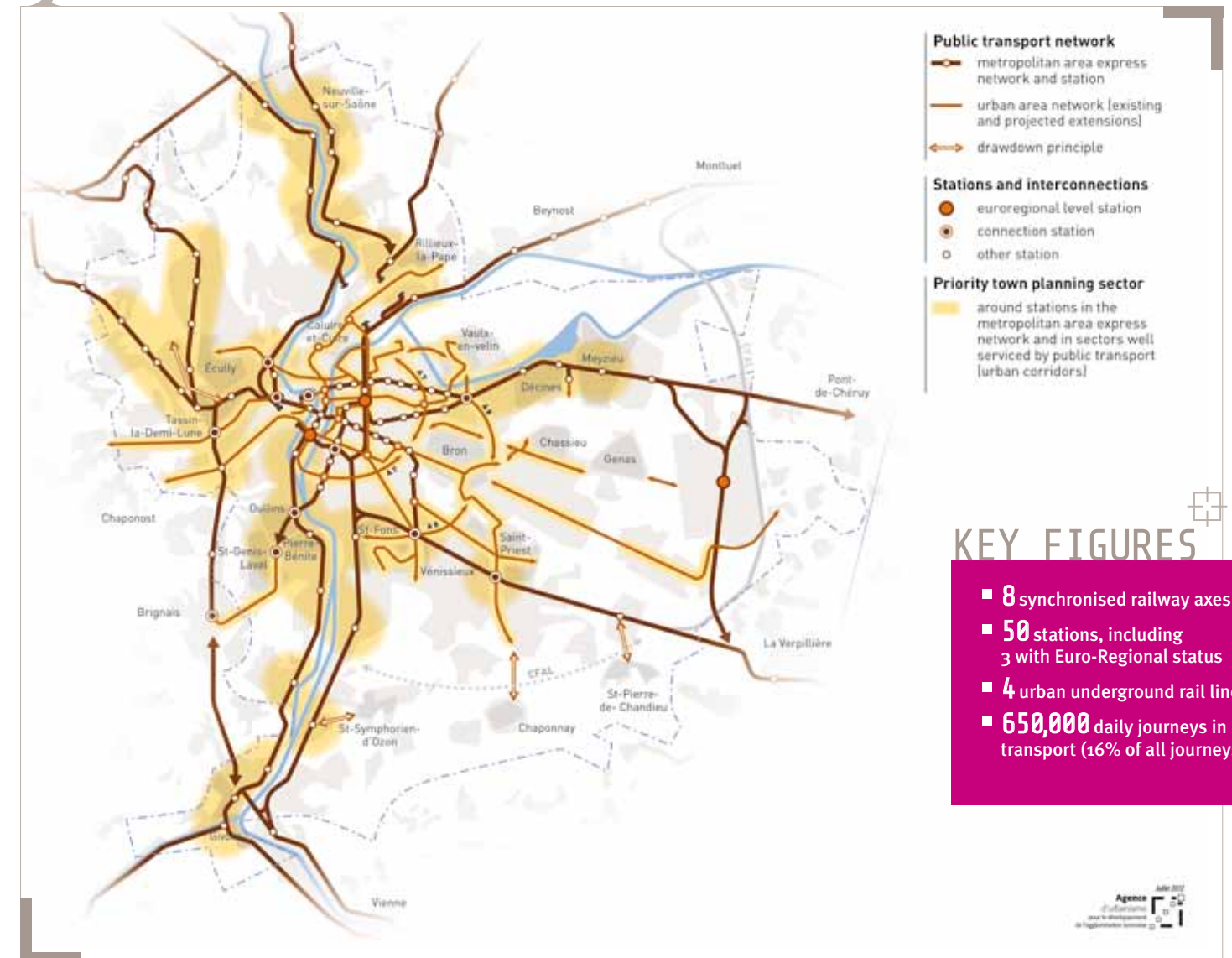
LINKING THE NETWORK AT THE SCALE OF THE INTERMUNICIPAL AREA

Reinforcing the public transport links making it possible to travel within the intermunicipal area and catchment areas (bus, trolleybus, tramway, new lines, ring roads) has been envisaged to improve access in the urban area. This development, allied with better functioning of connection points with the express network, should increase the offer of public transport and, as a result, its attractiveness.

CONCENTRATING EFFORTS ON THE HEART OF THE RAIL NETWORK

The Lyon Intermunicipal Area project promoted by the SCOT has the ambitious aim to develop the high speed train links, the intercity links, peri-urban links and freight transport, all connected to each other with all the branches of the rail hub. The priorities have been clearly identified: gaining capacity in the heart of the rail hub (Saint-Clair/Guillotière section), physically separating the high speed rail, mainline rail and freight services in relation to the metropolitan offer, renovating the Part-Dieu station and connecting the west Lyon rail network with the rest of the network by means of an east-west connection in the city centre.

THE PUBLIC TRANSPORT NETWORK, SUPPORTING URBAN DEVELOPMENT



KEY FIGURES

- 8 synchronised railway axes
- 50 stations, including 3 with Euro-Regional status
- 4 urban underground rail lines
- 650,000 daily journeys in public transport (16% of all journeys)

FAVOURING DEVELOPMENT AROUND STATIONS AND MAIN PUBLIC TRANSPORT AXES

The stations or stops on the express network become key elements in this new model for urban growth, just like the twelve urban corridors that run along the main public transport axes. It is effectively in close proximity to these areas with good public transport connections – either already in place or envisaged – that residential development must be organised. Half of the demographic growth expected by 2030, that is, 70,000 to 80,000 inhabitants, should thus be situated less than one kilometre from a station.

QUOTE

"The multi-pole organisation that is the basis for the SCOT project should make it possible to give full meaning to the reflections I have undertaken on the questions of linking the TCL (Lyon public transport) network, particularly its key lines, with other modes of travel."

Bernard Rivalta,
President of Sytral (SCOT - Avis du Sytral)

IN PRACTICAL TERMS



STATIONS AND THEIR PERIPHERY, NEW LIVING AREAS

Stations have often been ignored by town planning policies in the last few decades. Treated as technical areas, they are often situated in undervalued areas where most territorial group projects concerned until recently little more than station parking facilities.

In parallel with the enhancement of the rail offer, the SCOT is in favour of renovating the renewed station districts, making them equipped and attractive. The aim is for them to become living areas in their own right, forming new centres within the intermunicipal area.

MAKING THE INHABITANTS' DAILY JOURNEYS EASIER



In parallel to the priority development of the public transport network, the SCOT envisages the necessary requalification of the road infrastructures and evolution in their use. In coherence with the environmental measures concerning the protection of the atmosphere, the use of cars will be further structured. It has decided to develop intermodal practices, as well as to generalise structures in favour of bicycles and walking. These orientations also aim to preserve the quality of life of the inhabitants and ensure the reliability of travel, rather than the speed.



RETHINKING ROAD USE

Referring to the 3 territorial scales that structure the project, the SCOT defines three types of road network, matching them to specific conditions of use so as to organise a fairer distribution of public space. As it is a question of the metropolitan network, the SCOT recommends separating private car traffic from other modes of transport: in this way, lanes could be reserved permanently or temporarily for alternative modes of travel to private cars (buses, coaches, car-sharing, etc.).

With regard to the intermunicipal area network, the priority is given to public transport. As for the proximity network which represents the vast majority of the roads in the intermunicipal area, bicycles and pedestrians occupy a central role.

For all the networks, the SCOT works on the principle of urban processing that makes it possible to better integrate roads into the areas crossed, particularly the motorway sections constructed in built-up areas.

OPTIMISING THE EXISTING ROAD NETWORK RATHER THAN EXTENDING IT

The existing road network has quite considerable room for manoeuvre, on the condition that it is exploited wisely. The intermunicipal area project has chosen to optimise this network and limit its development. This is why the SCOT is not inscribed in any additional road project on intermunicipal areaterritory, with the exception of the East Urban Boulevard and the Valvert/Bonnevay connection which will make it possible to directly link the catchment areas Porte Nord-Ouest and Porte Sud-Ouest in which considerable growth is expected, with more than 20,000 additional new homes.

SEARCHING FOR RELIABILITY RATHER THAN SPEED

Speed produces stress, nuisance, insecurity and pollution. It cannot be an objective in itself. This is why the SCOT instead favours a travel policy focusing on reliability in journey times, on fluid circulation and preserving the quality of life of the inhabitants. With this in mind, it recommends measures to bring speed limits down on the entire road network.

ENCOURAGING BICYCLE USE

Lyon was one of the first French cities to rediscover the joys of cycling. The margins of progression in this mode of transport are considerable, as only 2 % of journeys were by bicycle in the intermunicipal area (versus 30 to 40 % in certain cities in northern Europe). The aim is thus to generalise the infrastructures that encourage bicycle use (30 Km/h speed limit zones, cycle lanes or tracks, cycle racks, etc.). The SCOT recommends producing a Cycle map at the scale of the entire intermunicipal area to make bicycle use easier for daily commuting and leisure cycling.

BETTER INTERCONNECTING THE DIFFERENT MODES OF TRANSPORT

To make alternative modes of transport to car travel more attractive, it is necessary to increase the fluidity of the travel chains and encourage intermodality. This is why the SCOT intends to improve the organisation of the intermodal exchange hubs and encourage their accessibility as a priority for public transport, pedestrians or cyclists by means of adapted renovations. In addition, park-and-rides will be created within and on the outskirts of the intermunicipal area. More generally, the policy for controlling parking, widely in use in the centre of Lyon, will be progressively extended so as to reorient travel practices and develop the quality of public spaces. Finally, to accompany the development of the metropolitan express network, the SCOT is in favour of the creation of a pricing system and funding coordinated at the metropolitan scale.

IN PRACTICAL TERMS



REINFORCING URBAN INTEGRATION OF MOTORWAYS

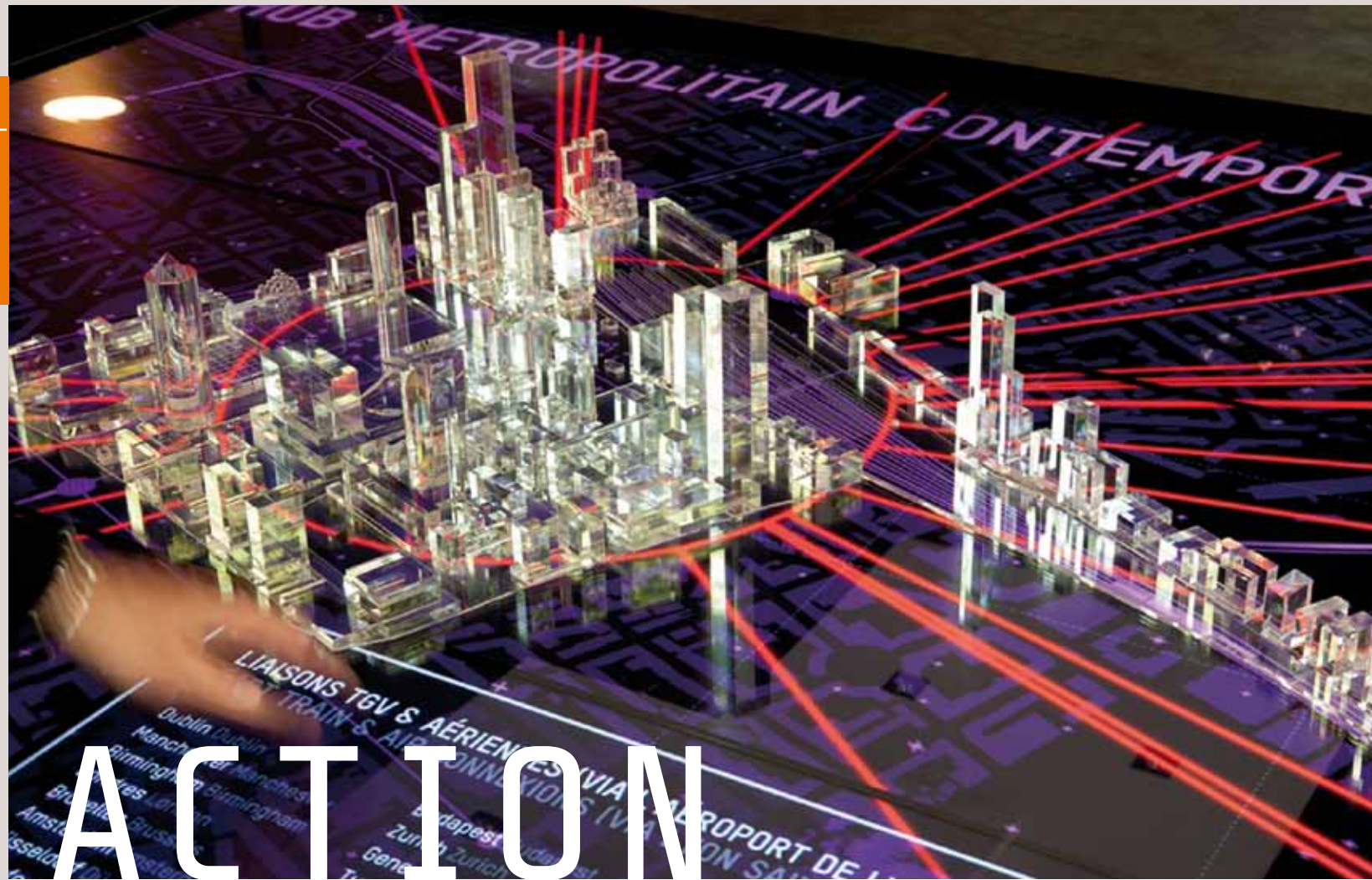
Five sections of infrastructure are targeted by this reinforcement of the integration of urban motorways: the A47 in Givors, the A6 in Ecully, the A7 in Lyon, boulevard Laurent Bonnevay and the A43 in Parilly. "The Parilly/A43 urban link" must thus entirely reconfigure the entry into the intermunicipal area. The aim of the project is to transform this sector into a pleasant and dynamic entry to the city, and decrease traffic by removing the motorway services. Deconstructing the motorway bridge Mermoz illustrates this desire to reunify the districts and to provide added value to the quality of life of the inhabitants living near the infrastructure.

QUOTE

"To play a part in decreasing greenhouse gas emissions, the SCOT has drawn up a "short distances city" plan and recommends reinforcing urban development near the public transport network. It proposes to reinforce local "soft" modes of transport, connecting them to green transport networks and leisure and discovery sites."

Michèle Vullien,
Vice-president for travel for Greater Lyon

(Letter SCOT December 2009)



ACTION

THE RENDEZ-VOUS FOR IMPLEMENTATION

The SCOT for the Lyon Intermunicipal Area was designed to respond to the new environmental stakes in the territory and the new expectations of the inhabitants and businesses. To effectively transform the territory and act on quality of life, the SCOT must be implemented over time. It is a central question.

To do so, the SCOT has several advantages: first, **it is a document designed “at the right level”**, in other words, proposing orientations that are sufficiently strategic to be inscribed over time and to guide urban policies until 2030. Next, it is a document that is sufficiently subsidiary that it **leaves room for manoeuvre for local groups** who will implement it in the field in their town planning documents and renovation operations.

They could thus, through the principle of compatibility, adapting the principles of the SCOT to local specificities without for all that altering the project’s level of ambition.

In addition, **continuous concertation with the key players in the territory**, which has made it possible to build a shared project, should naturally continue in the context of the implementation, now with the aim of finding “takers” to bring the project to life. Finally, it will be essential to **maintain the dialogue with neighbouring territories** to construct the metropolis of tomorrow, at a scale corresponding to the experiences of the inhabitants.

INVESTING IN THE AREAS WITH MUCH AT STAKE

For the seven territories in Greater Lyon with the most at stake for their development (the area around Lyon-Saint Exupéry, Centre Est, Givors, Vallée de la Chimie (Chemistry Valley), Porte Sud-Ouest, Porte Nord-Ouest, Berges de Saône), the SCOT invites a continuation of the conception of adapted territorial projects, capable of ensuring a high level of coherence for public town planning policies.

For the four sites with stakes specific to their potential (Lyon-Saint Exupéry, Portes du Dauphiné, Aéroport de Corbas, Hôpitaux Sud), the intermunicipal area project has set particular conditions, notably the production of overall town planning plans so as to supervise their development in the mid- and long term and guarantee the final quality of the renovated territory.

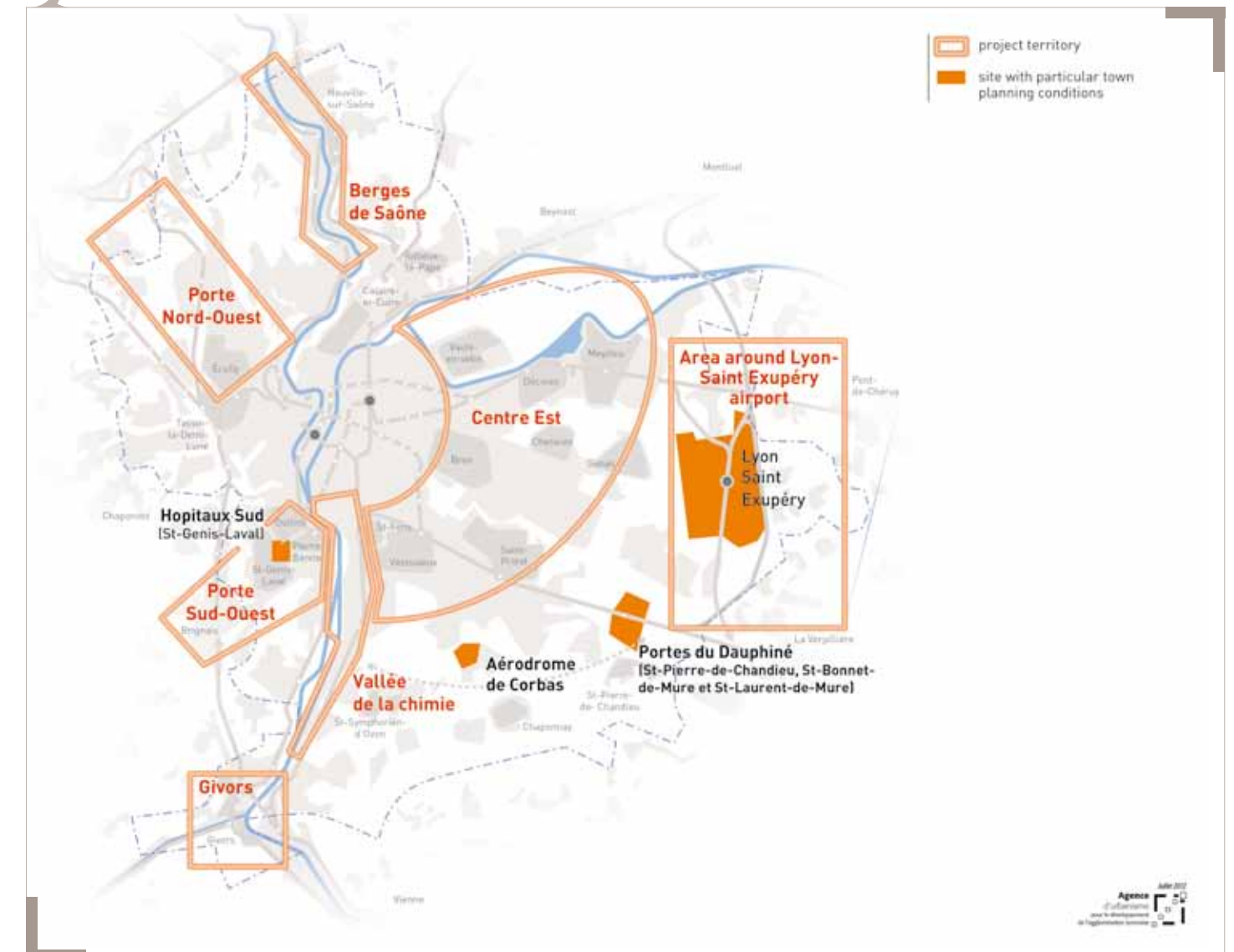
IN PRACTICAL TERMS

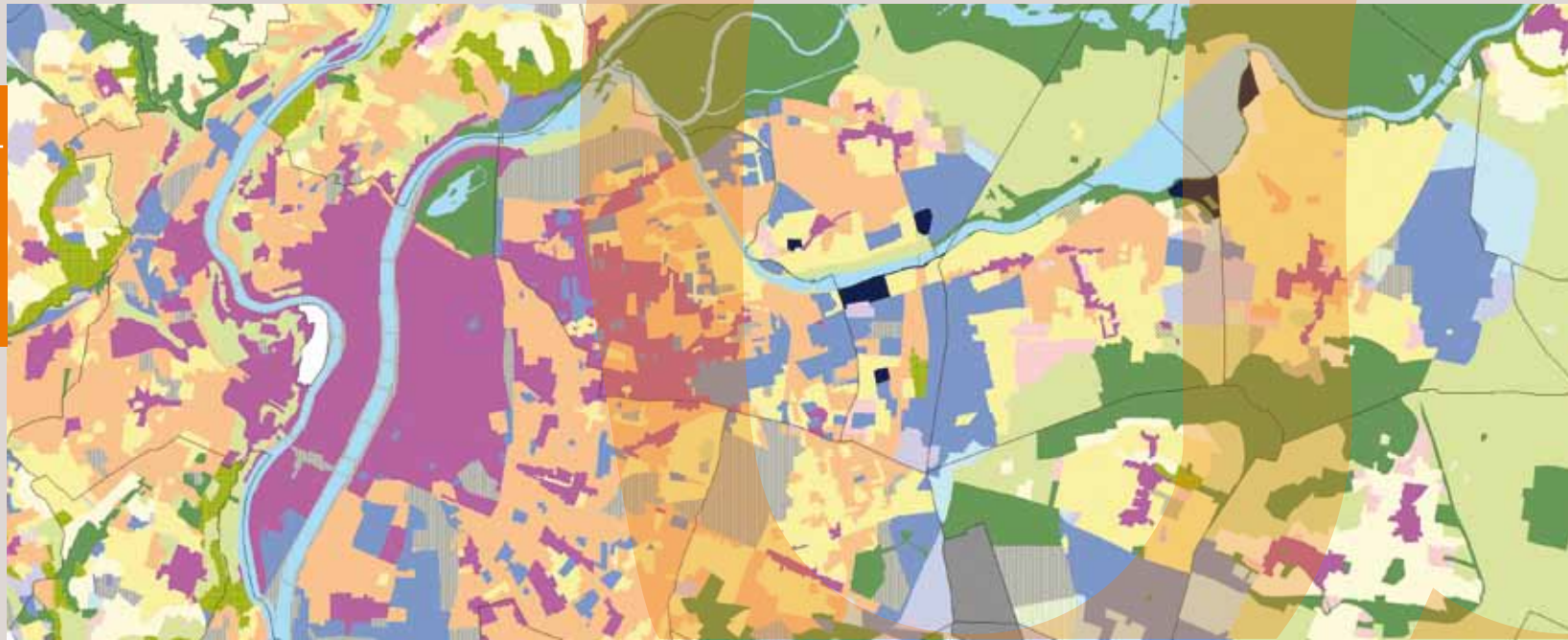


AN OVERALL PROJECT FOR CENTRE EAST

Just a few weeks after the approval of the SCOT, Greater Lyon and the Sepal met, at a large forum, the civic forces of the Centre East of the intermunicipal area (elected representatives, businessmen, associations...). This was the opportunity to set the first milestones for the future of this strategic territory, perfectly in line with the orientations formulated in the SCOT. Gérard Collomb, president of the Sepal, thus recalled the importance of the development stakes in this sector for the next 20 years. The presentation of different projects now completed (infrastructures, equipment...), provided a first operational response to the ambition it carries.

THE TERRITORIES AT STAKE





EVALUATING SO AS TO ACT BETTER

From a legal point of view, in parallel with the environmental evaluation prior to approval of the SCOT, the new texts from the Grenelle de l'Environnement envisage an evaluation of the content of the SCOT at the latest 6 years after its approval.

Even before project came into force, the priority was thus given to the conception and implementation of evaluation tools. They will make it possible to observe changes in the territory over time and to compare these changes with the initial orientations of the project. This follow-up, which concerns many fields (land use, inhabitants' travel practices, production of housing, etc.) will make it possible to appreciate, when the time comes, whether it is necessary to adapt the public policies at the time and, if applicable, the SCOT itself.

The public partners, particularly the State, the Region, the Département, the Councils and the transport organisation authorities have played an important part in supplying the SCOT in the context of an approach voluntarily "elaborative". They must thus naturally become the "takers" of intermunicipal area's project by making the reference matrix for the themed public policies for which they are responsible in the context of their skills (transport, climate, agriculture, green and blue grids...).

SHARING AND RELAYING THE PROJECT

The political desire of the intermunicipal area's elected representatives to implement the SCOT requires mobilising and federating around this shared project all the key players in the intermunicipal area, first and foremost local groups. These groups are effectively going to have to reflect and build up their local projects around new game rules defined by the SCOT. Through their town planning documents (local habitation programmes) or their sectorial documents (local housing programmes, transport master plans), local groups are the first relay truly capable of transposing, in practical terms, according to the rules and in programmes of actions, the intermunicipal area's project.



"The implementation of the SCOT will take place with the elected representatives and inhabitants. The new metropolis that we are drawing up is more dense, for sure, more compact, but better balanced around multiple poles. The stakes of the local town planning plan, and our mission, will be to transpose this evolution and, above all, to share it."

Martine David,
Vice-president of Greater Lyon
(Letter SCOT - April 2010)

REINFORCING METROPOLITAN COOPERATION

The metropolitan scale, as a territory in which its inhabitants live, has formed throughout the conception of the SCOT a major reference scale for the project. It must remain so throughout the implementation phase.

Reinforcing metropolitan cooperation, through the multiple and complementary scenes in which it operates (inter-SCOT, Lyon urban region, metropolitan pole), should make it possible to refine a shared vision of the renovation and development of the territory, both in the field of transport, the environment and trade as in "contact" areas which require increased dialogue between territories. The creation of a metropolitan pole should give this territory a governance structure capable of making decision-making easier, as well as the mutualisation of investments at this scale.

IN PRACTICAL TERMS

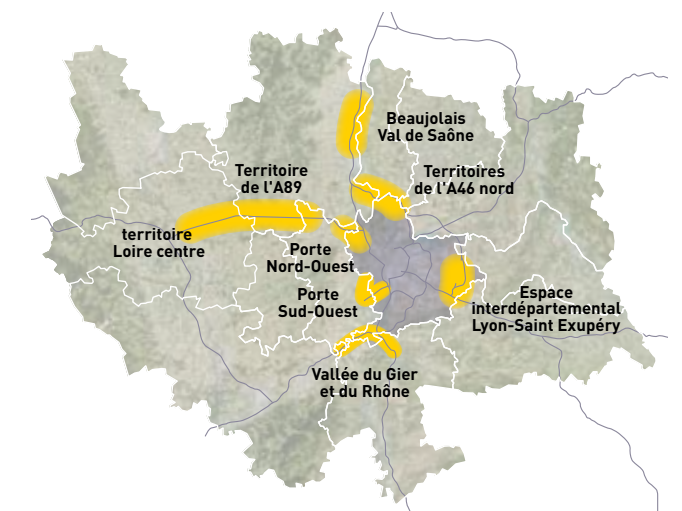


LYON-SAINT EXUPÉRY: SECOND AVIATION PLATFORM IN FRANCE AFTER PARIS

Lyon-Saint Exupéry airport can become a major aviation gateway because of its insertion in the high speed and local rail networks, making it possible to extend its catchment area.

As for the airport platform, it has the land necessary to welcome an economic activity area of metropolitan standing, as envisaged in the National Planning Guidelines for Metropolitan Lyon. Beyond the platform, the inter-departmental territory around Lyon-Saint Exupéry airport is the subject of partnership reflection between the key players involved. The SCOT of the Lyon Intermunicipal Area, keen for qualitative development of this strategic space, recommends drawing up an overall reference plan shared by all the key players and guaranteeing a high level of coherence in town planning.

METROPOLITAN "CONTACT" AREAS



QUOTE

"Although the metropolitan pole project is situated in the field of action, the inter-SCOT has a real role to play in the field of reflection. The metropolitan pole will make it possible to complete the projects that could not be accomplished if our intermunicipal areas were to remain separate. A list of fifteen actions to be undertaken together on the basis of mutualised funding has been established. The metropolitan pole is, above all, the driving force for the metropolitan dynamics of projects."

Gérard Collomb,
President of Greater Lyon and the Sepal
(Meeting of the Presidents of the inter-SCOT – May 2010)

