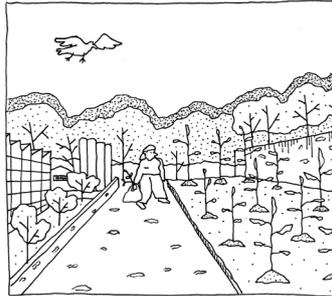
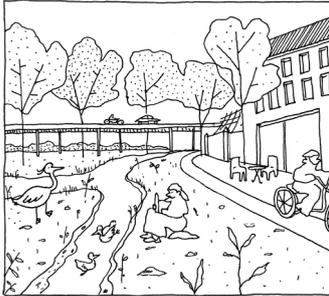


THE GREAT SLOWDOWN

LE GRAND RALENTISSEMENT



The Great Slowdown is a global project, for the E17 Marseille site, build around 3 acts :

1ST ACT . TO REVEAL

It emphasizes the opportunities of the ongoing rethinking Marseille transport plan, and focusing on the impact on a site such **the interchange and the Plombières Boulevard**, up to the reappearance of a river and wetlands.

2ND ACT . TO DISSEMINATE

It addresses a strategy to mitigate flood risk in Aygalades watershed, by proposing to initiate an autonomous development process for unsealing soil, where the **Alexandre Station** will play a key role.

3RD ACT . TO PROTECT

It is an attempt to counter out insidious will for constantly transforming, operating every single space available, and to rather preserve it for non-human uses as proposed for the **Canyon Vegetal**.

— Nota Bene —

Considering the general theme *Living Cities* is inspiring for systemic approach. Knowing the Marseille site is in fact composed of 3 different sites. In view of the local theme *Geography beyond borders*, that invites candidates to identify them in order to overcome them more effectively.

The process making of this entry has been first consisting of conceiving those 3 sites all together through mainly 3 themes, tend to be systems comprehension, to finally set up strategies, that could be summed up such as :

1 - Slowing down flows to enable rethinking use of public space, revealing rivers, using soft transports modes...

2 - Mitigating flood risk at source, by initiating an autonomous process for unsealing soil massively

and therefore limit water run-off, and involving carbon cycle.

3 - Enhancing landscape amenities not solely for citizens, but the biosphere as much as possible.

The anchoring of those strategies in the territory, lead us, to study on a larger scale than suggest by the brief. We transcribed it in the submission to reflect as accurately as possible our way of thinking. Still, in order to synthesize, each site is an ambassador of one of these strategies, even though all sites are shaped, through those 3 strategies.

In parallel with the strategic thinking, in our process we developed a narrative thinking, where writing outstrips drawing.

The retranscription of this narration, as retrospection enable in a few words to embed in the pro-

jects (non-exclusive theme) :

- problematic such as the mistrust roads projects transformation (towards inclusivity and reduction of car dependence) are often facing, and levers to go forwards

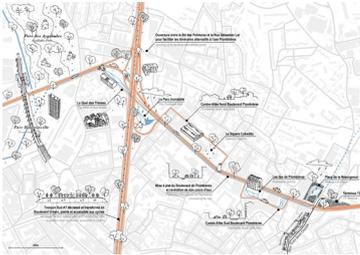
- references to history, and toponymy, that maybe overtake the anecdotal to produce meaning and consolidate to territory.

- enthusiastic lever for redressing social inequality

- explicitation of the potential project impact on consumption habits.

- justification of some probably unexpected proposal that could look much more conventional in a future

- a bunch of interesting new situations that makes *Living Cities* !



«Plombières Interchange» or The Confluence

The great slowdown - following on from the great acceleration in which material and energy flows are exploding on a global scale, leading to extremely rapid anthropisation of the planet without ecosystems being able to adapt^[1] - is as inevitable (depletion of resources) as it is desirable if we are to mitigate the current climate drift and the collapse of biodiversity. Let's invite this great slowdown into our cities, before it invites itself. The intentions proposed for the three sites, including the Plombières Interchange, all share this universal objective.

The proposed redevelopment of boulevard Plombières incorporates management of the flow of vehicles and water using similar systems of braids and counter-alleys to uncover its watercourse while mitigating the risk of flooding, and calming the boulevard without paralysing it. Braids and counter-alleys are secondary branches of the main axis. The braids provide resilience to the watercourse in the event of an increase in flow and limit the amplitude of floods. The counter-alleys allow parking facilities to be evacuated. The flow of the main axis is not limited by maneuvers.

The Plombières axis, which has a vertical structure, adopts a horizontal hierarchy that is more open and anchored in the riverside fabric.

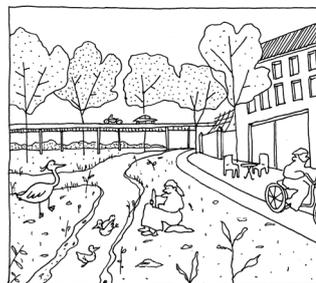
[1] from the concept initially proposed by Will Steffen, Paul Crutzen, John McNeill and sum up by Vrignon, Alexis (2022). Chapitre 1. Les institutions de la Grande accélération. In : , A. Vrignon, France grise, France verte: Une histoire environnementale depuis 1945 (pp. 13-24). Paris: Armand Colin.

Extend the new flow dynamic

The Euromed 2 project is in the process of introducing a new hierarchy of roads and a new flow dynamic, with the redevelopment of the Boulevard du Capitaine Gèze (currently underway) and, in the longer term, the downgrading of the A557 to a multimodal urban boulevard in the PDU (urban transport plan).

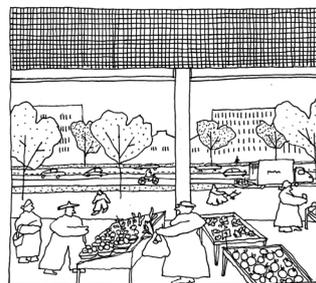
With the closure of the Canet freight station scheduled for 2024, there is no longer any point in maintaining a highway connection to the station. Finally, this new situation calls into question the relevance of maintaining the southern section of the A7 located within the highway loop as shown on the map on the left . The current and future upgrading of urban boulevards - useful and necessary - to make them suitable for all modes of transport, including active modes, will inevitably reinforce the incongruity of this southern section of the A7.

In a forward-looking and exploratory exercise, the project includes downgrading of the motorway from the Arnavaux interchange to General Leclerc Avenue. With a profile 28 m wide, it would be possible to have 2x2 lanes, and dedicate 13 m to cycles and planting.



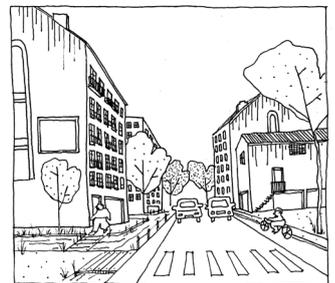
View of the dock of river braids

With the decommissioning of the A557 motorway and the southern section of the A7, it has been possible to remove 4 lanes from this former spur road. In front of the stadium and the municipal police headquarters, the ultra-road environment has been replaced by a quay dedicated to soft modes of transport. To the delight of athletes, passers-by and police officers, a small café has been set up in a previously vacant blind space.



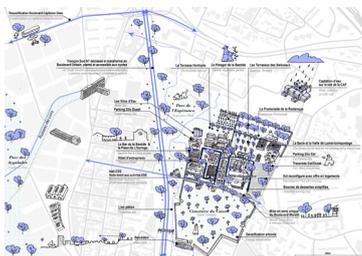
View from the fresh produce market at 144 boulevard de Plombières.

With the remodelling of the boulevard, the shops that used to be located there are now perceived very differently. They have gone from being mainly destination stores to being increasingly local shops, frequented by local residents who no longer shun the boulevard.



View of the Plombières Boulevard

It's a good thing they didn't demolish all the faubourg heritage along the boulevard, which is now being rediscovered and appreciated for the identity it confers on the boulevard. Even if there were some doubts, it's clear now that the 20 m street profile was enough - there's room for everyone. And it's in part due to creation of the contra-alleys that traffic flows relatively smoothly on the Boulevard.

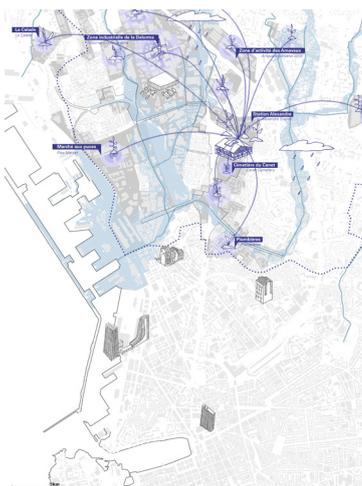


«The Balcony of the Valley» or the *Espérance* tree nursery

Located north of Alexandre station and reclaimed from areas that have largely been artificialised, the tree nursery's mission will be to help improve the quality of permeability in the Ayalades catchment area by producing saplings and the compost needed to regenerate the soil. Actions to restore the water cycle must go hand in hand with those to restore the carbon cycle. Compost production will also provide a local channel for managing organic waste.

Over and above the ambition for the catchment area covered by the tree nursery, the objective for the whole area (comprising Station Alexandre, Parc de l'Espérance, the cemetery and Boulevard Moretti) is to sketch out a future that is as desirable as it is achievable. This involves recognising the remarkable unity of the materials (limestone with polygonal bonding) and strengthening the functional and symbolic links.

The proposed actions will, among other things, will free up land and open up new pedestrian continuities, broadening the scope for landscaping and programming. We will also be able to revive the Bastide's historical use and memory. And, of course, to link this site to the future Parc des Ayalades by redeveloping Boulevard Moretti.

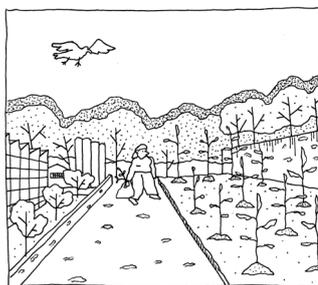


Initiate an Autonomous Development Process

Actions to reduce soil sealing in public spaces (parks, roads, property) alone will not be enough to reduce the risk of flooding. Because elsewhere, soil sealing will continue until 2050. Because prevention plans of flooding risks are based on meteorological phenomena previously measured, and climate drift is beating alarming records with ever-increasing frequency and intensity. There is an urgent need to design development processes and, in particular, financing that will enable private property to unseal on a massive scale.

Extreme climatic phenomena, including those that can cause flooding, pose a risk to people, property and, by extension, insurance, to the extent that there is no certainty about the insurability of tomorrow's world.

If reducing the hazard by limiting run-off reduces the economic risk for the insurer, could it not be the financier? This is what is proposed in this project process, where insurers finance the renaturation actions via zero-interest loans to be repaid only if the land is resold. For their part, property owners would be encouraged unsealing soil, for instance by a lower rate of local property tax (which would not rule out an overall increase to maintain tax revenue for the town).



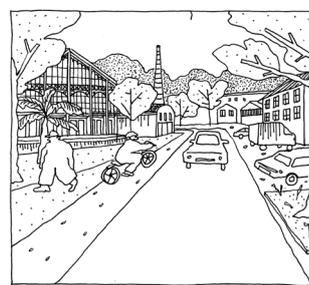
View from the *Restanque* promenade

You don't often see parks like this in the city, because it's a tree nursery! In these terraces grow the trees that are helping to restore the permeability of the Ayalades basin. The nursery grows local species, as well as more tropical Mediterranean species that seem to adapt better to the new climate here.



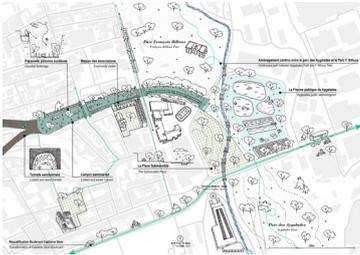
View of the *Bastide* Bar and the clock Plaza

With the bar, the park has found a place of destination and conviviality that it had lacked, and is reviving the idea of a holiday bastide. With the square, a new gateway to the Parc de l'Espérance, users of Alexandre station have (re)discovered it. With its industrial and landscaped heritage, this plaza and its bar are now a popular place for local residents, ramblers, craftsmen and entrepreneurs...



View from the forecourt of Station Alexandre.

Since vehicle traffic has been limited to two one-way loops and parking concentrated in two silo car parks, an unsuspected volume of outdoor space has been planted throughout this former industrial heritage park. The absence of vacancy in this area with its varied programme is now confirmation that the key was first and foremost the quality of the communal areas.



«The Abandoned Railway» or the Reserve Observatory

Taking care of biodiversity also means knowing not to do any development. Our anthropocentric vision - insidious and dominant - suggests that once the marshalling yard is shut down, this abandoned railway site will be a landlocked appendage without any use. But from a biocentric point of view, don't the same conditions on this site make it more of a retreat than any other, less exposed to the pressure of human activity? Perhaps its location makes it a particularly good breeding ground for reptiles, amphibians, birds, chiropterans and insects?

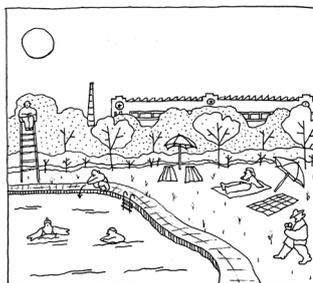
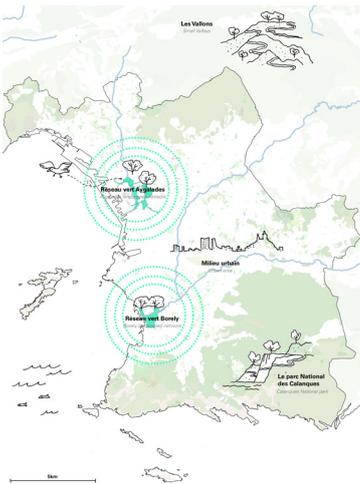
In terms of all the parks and green spaces developed in the urban environment of the Ayalade catchment area, wouldn't it be most useful to set aside at least one area as a sanctuary, like a mini-reserve? With a surface area of 1.5 hectares, this would represent less than 3% of these parks.

Not accessible - because it is well protected by the topography, with the north and south slopes of the Canyon forming ramparts - this reserve will be observable from a high walkway. The proposed strategy is to showcase the fragile wealth of biodiversity, so that we can collectively strive to protect it.

Creating a Network of Amenities

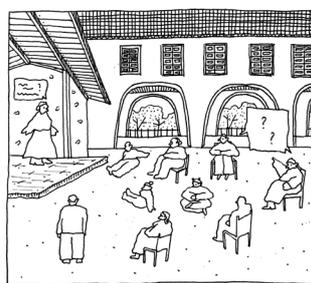
In the same way as the group of green spaces around Parc Borely, along the Huveaune, entitled on the opposite map «Réseau Vert Borely» (Borely Green Network) and offering a green lung to the south of Marseille, a «Réseau Vert Ayalades» (Ayalades Green Network) structured around the Ayalades stream and its tributaries could also offer these landscape amenities to the north of Marseille (access to a local green space, shaded and cool paths, biodiversity relays in the city). This vision implies the systematic networking of all the green spaces that could be linked to it.

Over and above the continuities recreated in the green and blue network, this network will provide support for new functional links between facilities, and extend their respective areas of influence: a network of amenities.



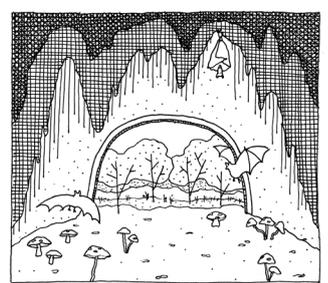
View of the swimming pool and its lifeguard.

Folks are so proud of it : 5 years after its opening there isn't anymore a single collegian from Canet, Crottes or Cabucelle that doesn't know how to swim.



View from the Cabucelle community center.

It was able to come into being, exactly where this big car garage was out of place there since the tram arrived on rue de Lyon. The users themselves helped the municipality to identify buildings to preserve to refurbish, in accordance with their need and after the 1st phase of 4 years occupancy.



View from the Sanctuary Tunnel as it is likely to look in the 22nd century.

Since its closing, a thriving colony of bats has found refuge there. The concretions have continued to grow on the vault, almost making us forget that men created this gallery : geological time takes its course.