

TRAVEL DIARY

BIP LYON 2024

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BIP - Blended Intensive Programme



UNIVERSITÀ
DEGLI STUDI
DI BERGAMO



CEMA

Co-planning European Metropolises in the Age of the Anthropocene

October - December 2024

DAY 1 - MONDAY

Institutional Meetings

In the morning of Monday November 4th, we met in person for the first time after the preliminary smart working. Waiting for the activities to start we got to know each other, and at 9AM we finally gathered in class to attend the presentation of the Erasmus+ project. Right after we got divided into five groups and we presented our research focus and the methodology we intended to pursue. Each group outlined its chosen topic and explained the expected outcomes of it, receiving advice from Professors to optimize a coherent approach to the research within the limited time available.

The following days we take turns to participate in four different meetings with institutional stakeholders, who answered our questions regarding mainly our projects but not only. Those who couldn't attend meetings continued the group work both in the field or/and in the classroom. Despite the short four-day mobility period we have been able to fully develop our group presentation due on Friday 8th thanks to the breaks between working sessions and meetings.



Guided tour of Lyon

In the afternoon, we joined a local guide who introduced us to one of the main tourist attractions in Lyon while providing insights into its history. The tour, which lasted about two hours, started at "Place Bellecour". ("a beautiful courtyard").

Situated in the 2nd arrondissement of the city, between the two main rivers, the Saône and Rhône, Place Bellecour is considered the second largest square in Europe, also housing the Lyon Tourist Office, a central hub for visitors. Historically, it became the royal square under Louis XII, featuring a bronze statue representing himself as a symbol of royalty. However, after its destruction during the French Revolution, in the square, there is currently a new equestrian statue of Louis XIV standing at its center, sculptured by François Frédéric Lemot, in 1828.

From Place Bellecour, we also enjoyed views of other tourist hotspots:

- "Basilica Notre-Dame of Fourvière", situated on the hill of Lyon and built during the 19th century. The architecture is dedicated to the Virgin Mary, as represented by the gilded statue on the top of the bell tower of the Basilica, which is also registered to the UNESCO World Heritage Site. It is important to note that, due to its unique architectural structure which does not recall the traditional architectural structure of a Basilica, usually having a rectangular layout with a central nave flanked by two or more longitudinal aisles, was denominated "upside-down elephant" by local communities. Today, it is considered the emblem of the city, welcoming many pilgrims every year and international tourists who come to visit the Festival of Light, a public event that takes place every 8th of December where the city is lit up by artistic installations, among which the Basilica-Notre Dame of Fourvière.
- The "Metallic tower of Fourvière", a steel tower that resembles the Eiffel Tower and which, thanks to the hill, rises a few meters higher than the Parisian Tower, giving a sense of pride to Lyon's inhabitants.



From Bellecour we headed to Vieux Lyon, passing by the Cathedral Saint-Jean Baptiste. Although we could not enter as it was closed, we admired its exterior. The Cathedral was built at the beginning of the 12th century and then completed in 1476, and today it is inscribed on the UNESCO World Heritage List. Considered a medieval masterpiece, the Cathedral represents a Gothic style that originated in France during the 12th century. In fact, from the roof gutter, it is possible to admire the “gargoyle”, grotesque sculptures representing human or animal figures with open mouths. To its right, it is also possible to visit remnants of Christian ruins, witnessing the Roman dominion of Lyon.



Our tour continued at Vieux Lyon, one of the city's main tourist hotspots and the largest Renaissance district, inscribed on the UNESCO World Heritage List for its historical and architectural importance. This district, once the focus of political and religious power, is now home to several museums, including the Museum of Miniatures and Film Sets. While walking through its streets, we encountered the

famous *traboules*—secret passageways whose name originates from the Latin *trabulare*, meaning “to cross.” There are around 500 *traboules* in the area, however, only a few of them are accessible to the public; many remain closed and used as private storage by residents. This is because local communities still inhabit these historic buildings, and city tourism authorities, including the Tourism Office, are working to protect the district from the challenges posed by large numbers of visitors, particularly during the summer months when tourism peaks. For instance, signs placed near the *traboules* often remind tourists to maintain silence before entering, as a way to respect the local community.

After the visit of *traboules*, our tour guide showed us some local shops of View Lyon selling traditional cuisine such as “Le Praluline”, a large brioche that has become a symbol of the Lyonnaise bakery. The tour concluded at “Place du Change”, a square situated in Vieux Lyon, featuring the “Temple du Change”, a Protestant church formerly used as a stock exchange of Lyon.

DAY 2 - TUESDAY

Agence d'Urbanisme

In the morning of Tuesday November 5th some of us met in front of the huge skyscraper called Tour Part-Dieu, in which are located a lot of different offices. We had an appointment with the *Agence d'Urbanisme*, a non-profit agency of 90 people that is in charge of the metropolis of Lyon. We were welcomed in a bright room on the 23rd floor, seated around a large squared table that led us to discuss and share different points of view all the time. There were 5 professionals with us that exposed some of their main past, present and future projects all around the city and that gave us the opportunity to go deeper inside our topics, connected with the project that we have had to develop in groups during the entire week.



At the beginning we got introduced to the *Grand Lyon* to highlight some of the characteristics of the city. In fact the urban plan of Lyon does not only include the city center or the direct province all around, but also the cities of Grenoble and St. Etienne, with all the urban and the green areas that compose all those departments, through an extended area that includes a scale of 80km from the city center of Lyon. This extended administration of all the different departments is divided into different themes, concerning the Master Plan for urban planning, the planning of mobility, the managing of the density of the entire population and its distribution, the planning of green areas and the management of water systems.

The main core of the *Agence d'Urbanisme* is to observe the territory and gathering data for:

- land use planning
- housing
- mobility planning
- metropolitan strategy planning

with the general aim of implementing the collected knowhow for using it for innovation and research strategies to imagine the future of the whole metropolitan area, gathering and comparing good practices considering also the climate change transition and all the methods to adapt to.

The agency is also focused on the benefits of nature in urban planning and it has a special sensibility for the place-based solutions, highlighting the importance of a well human shaped city that could be actually inclusive and livable.

The agency is mainly developed and sustained by a partnership governance between 50 partners which are mostly public. The decision making support is developed from some of the partners using the knowledge of them about different and specific areas, with a shared strategy for policies and projects.

This kind of network and connection among different personalities, creates also a method to gather and to elaborate all the data and indicators, trying to evaluate the projects to observe better the entire life-cycle of them and so understand better how they work and actually if they are working well or not, which are the positive and both the negative impacts and so, developing a strategy to modify and fix some eventual issues.

The Agence d'Urbanisme also collaborates with the inhabitants in order to involve them in the planning process and to raise awareness among them focusing on an ecological transitioned vision, developing solutions that could be more socially active and not limited only in material and technical approaches. The transition came from people and the collaboration with them; it's particularly hard but also needed because often the inspiration comes directly from the knowhow of city users.

This complex system of multi-topic dynamics and processes is managed from both many different professionals inside the agency and both from many partners

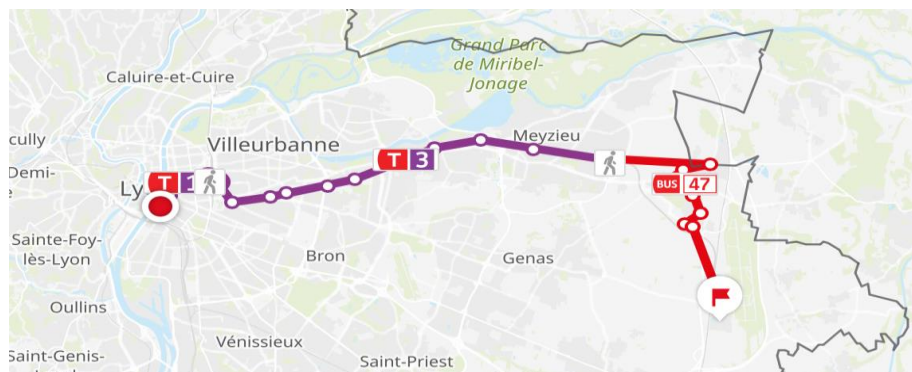
with whom the agency is used to work with. The peculiar characteristic of being a multi-topic agency was particularly interesting for me and so for my colleagues from the Geo-Urban Planning Master course because it could be a good start point to begin thinking about a possible future career or more next in the future, for the internship and maybe the final thesis.

The Agence d'Urbanisme of Lyon is a great example of how a geo-urban planner could do and collaborate with many different topics and stakeholders, to develop different projects and skills.



Lyon Airport Saint-Exupéry

In the afternoon of the second day, mostly, who didn't go to the Agence d'Urbanisme in the morning, went to the Lyon Airport Saint-Exupéry. Reaching the airport had been quite a challenge. The airport is well connected to the city by the Rhônexpress, but tickets are not cheap and from the University of Lyon 2 is still 56 minutes, using tram T1 and then the train. Because of the cost of the train tickets and due also to the fact that, on our arrival, the University of Lyon had given us the TEL SYTRAL TICKET valid during our stay, we decided to take other public transportation. So, we took two trams, T1 and T3 and the bus, number 47, to get to the airport and it took us more than an hour, from the University of Lyon 2, to get there.



Once we arrived at the airport, we went to HUB 3, in front of Terminal 1, where two employees welcomed us and guided us into an office where they presented several presentations regarding the airport's environmental policy.



They started by showing a decarbonization roadmap linked to the airport with the goal of reducing the carbon footprint. Lyon Airport is certified ACA 4+ by Airport Carbon Accreditation (ACA), ACA is a certification program for managing and reducing CO2 emissions, set up by Airports Council International Europe (ACI Europe). This certification assesses and recognizes the voluntary efforts of the airport to reduce its greenhouse gas emissions.

Lyon Airport has implemented a policy for avoiding and reducing its greenhouse gas emissions throughout:

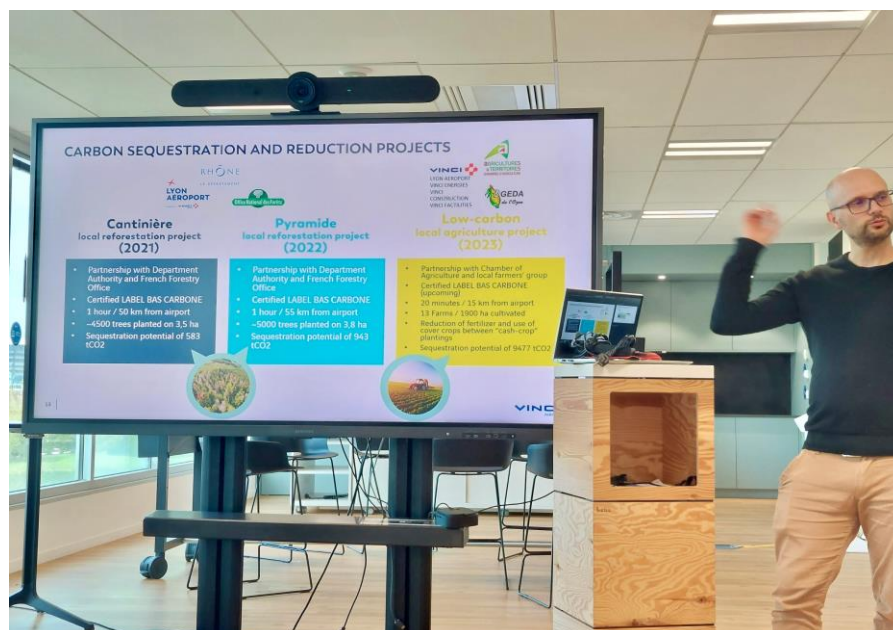
- reducing its energy consumption, using for example thermal renovation or switching to LED lighting;
- increasing the number of electric vehicles it owns and rents out, even though they will mostly be for airport employees, for whom there is also the cycle path, 30 km long, that is still more for employees rather than people taking an airplane;
- using renewable energy such as increasing use of biogas and green electricity since 2012. For this last case they were referring to the solar panels that are already there and to the ones that will be added in the parking lot in the near future, but we observe that it shouldn't be this simplistic.

They also explain to us the strategy that they are implementing for a better use of water and an attention to biodiversity, in the green area around the airport itself, the goal related to this field would be to create an eco-mapping, a web-cartography tool, that would be very interesting.

The target of the airport is to reach "zero net emissions" of greenhouse gasses by 2026, that is a very significant goal if it will be reached in the best way possible.

During the presentation they also explained the airport's framework agreement with different stakeholders, in order to have a relationship with the territory. For example, in 2021 and 2022, in partnership with the Rhône Department and the Office National des Forêts, Aéroports de Lyon launched two reforestation projects in the Beaujolais region, close to Lyon. These projects should allow Aéroports de

Lyon offset its residual emissions over the course of those years and since the reforestation is in the region, the emissions are offset as close as possible to the place where they are generated. In 2023, they also launched an agricultural transition project with the Low Carbon Label in partnership with the Rhône Chamber of Agriculture, several regional entities, VINCI, and farmers that are members of GEDA (Groupement d'Etude et de Développement Agricole) in the Ozon valley. The aim is to reproduce this type of partnership every year for various forestry or farming projects that are eligible for the Low Carbon Label and based in the region. It is remarkable how the airport involves different actors in the territory.



But also other measures should be taken. In the presentation of the suitable department in fact they showed us a map with the different destinations and connections that the airport has. Lyon-Saint Exupéry Airport (LYS) is a significant airport in the Auvergne-Rhône-Alpes region, connecting regional flights with international destinations. Some of the destinations, although they are really close to the airport and other types of infrastructures could connect them, for example: trains. Recently using planes is forbidden for distances that are less than 2 hours apart. Using fewer airplanes could be possible if train connections were improved.



During our visit at the airport, we also entered in the security department: we saw the meeting office with a big working table and airport maps over the walls and we also got the access to the cameras' room, where the airport security employees keep tracking of the accesses to the airport, the parking lot, people's movements, check-in, luggage weight and other security tasks. Inside the room there was also a noise tracker to help keeping a low sound of voice to not disturb others in the room while they are working.



While we were leaving the airport we also saw the architecture of the airport: it reminded us of a bird. Our "journey" back to our hotels was the same as before, except for the fact that we took a walk instead of taking the second tram. It has been an occasion of getting to know better the city of Lyon.



Going to the HUB and inside the security offices has definitely been a very interesting and unique visit.



DAY 3 - WEDNESDAY

Métropole de Lyon

On Wednesday, we had the opportunity to meet two representatives of the institution “Métropole Grand Lyon”, who presented us a complex analysis on different topics related to transport and mobility. We also had the chance to discuss different aspects, such as social housing and urban housing renewal.

Most of us arrived at the meeting point by public transport because the Tour Part Dieu area is well-connected. The dichotomy between the monumental rich-presenting buildings and the degraded outdoors areas contributed to the idea that social and economic injustice are really evident in every part of the city.

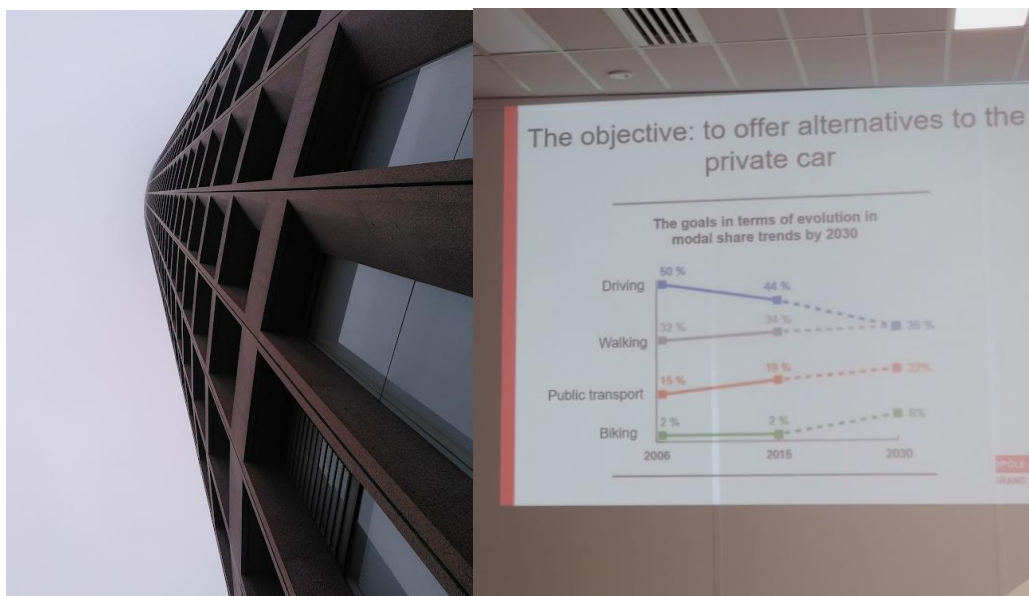
The Métropole is the local transport authority and is unique in France; their wide range of competences varies between social aspects such as the care for children, elderly and women, minimum wages and as already said, social housing, but also more strictly urban aspects such as transport and mobility. To operate in a metropolis, it's necessary to coordinate policies and actions with different institutions and stakeholders, such as the “Agence Urbanisme” and the city councils.

The presentation titled “assessment of the mobility policies in the Métropole de Lyon”, mentioned in particular:

- A quick territory analysis (1,4 mio. inhabitants, 58 communes, 1,7 mio of daily public transport journeys) and discussion about the key figures (number and type of lines, journeys per day, types of users)
- Different objectives such as reducing the impact of cars, but also allowing accessibility and quick transit by offering alternatives to private cars
- A proposition of different public policies to support these alternatives, such as: TLC network, Pedestrian Plan, Bike Plan, Car Sharing and Ride Sharing solutions
- Model share review (2015) and prospects, including a discussion on how the Covid-19 has changed data and much more (remote working, more cycling...)

- The discussion of the final goal: to improve access to public transport and public health, air quality, de-carbonization, inclusion of all audiences and improvement of the living conditions and environment
- Finally, the current projects (2020-2026 mandate):
 - Improvement of the existing and new lines (including the “navette” and an express tramway)
 - Low emission zones and restricted resident areas, ZFE
 - Creation of a Bike Network (“Les Voies Lyonnaises” – 200k built by 2026)

The positive results after 4 years are: the reduction of road traffic by 10% (17,5% in the city centre), 20% more passengers of public transport between 2022 and 2023, more than double of bicycle and scooter passages and record numbers for the self-service bicycle “Vélo’v”.



DAY 4 - THURSDAY

OnlyLyon

On Thursday November 7th, we visited ONLYLYON, a tourism agency. This visit provided us valuable insights that align with university studies in tourism and geo-urbanism, particularly focusing on the intersection of urban development and sustainable tourism. ONLYLYON's strategic approach by promoting Lyon as a global destination emphasized the integration of tourism within urban systems, making it an ideal case study for students in these fields.

ONLYLYON's methodologies are deeply connected to urban spatial dynamics. Their efforts to balance tourism growth with sustainability, such as the responsible tourism development plan for 2021–2026, highlight how urban planning and tourism can converge. For example, the focus on creating resilient tourism infrastructures and fostering inclusivity directly ties into geo-urbanism principles, where equitable access and urban resilience are key goals.

Moreover, the agency's promotion of Lyon's heritage and gastronomy aligns the visibility of landmarks like Vieux-Lyon and the *traboules* (hidden passageways). It showcases how cultural and architectural assets are leveraged to create a distinctive urban identity. Students in geo-urbanism can analyze these efforts to understand the role of heritage conservation in urban tourism.

For tourism students, ONLYLYON's partnerships with local and international stakeholders demonstrate effective collaboration models. The agency's integration of events like the Fête des Lumières and business tourism initiatives, such as hosting major conventions, illustrates how event tourism can drive economic development while fostering global connections.

In summary, the visit to ONLYLYON highlighted how tourism can be a transformative force in urban development, providing real-world examples that align with academic concepts of sustainable urbanism and strategic tourism management.

DAY 5 - FRIDAY

Final presentation

On the morning of the last mobility day every group presented to whole the participants of this experience their own work and development about the project, among which:

Project Work 1: "New forms of Tourism in Lyon"

The focus of Group 1 was to explore "New forms of tourism in Lyon". For this reason, we began by critically analyzing the walking tour conducted on the 4th of November. This analysis led us to identify some weaknesses:

- A standard tour: the tour felt hurried, giving little time to enjoy the sites or engage with local communities;
- A lack of uniqueness: it was similar to other walking tours, offering no distinctive elements;
- A superficial experience: the tour offered just a brief overview of the city, failing to capture its true essence.

The observations guided us towards a more sustainable and meaningful approach to tourism through slow tourism. This form of sustainable travel focuses on taking time, emphasizing longer stays at a slower pace. For this reason, it allows tourists to have deep, authentic, and cultural experiences while exploring local destinations and supporting the environment. In contrast to fast tourism—which prioritizes visiting numerous popular attractions in a short period with minimal engagement with local communities—slow tourism encourages:

- Taking time to fully experience destinations;
- Making genuine connections with local communities;
- Taking an active part in local authentic cultural experiencesRegional cuisine over fast food and mainstream dishes;
- Minimizing the environmental impact of travel.

To better understand the preferences and tastes of potential tourists, we conducted interviews with different individuals, including tourists, and students from Lyon. The results revealed a strong interest in:

- Exploring lesser-known and alternative spots in Lyon
- Actively engaging with local communities

- Embracing the city's authenticity, such as its rich culinary traditions.

With these principles in mind, we proposed a tour of Villeurbanne as an opportunity to explore less familiar sides of Lyon, offering visitors the chance to discover alternative sites through the lens of slow tourism while enjoying local culture beyond the usual tourist hotspots.

We believe Villeurbanne has a great tourism potential for several reasons:

- Located just northeast of Lyon, Villeurbanne is the second-largest commune in the Lyon metropolitan area and ranks as the 20th most populated city in France.
- With its iconic Gratte-Ciel built in the 1930s, Villeurbanne has a distinct identity shaped by its labor history and cultural diversity, making it a must-visit destination.
- Villeurbanne's cultural spaces showcase its rich multicultural identity. Over time, it has welcomed different communities, from the 19th century when Protestants sought freedom in Charpennes, to the Canut silk workers settling near Lyon, and the waves of immigrants who joined the textile workforce in the 20th century. This history of openness has created a vibrant mix of cultural influences.

To showcase Villeurbanne's distinct offerings, we have created a website with a selection of must-visit locations capturing the essence of the district.

1. Le Café Lobut: A Culinary Journey.

Established in 1946, this classic Lyonnais bouchon gives a taste of the region's culinary traditions. Guests can enjoy local dishes including sapeur's apron, parsley frogs, and Beaujolais andouillette with snail butter, all accompanied with fine local wines.

2. Fromagerie au Chien Sous la Table: A Cheese Lover's Paradise.

Founded by two passionate cheesemakers trained in Lyon, this charming fromagerie combines artisanal craftsmanship with a personal touch. The name, inspired by childhood memories, reflects their connection to the common joys of cheese. Visitors can enjoy special food such as brie with porcini mushrooms, cervelle de canut, and a delicious cottage cheesecake, all while learning about traditional cheese-making techniques.

3. The Gratte-Ciel: A Landmark in Architecture.

Villeurbanne's Gratte-Ciel district is an architectural gem, with skyscrapers built between 1927 and 1934 as part of an innovative social housing project. Recognized as a "Heritage of the 20th Century," this area represents modern urban planning. Visitors can see landmarks like the Totem artwork and Jules Pendariès' sculpture, *Le Répit de l'Agriculteur*, while exploring the district's history and design.

4. The Rize: A Hub of Culture and History.

Opened in 2008, The Rize is a cultural hub that celebrates Villeurbanne's heritage. Through exhibitions, archives, and personal stories, it immerses visitors in the area's working-class roots and industrial history. They can also enjoy interactive exhibits and learn how Villeurbanne's past and present are connected.

5. Cours Tolstoï: A Multicultural Experience.

Cours Tolstoï highlights Villeurbanne's cultural diversity. This lively area is filled with multicultural shops and restaurants offering Turkish, Indian, and Mexican flavors. For instance, visitors can taste delicious Moroccan dishes at Hoggar or visit shops for international goods including the Mondial Flavour, a true treasure of global products.

6. A City Built for Accessibility.

Villeurbanne is a great example of sustainable urban planning, with excellent public transport options. It is served by two metro lines (A and B), three tram lines (T1, T3, T4), and nine high-frequency bus routes. There is also a direct connection to Lyon Saint-Exupéry airport. For a more relaxed pace, visitors can rent a bike through the Vélo'v service, available 24/7.



Project Work 2: “Regeneration and Segregation in Lyon’s La Confluence”

In our project, we analyzed the urban development of Lyon’s La Confluence district, focusing on the transformation of old industrial spaces and questioning whether regeneration leads to integration or segregation. The area, once dominated by warehouses and factories, was revitalized starting in the early 2000s through an initiative launched by the city. The project aimed to turn an industrial zone into a sustainable, modern district with housing, cultural sites, and business spaces. However, some argue that while La Confluence has reshaped Lyon’s southern district, it has also led to rising property costs, making it less accessible to lower-income residents.

Our case study focuses on the transformation of two historic prisons, St. Paul and St. Joseph, into the Catholic University of Lyon. Originally part of the city’s penal system, these prisons were repurposed in the 1970s, marking a shift from punishment to education and growth. The transformation, completed in 2015, symbolizes the city’s urban renewal, but it also reflects a shift in the area’s social landscape. While the area has undergone a physical transformation, the neighborhood’s sociology has changed, with wealthier populations now concentrated in the Confluence area, and lower-income groups pushed to the outskirts, particularly in Perrache.

This social divide is discussed by Matthieu Adam, in the article published in 2020 on the GéoConfluence website called “Confluence, vitrine et arrière-boutique de la métropolisation lyonnaise”, who describes the change in the neighborhood’s demographic composition as part of the “gentrification phenomenon.” According to Adam, the Confluence area now hosts a growing middle-class population, while the north side (near Perrache) remains home to working-class residents. The development of luxury housing and commercial spaces, such as the Confluence Shopping Mall and Museum, has attracted wealthier residents and tourists, but this has also led to the displacement of lower-income households. Social housing options in the area are limited, and the available units cater primarily to middle-class households, exacerbating the divide.

In terms of tourism, La Confluence has become a key economic driver, with the shopping center and museum boosting local businesses and drawing visitors. However, the rising rents and increased demand for properties, including those

for short-term rentals like Airbnb, have pushed out many lower-income families. This has resulted in a significant change in the local economy and infrastructure, with small businesses struggling to compete with larger, wealthier establishments.

Despite the project's stated goal of promoting integration, our research suggests that La Confluence has led to a form of segregation. While the area now offers new amenities and cultural attractions, these developments primarily benefit wealthier residents and tourists, while lower-income populations face limited access to housing, education, and employment opportunities. Additionally, the privatization of spaces like the Catholic University and the focus on high-end retail and leisure activities reflect a broader trend of exclusion, as these developments are not accessible to all segments of society.

In conclusion, while the regeneration of La Confluence has brought positive changes, such as improved infrastructure and increased tourism, it has also resulted in social and economic segregation. Gentrification has led to the displacement of lower-income residents, making the area increasingly exclusive. Thus, our initial question— "Does regeneration lead to integration or segregation?"—reveals that, in the case of La Confluence, it has led to both: integration in terms of urban development, but also segregation in terms of social and economic divides.

Project Work 3: "Adaptation to the "Anthropocenic era": case study of the water system in Lyon Confluence."

Our project for the Erasmus+ BIP-CEMA 2024 focused on how Lyon is adapting to the Anthropocenic Era—a geological period marked by significant human impact on Earth's ecosystems. Specifically, we examined the interaction between the city and its rivers, the Rhône and the Saône, evaluating whether current water management practices adequately address the challenges posed by this era.

After creating a WhatsApp group to establish initial contact, our team set out to find a comprehensive definition of the Anthropocenic Era. Given the breadth of our topic, we decided to create a shared Google document to deepen our understanding, enabling us to leverage our diverse academic backgrounds. This shared document allowed us to contribute and access relevant information at any

time. We included numerous articles detailing Lyon's development over the years and translated foreign documents that analyzed the city in comparison to other case studies, such as Manchester. This comparative approach helped us identify common research and planning strategies that institutions often employ in collaboration with local stakeholders to enhance urban spaces.

Upon arriving in Lyon, it was initially challenging to recognize our group members, having only communicated online. However, once we met, we quickly focused on our research and sought the most effective ways to collaborate.

Following the professors' initial instructions, we began our analysis by visiting "La Confluence," an ambitious urban regeneration project aimed at transforming a former industrial and logistical district into a sustainable and vibrant neighborhood. Our French colleagues guided us through the innovative projects implemented by the municipality, including biodiversity initiatives, natural spaces for residents, and environmentally sustainable features such as rainwater collection systems and urban green spaces.

To optimize our time and gather more data, we divided into smaller groups and attended stakeholder meetings. These meetings provided valuable insights into the complex network of actors working to develop policies that meet the needs of all stakeholders. One of the highlights of our research was our visit to "La Maison de la Confluence," a key organization that fosters collaboration among local residents, businesses, and public institutions. This visit underscored that La Confluence's development goes beyond physical infrastructure, aiming to create a vibrant and sustainable community.

We also conducted interviews in the Confluence district, asking residents if they were aware of the innovative projects in their neighborhood, how they perceived the surrounding water spaces in their daily lives, and whether they had noticed any shortcomings that institutions could address in the future. These field interviews provided invaluable firsthand perspectives.

Each day concluded with meetups where we brainstormed and synthesized our findings, ensuring a cohesive narrative for our final presentation.

This project in Lyon was not just an exploration of how the city has evolved to meet the challenges of the Anthropocenic Era; it was also a personal challenge that encouraged us to think critically through diverse academic lenses and varied

perspectives. Our shared commitment to exchanging ideas was a unique opportunity to broaden our experiences.

We learned that personal enrichment stems from cooperation, not competition—a key lesson from our four-day project.

Project Work 4: “Urban regeneration and resilience and its side effects. Case study: Marché Gare neighborhood”

Our project work for the BIP has been focused on the case study: Quartier of Marché Gare, a new neighborhood which was born in the 10's due to a partial demolition of the big wholesale market, built in the 60's during the industrial time of this area. This neighborhood is located in La Confluence district. It is remarkable that the urban regeneration project at La Confluence significantly transformed an industrial region into a thriving mixed-use urban zone. La Confluence is located at the confluence of the Rhône and Saone rivers, in a region traditionally characterized by industrial activity. The regeneration program began in the early 2000s, motivated by the need to address urban deterioration and reinvigorate an area that had lost economic vitality.

Our research objectives were to question the benefits of the urban regeneration project of Quartier du Marché Gare, in particular, showing the effects from the point of view of residents. And our research questions: *“Regeneration always implies transformation, but not all transformations are positive. How do regeneration projects impact residents? Confluence case study focused on Marché Gare neighborhood”*

The methodology that we used were definition of a case study, content analysis, on-site visits, interviews, stakeholders' meetings.

We've started from a brief history of la Confluence, then we analyzed the territorialization process of Marché Gare. Marché Gare and the Confluence itself were ambitious and top-down projects. We underlined the phases into which the regeneration of our Quartier was divided, we searched on the internet and on scientific papers. After a first analysis we went to an on-site visit in Marché Gare, it was easily reachable by tram. We went “on the field” to observe and especially to interview people asking them personal information (age, professional category, housing trajectory), the quality of life in the district, advantages and

disadvantages, geographical demarcation of the neighborhood, the relationship with the shopping center and the changes in the neighborhood. We also tried to explain our perceptions as a group, how and what we felt when we were in Quartier Marché Gare.

The stakeholders' meetings organized by the University have been very useful for having a more articulated view of the different dynamics of the Metropole of Lyon. And the reviews with the different professors were something that added value too and helped us to improve our study.

Working in a group has been challenging but certainly it helped us to have a mix of different views, and a more complete understanding, thanks also to the different courses we are attending and our different nationalities.



Project work 5: “Equality, inequality, environmental justice: politics facing Anthropocene - How does the issue of climate injustice apply to the neighborhood of Bron, Lyon?”

Our project work initially focused on water management in the area of Lyon, especially because of its extraordinary urban layout; however, after the first day's initial assessment with the Professors, we felt it would have been more appropriate to change our direction, so we opted to focus on the issue of climate injustice applied to the suburban neighborhood of Bron, especially regarding the phenomenon of climate change-induced heatwaves.

In fact, Lyon is set to become the most affected city in France by heatwaves, with a climate possibly resembling that of Algeri by the end of the century, the consequent triplication of the days of extreme heat and a significant increase in summertime duration.

Our methodology was initially based on literature review, which allowed us to gain a common background on the issue and to understand the definition of environmental and climate injustice, which in particular refers to how the underprivileged communities are the most affected by climate change, as well as the uneven distribution of costs and benefits related to urban adaptation, mitigation and climate policies.

In particular, we found that the suburban area of Bron, approximately 10km outside the city center, provided an interesting case study because of its working-class residences built in the 1950s-60s, which are unfortunately not adapted to the current climate. We opted to conduct a few interviews to get in touch with the community, which proved to be extremely insightful in the ways people are affected by and cope with the intensity of heatwaves on a personal level.

Ultimately, we acknowledged the presence of climate inequality issues in the chosen location: even though the inhabitants are resilient and adopt measures such as shading the windows and the use of fans, it does not negate the fact that the residences were built for another climate, and while more touristic areas are continuously bettered and renovated, these seem to be considered as on the back burner.

However, it's fundamental to mention that this is in no way a representative study due to many factors, such as the extensiveness of the topic and time constraints in both the on-site visit and the Erasmus+ mobility itself.

The stakeholder meetings provided us with advantageous points of reflection and consideration, especially in regard to those focused on improving sustainability and decarbonization, such as the visit to Lyon-Saint Exupéry Airport.

Moreover, the different backgrounds of our group were a cardinal component in approaching the subject from different viewpoints and courses of action, each one of us providing useful insights and ideas to come to a satisfying result.

