



NANTES

Field Trip report

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POLYTECH[®]
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Département
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M2PS/URP : International Research Master

Acknowledgement

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Introduction



Nantes and Tours share one very important factor in common: the Loire. The similarity ends there as Nantes is a city unlike any of its other French counterparts. Our field trip to Nantes was for the class to understand the French Planning system. Nantes presents a very unique study in this subject given its history of industrial activity and subsequent abandonment. The class of 2014-2015 spent two days discovering Nantes on foot; discovering buildings from the early 18th century to visiting the new constructions of Ile de Nantes, we covered everything that this beautiful capital of Pays de la Loire had to show us.

This report of our field trip covers topics chronologically in the way we visited different places, right from our arrival to departure.

1.1 Intersection of Le Loire and L'Erdre- Petite Biesse written by Tony Kato Magambe



Fig 1.11 : Tram lines of Nantes



Fig 1.12: Image showing workers filling the rivers.

Cinquante Otages (the 50 hostages) did not exist. Nantes, which was once called the “Venice of the West”, was there by crossing the river Erdre.

In the 1920's tired of suffering flooding and to facilitate the circulation of new urban transport, the city decided to make the fillings of several rivers crossing Nantes. River L'Erdre was then diverted to pass through a tunnel under the current St. Andrew and St. Peter before joining the Canal Saint Felix.

The Cours des Cinquante Otages became the main avenue in the centre of Nantes during the 1930's, after the old arm of the River Erdre, which traversed the medieval city and flowed into the Loire, was filled in.

Our first field stop was in the centre of Nantes at the Commerce (Cours des Cinquante Otages - The 50 hostages) avenue. This area is located at the reclaimed arm of river L'Erdre where the old arm of the river joined the Loire. It is approximately 800 meters in length and 60 to 70 meters in width.

The ratio of Nantes in the Loire has varied throughout history. First, the Loire has never be the focus of the city, with majority of the population focusing on the North Shore. However, at the time of the triangular trade and the industrial revolution ,it is the river that has played a crucial role in the development of the city.

The current urban morphology is very recent. In the early twentieth century, The Cours des



Fig 1.13: Nantes before the introduction of the tram



Fig 1.14: Introduction of tram way

The reclamation operation, involving the recovery of land from the river beds had an impact to the land scape of the city centre.

It enabled Nantes to increase its network of roads. With time, this section became the main circulation network for road traffic. In the 1980's, the Cours comprised a section of eight traffic lanes, when the car was the principal means of transport.

The area is very important in the history of Nantes, particularly because it played an important role in provision of housing to the labour force working in shipyards and work space to the shipping business (industry) especially during the triangular trade between Africa, Europe and America.

In the 1990's the municipality conceived a redevelopment plan hinged on the authority's need to reorganize the city and the Cours des Cinquante Otages fell within the context of the programme "a New Centrality for Nantes" where innovative planning considered city-centre interventions. The main objective of the project was to regain values of centrality in areas congested by traffic, to foster public transport and integration of pedestrian areas which had been wiped away by the motorway.

The city focused on regaining a public space which would promote a balance between various means of transport and pedestrian links between the two nuclei old towns in the city.

The city made a decision to operate a second tramline along the Cours and become the central piece in the redevelopment project, as it signaled the city's intent and commitment to a means of public transport which would cause no pollution and integrate perfectly with the planned improvements to public space.

We observed the project has achieved a quality space which has re-established the balance between uses and the coexistence of different ways of getting around. Furthermore, the redevelopment projected integrated sustainable and clean environment policies by introducing trams, pedestrian lanes as well as protecting the rich and unique architectural style influenced by the Dutch engineers.

The class then proceeded to visit the social housing blocks of Nantes.



Fig 1.15: River L'Erdre in 1900 before the reclamation



Fig 1.16: The Cours des Cinquante Otages (Nantes Municipalité Archives)

1.2 Social Housing: A Working Class Residential area written by Pradeep



Fig 1.21: Housing of former shipyard workers

Earlier, the city of Nantes city flourished due to foreign trade, which was inherited from the middle ages. The city's wealth multiplied as a result of slave trade in Africa, commonly referred to as the Triangular trade, which was between France, America and Africa. Nantes remained the principal slave port until the 1780s.



Fig 1.22: House in dilapidated condition

Even after the official end of the slave trade in 1818, the practice continued and in second half of 18th century, the city became a hub for shipbuilding and repair works. In 18th century, a residential area was set up for the workers employed in the Shipbuilding industry. The residences were built over the landfills of the two rivers. Consequently,

due to intrusion of water from the foundation, it has resulted in structural damage of these building. It is so evident that the tilt in these buildings can be spotted with naked eye. The city of Nantes has retro-fitted these structures to prevent it from collapsing.

Also, these settlements are a part of the city's built heritage and that has contributed to the properties' high real estate values. Residents of these building need to obtain legal permission in order to make alterations to the building elements.

1.3 School of Architecture written by Jyolsna Pai and Shanmuga Anand



Fig 1.31: Doodle by Jyolsna Pai and Shanmuga Anand

After a tour of the social housing districts of Nantes, the group headed to the School of Architecture. We would like to start our expression through the doodle illustration of our visit to NANTES, this illustration shows the varied landscape, planning, art, architecture and culture of the city Nantes, "IMAGE" - Nantes by itself stands as an example of artistic pole to France, and the SCHOOL OF ARCHITECTURE as an institution can set discipline to the city through education on environment, planning etc. Architecture and Art schools play a major role in creative faces of the city, art in landscape, art in planning, and art in architecture. Throughout the cross section of the region we see various architectural styles from historic- old buildings to contemporary buildings. The school contributes with various tips on how to sustain the creative region, its relationship with the region is symbiotic, as the school learns and also does teach, express and share something to the region. We were given a lecture at this school on the 13th of January by **Professor Laurent Devisme** about the history, the architecture of the school, the transformation of the Saint Nazaire port and its connection with the Nantes city.

The School of Architecture is located on the banks of the River Loire, between the law courts created by Jean Nouvel and the Haudaudine Bridge of the Island of Nantes. As how the River Loire is the backbone of the region of the Loire valley, this school stands as the backbone of sustainable innovative creation in the city of Nantes. The new school building designed by architects Lacaton Anne and Jean-Philippe Vassal is occupied since February 2009. It extends along the Rue Alain- Barbe-Torte to the place François-II, overlapping the end of the rue La Noue-Bras-de-Fer via a gateway. As an educational institution, the building attracts over 1,000 students, faculty, and staff to Île de Nantes. This influx of a younger creative generation acts as a catalyst to the city center's economic and cultural development.



Fig 1.32: School of Architecture, Nantes

The school is open to the public to utilize its spaces and to make use of its public services and amenities, such as its ongoing lecture series, library, exhibition spaces, art installations, terraces, and panoramic rooftop.

This project reaffirms the ability of a structure to produce mobility and to facilitate vertical planning.

The present building is designed such that it could adapt to an altogether different use. This structure best explains the idea of dynamic design; it is not a completed work but a work in progress, with every need adding on to the next stage of design. The building is designed such that any architectural intervention will only add to and not subtract from the image of the structure. It is a user-friendly place.

The Nantes School of Architecture represents a fundamentally different way of conceptualizing low-cost architecture, in which a minimal budget converts into maximum space. Construction processes were optimized for the production of extra space. Anne Lacaton & Jean Philippe Vassal, the architects behind this project more than doubled the project's usable surface area, from an estimated 12,500 to 26,000 sq. meters.

The Nantes School of Architecture is an example of environmental quality and resource efficiency. Natural climatic controls, such as passive cooling and cross-ventilation, are integrated into the design to such a degree that the building can do without mechanical cooling systems.

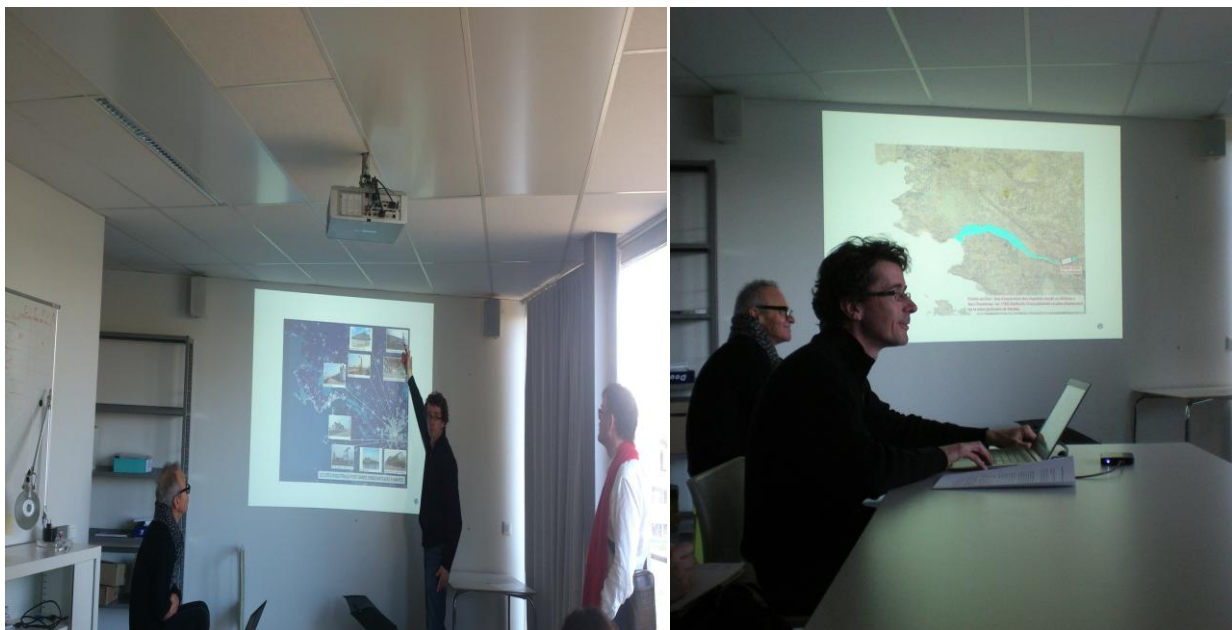


Fig 1.33: Lecture by Prof. Laurent Devisme

Link between Saint Nazaire and Nantes:

Originally Saint Nazaire was a small town under the Duchy of Brittany with only 600 inhabitants. After the French Revolution, in the 19th century the port of St. Nazaire had only one harbour. The economy was based not on commercial fishing but rather on its strategic location as the lowest navigation point which facilitated pilot supply up the river Loire. In 1800, there were around 3216 inhabitants.

Further development happened under the rule of Napoleon III, and the population of the region grew exponentially. In 1802 the roadway was laid to develop the port and in 1835 breakwaters were constructed with a navigational lighthouse at one end. With the construction of new basins and prestigious ocean liners, the town developed into the area of the city, which is now called as "Little Morocco". St. Nazaire served as an alternate port to Nantes. The first railroad from St. Nazaire to Nantes was laid in 1857.

Saint Nazaire was an unloading port for the US army and its allied troops. They built a refrigerator terminal at the port for storage of meat and dairy products for the army troops. Post war period saw the great economic depression that saw a shift from shipbuilding industry to seaplanes building in the 1920s. In the World War II, the German troops arrived here and started constructing submarine bases for their infamous U- boats, much to the shock of the inhabitants. After the war, almost all of the city was destroyed and the people had no reason to continue in the shipping industry.

In 2000, the city saw some policy changes with the Ville Port project that aims to reclaim the submarine base with commercial activities in and around the submarine base, urban development proposals like shopping malls and services integrated with the public spaces. Between the Centre Republic and the dockyards, many projects have come up like the access to the roof of the submarine base by ramp, better traffic circulation and parking facilities and creation of a new esplanade.

1.4 Le Quartier Du Tripode written by Aadithya Nandan and Shakthe Charan

The group then proceeded to the old Tripode building Developed in the 1970s, this area today is a jumble of buildings on 21 hectares. Located on the former site administrative Tripod (demolished in 2005), South of the Euronantes business hub where it fits, is close to the Saint-Félix canal, the Cité des Congrès and the stade Marcel Saupin. It is part of the vast construction of urban renewal of the ile de Nantes, one of the largest sites of redevelopment of France undertaken by the metropolis for several years.



Figure 1.41: The tripod district

The Tripode building was on the island of Nantes , on the banks of the Loire, along the Louis Barthou Boulevard near the new bridge Aristide Briand and General de Gaulle Boulevard. It commenced on 26 May 1972, after five years of work, the building is part of the first buildings related to the development of the "ZAC Beaulieu" and was intended to accommodate State services of the Foreign Ministry. The use of Asbestos in the construction

led to the evacuation of the occupants in 1994, the building was sold for a symbolic euro to the urban community of Nantes.

Today the redevelopment project is creating a new diverse neighbourhood as part of the Euro Nantes Business Park which nears around 95,000 sq. m to be built in an attractive setting for walking, biking and enjoying the Loire. This new district provides an gorgeous tertiary offering - housing and services, in an area that takes advantage of its closeness to the Loire to connect the city with the river, through an unique and determined public space project that targets to create a vibrant community.



Figure 1.42: The wind mills



Figure 1.43: Purification pond Source:

The diversity of functions, populations and architectural forms is one of the essential characteristics of the project. The whole project will thus bring together 141 housing including 28 social dwellings, 2,100 sq.m of retail, 20 0600 m² of offices, a student residence of 153 dwellings, a residence of 107 homes and more than 600 parking spaces in underground. For a total of more than 50,000 m² of managed.

Designed by Christian De Portzamparc, world-renowned architect, site respects the principles of the open island. It is organized around two basins structuring space from the North to the South, defining public spaces primarily reserved for pedestrians and soft movements, until the Loire. These two landscaped basins of 1 500 m² and 2 000 m² ensure a natural purification of storm water from public spaces and neighbouring real estate transactions. A garden of more than 8 000 m² will be created. If one adds the production of energy with wind small and immediate service by the Busway, all components of the "sustainable city" will be met.

At this level, the business center will be built on the site of the old building of the Tripod , which was the headquarters of the Ministry of Foreign Affairs, and INSEE . It was demolished by implosion due to the presence of asbestos .

The first phase of this project, within the scope of the public works program of the island of Nantes drawn by architect Alexandre_Chemetoff , will include 57,000 m² divided between offices, homes, hotels and shops. Everything will be built around a series of ponds, canals and water gardens dug for this purpose, called the "river Loire," and established "staircase" down to the river.

We had a fruitful and substantial learning experience. The district also wants Tripod as a complement to the current set-Beaulieu is whose ambition had been revised downwards in the mid 1970s. The project therefore aims to revive the idea of a neighborhood of scale business at the eastern tip of the island that is home for now mainly administrations and type of housing "bars".

Undoubtedly, joyful time always passed secretly and those wonderful memories will never fade away when time passes. Every time when we glance through the photos taken, a sincere smile will appear unconditionally, meanwhile, they remind us with all the inspirational and remarkable experiences that we acquired in this study tour. The "WALK" continued.....

1.5 The Two Sides of Le Loire written by Sun Subha

Nantes is located on the banks of Loire River. The city is also a place where the tributaries of Loire River, L'Erdre (right tributary) and the Sèvre Nantaise(left tributary) flows into. The city was built in a place where many branches of the Loire river created several islands. The city is surrounded by the Loire River and Nantes is the central point of the land hemisphere. The new creative district was formed by filling seven islands to a single island called “Ile De Nantes”.



Fig 1.51 to Fig 1.54: Left Bank of Le Loire



Fig 1.55: Bridge connecting the two banks

The centre of the island has line of bridges linking the north and south shores of the Loire and the suburb developed in the 17th century around.

To the west, industries took over the grasslands in the 19th century to enlarge the harbor and provide space for shipbuilding. Industrial activities developed, bringing with

them a new working class residential area, new roads, the State Railway Station and new railway lines at the dawn of the 20th century.

To the east, urbanization began in the 1960s. This area was further developed in the 1970s and 80s, becoming home to emblematic facilities such as the Hotel de Region, The Tripode, the Maison de l'Administration Nouvelle (MAN) and the Palais des Sports.

In our field trip we had a chance to visit the Stadium, the School of Architecture (École Nationale Supérieure d'Architecture), the Social housing, etc., which are located along the side of the river. We also had a chance to visit the place where the river Erdre flows into Loire. We had a fantastic view standing on the bridge and to see excitedly how amazing the river joins into Loire with a high velocity. In fact we had a better view of the river side standing on the bridge.

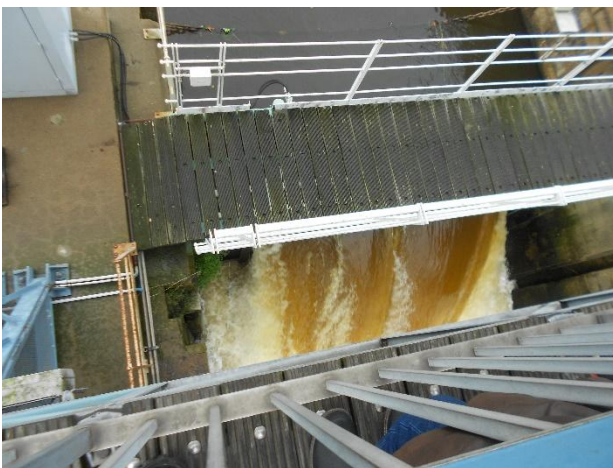
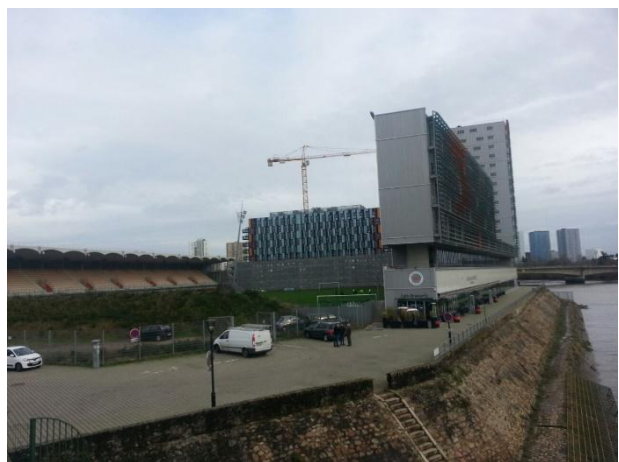


Fig 1.56 to Fig 1.5.9 : Right Bank of Le Loire

We also had wonderful time in visiting the harbour particularly the place where the rings were created to make room for the interpretation of the visitor. The form of the circles refer to the rings which enclosed and imprisoned slaves, in reference to the triangular trade that Nantes was the hub of the eighteenth century. It was also pleasing to see from the harbour towards the other side of the Loire the tree which remains as a part of artistic creation in planning.

1.6 The Ghetto of Nantes written by Bala Maheswaran

We visited the social housing provided in the new central business district of the Nantes, the area offers a huge potential for the new investments, this area is particularly attracting developers with the mixed use development, but this new type of development is also putting huge stress on the existing housing stocks currently offered by the city. Nantes being one of France's oldest harbour cities, has gone through a period of economic decline towards the end of the past century. With the commercial harbour relocated to Saint-Nazaire and the shipyards closed down, the city reinvented its *raison d'être* by shifting towards innovation-based industries and undertaking large-scale urban renewal. To accommodate the growing population yet avoid sprawl, the city has adopted the strategy of densifying, re-proposing and reconnecting its different areas within the existing boundaries.

The area visited by us follows following policies to increase the supply of its housing stocks.

- Re-housing of households within diversified social programs, across the city and the conurbation.
- Following requests, re-housing is carried out outside of the Sensitive Urban Areas (see re-housing map).
- Promoting the diversification of the housing offer on land freed-up by demolition: private properties, affordable and social housing.
- Reconstruction of the same number of housing units in other parts of the city, outside Sensitive Urban Areas.

These measures have ensured the steady supply of social housing stocks, and in our visit we were able to see the actual impact of these policies and the way it has transformed the existing morphology of the city.



Fig 1.61 to Fig 1.62: The Ghetto- social housing sector of Nantes

1.7 SEMITAN

During our visit to Nantes, it was scheduled to have a site visit to **SEMITAN** headquarters and attend a presentation about the company. Semitan is the actor of mobility in Nantes and yet considered to be a *comprehensive public transport network* of Nantes Metropolis area. What is most significant about SEMITAN is that though it is a public transportation system, it is a mix partnership between public and private sector. So, it acts on behalf of and under the control of Nantes Metropolis in one hand and with three main private investors in the other. In an administrative point of view, this resulted in the company's increased competency. Since it is a public-private partnership, they work together in a dynamic setup to create the transportation network in terms of: infrastructure, imply transport policies limiting the use of private cars in the city center, innovative solutions to solve traffic jams and congestion. There are about 1600 employees in SEMITAN in several fields such as engineering, drivers, maintenance, labors, administrative, accounting... etc.

Mission

SEMITAN is considered to be one of the most significant corporations in public transportation in France. It was founded in 1979 and the SEMITAN network is commonly referred to as TAN, which is also its logo. SEMITAN's mission is not only to facilitate public transportation in Nantes metropolis area (593 000 habitants) but to support the development of infrastructure required to expand and excel. SEMITAN is a key player in mobility, working on a diverse range of axes- public transportation solutions, developed commercial policy targeting products, in addition to offering socially maintained solutions to lessen the usage of private cars (soft transport).

The transportation network

TAN has several transportation networks and facilities to cover the agglomeration of the 24 municipalities of Nantes. The same ticket can be used in all of TAN's networks , except for the airport bus that requires a special ticket. These facilities include:

- The Tram: there are 3 lines of Tram lines that cover a length of 43 km. Due to the increase of demand a third tramway has been recently introduced. There are 3 models of the tram depending on the manufacturing period. However, the new trams are designed with easy entrance-exit design to accommodate for the physically-challenged.
- Chronobus lines: there are 7 Chronobus lines, 4 were implemented in 2012 and 3 in 2013. Therefore it is a new member to TAN family. The Chronobus simplifies the access to the city center, it's connections between other neighborhoods and with the surrounding municipalities of the metropolitan area. It is fast, regular and accessible by everyone. It promotes an equitable sharing of space between different modes of transport, which are integrated with the tram line and Busway. (Fig 1)¹
- The Bus line: there are 44 lines distributed among the region.
- The Busway: there is only 1 Busway that covers 7 km in length, from the city center to south-east. This is a designated lane for bus use only. It was established due to the increase in the number of commuters along that route. It has a variety of advantages - (a) It functions quicker than the normal bus as it does not delay due to traffic jams, (b) private line, (c) Cheaper and easier to implement than the tram line.
- The Navibus: there are 2 Navibus lines in the northern part of the city. Navibus is a boat that connects the north bank of the Loire River with the west one. Unlike a cruise it only links horizontally, making it a quicker connection in the absence of a bridge.



Fig 1.71: Plan of the 3 Tram lines (red, green and blue) and the Chronobus lines (light thin lines) in addition to the Busway (yellow)



Fig 1.72: P+R parking lots along tram lines and the Busway

Other services:

- The night bus and tram service
- 267 school buses
- The airport bus: it is a one line bus heads directly to the airport, and requires a special ticket.
- PMR: is a specific transport service for disabled people or those who can't go through the ordinary network for health reason, it comes upon demand.
- Bicycle services: offer a free place to park the bike to use the public transport or even use the *Bicloo* innovative concept of renting a bike from 100 different locations around the city center.
- Parking lots: there are 38 P + R jacks to park for free in several locations , entrances and exits of the city (*Fig 2²*). Parking lots are easily accessible to the city center via tram lines or Busway. This facility is crucial because those who live within the metropolis and city edges can still benefit from the TAN public transportation and yet use the same transport ticket to park, which further decreases the number of private cars in the city.

SEMITAN in figures

This section will include graphs showing the TAN development and statistics. For some years, SEMITAN has an attendance of growth on its network between 3 and 4%.

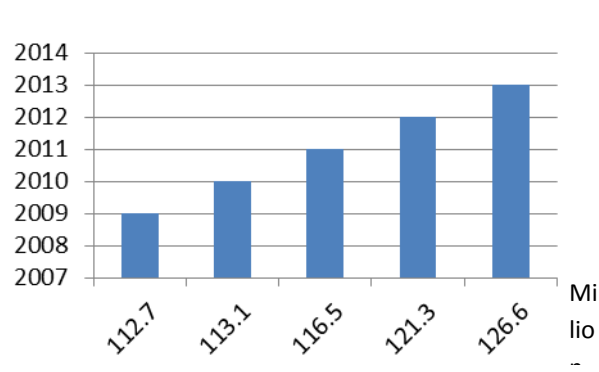


Fig 1.73: Graph shows the number of TAN users for per year

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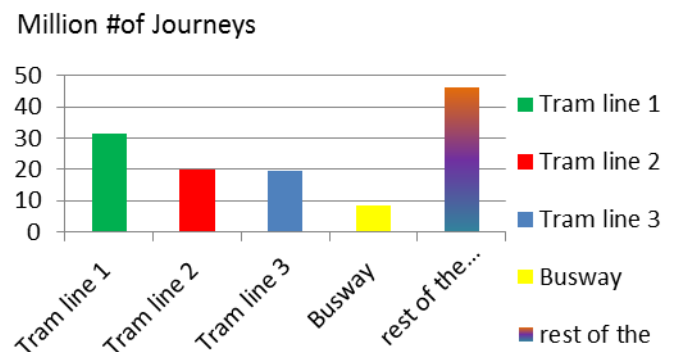


Fig 1.74: Graph shows the number of journeys made in 2013 per transport type. It sums up to 126.1 million journeys, 60% of which are made by Tram lines

Extrapolating from the above said information, the increasing number of users and the expanding transportation network is an evidence of the success of the TAN transportation system. There are several reasons behind this success, a few are:

1. Rise in awareness concerning environmental matters, leading to an increase in public transportation in comparison to private cars.
2. The provided public transportation network TAN is sufficient and efficient. It was convenient as it covered large areas and reaches areas beyond the city perimeter.
3. TAN uses several means of transportation all connected together in a comprehensive plan. So, besides the “traditional” modes such as trams and buses, sustainable solutions such as bicycles, there are solutions that were invented to respond to “local” problems (ex. Navibus & PMR).
4. The continuous development and motive to expand the transportation network is observed through its history , up-gradation of vehicles models and innovative mobility solutions.
5. The strategy of using one ticket to use all means of transportation is effective and encouraging.



Fig 1.75: After the presentation at SEMITAN

One of the major challenges faced by TAN is the inevitable challenges of urban development in combination with strong economic setbacks and population growth of Nantes Metropolis. Although in some lines the frequency of the tram is 4 minutes which reduces congestion. However, in the peak hours, the congestion is very high and the frequency of trams does not comply with the demand. It was said during the presentation that the density could reach $6m^2$ in the peak hours, but in reality, it is

observed to be on the higher end. This makes us rethink the strategy and arises questions like "what is next?", "A tram every 2 minutes?", "Add another line or two?" Let's wait and see how SEMITAN's development strategies will act to tackle such a challenge.

Following our visit to SEMITAN, the class met up for social dinner. We enjoyed a great meal and the enlightening conversations with our professors. Also, we celebrated the birthday of one of our classmates and it was a night to remember.



Fig 1.76: Social Dinner

1.8 Historic and Creative neighborhoods of Nantes written by Abinaya Rajavelu

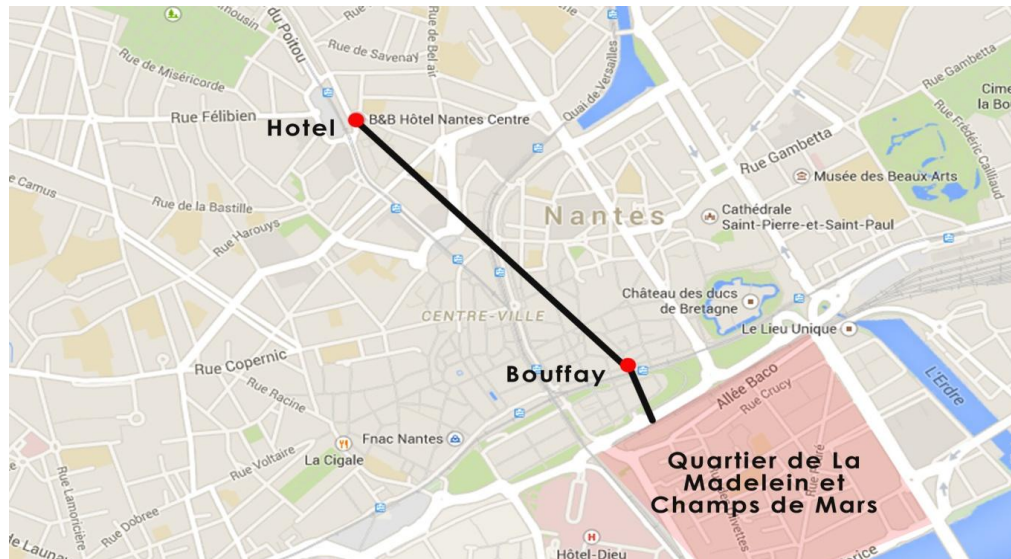


Fig 1.81: Pedestrian route from B&B Hotel to Quartier de la Madeleine

Bouffay

On our second day, the class accompanied by Prof. Jacques Fache headed to the historic districts of Nantes. On route to Bouffay, we passed through various old residential blocks of the city, which were characterized by narrow stone paved alleys and closely packed double-storey houses. This was a reflection of the construction methods, styles and materials used in the city during the industrial era. It also shed light upon the social setup of these neighborhoods, where various units shared few open public spaces. However, it was evident that these parts of the city were neglected, decaying and needed attention. We reached Place du Bouffay, a square enclosed by half-timbered historic buildings on three sides and the tram line on the other. Historically the site was once bordered by the Loire and served as the city's loading/ unloading dock. Its purpose has changed over the past few decades. Today, Place du Bouffay houses many bars, restaurants and high end residences and still remains a busy square bustling with varied activities.

Afterwards, we visited the residential district of Bouffay that was formerly occupied by workers from the neighboring leather and shipyard industries. The area witnessed major changes after the closure of its prime industries. A considerable part of this neighborhood was inhabited by middle aged residents, who had migrated from other parts of the country in search of a job.



Fig 1.82 to Fig 1.83: Derelict neighborhoods of Nantes

In the later years, aged workers reached the end of their lives and were not being replaced in the population. On the other hand, countless dwellers had abandoned their houses and moved to other areas or cities. Consequently, this neighborhood transformed into a notorious district that posed as a problem for its residents, the passer bys and the city's administration. As a result, when the ZAC planning was introduced in the 1990s', this district was renewed with private developers playing a major role in its redevelopment. Currently this area is inhabited by students, artists and the young population of the city.

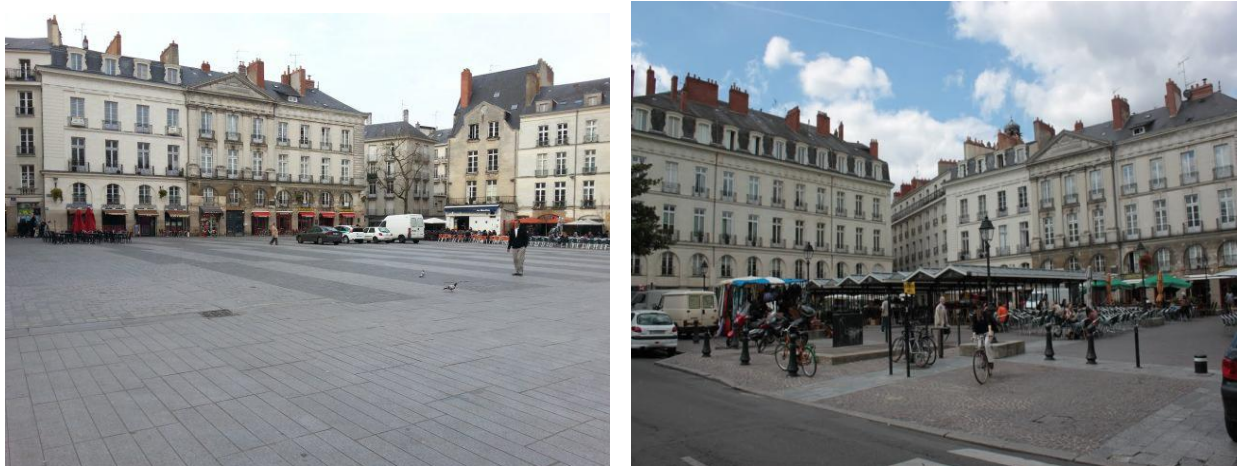


Fig 1.84 to Fig 1.85: Bouffay Square

Planning system of Nantes

Whilst explaining about the renewal of old blocks of Nantes, we were briefed about the planning system followed by the city. During the industrial era, the city had numerous trade unions that represented workers from various industries. These trade unions remained even after the industries were shut down and acted as the driving force that initiated communication between the public and the municipality. Through these unions and associations the citizens shared equal power with the public governance. The practice of negotiation and debates paved way for the pragmatic planning system that is pursued in Nantes today.

Madeleine Champ-de-Mars

Following the visit of the historic districts, we walked to the creative neighborhood of the city of Nantes. Madeleine Champ de Mars was previously a wholesale market and it initiated a dominant change since the construction of the Congress Hall, which opened in 1992.

This area is an example of how Nantes successfully converted a decaying post industrial area into a creative node. It demonstrates the marriage of the old and new architectural styles of the city. Through careful rehabilitation and re-planning of the streets, squares and gardens, the area has preserved the charm of its alleys. Conveniently located at the crossroads of public transport, the district now hosts a new population of 6,000 inhabitants and employees. It is working towards developing neighborhood facilities and fostering a pedestrian friendly atmosphere.

We had a tour of La Halle de la Madeleine, a mixed use facility. This complex illustrated the integration of commercial and residential facilities into one abode. La Halle de la Madeline comprises of creative firms like architecture, graphic design, media design, etc.' Scopic- eventments et communications' is one such company that organizes events in open areas, to encourage interaction between people from diverse backgrounds.

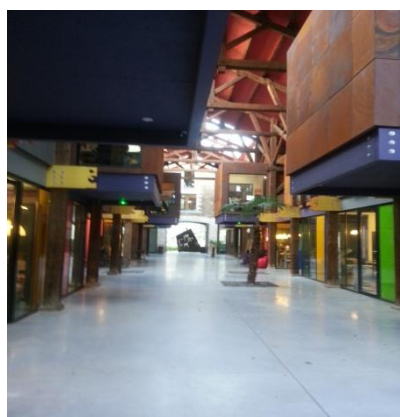
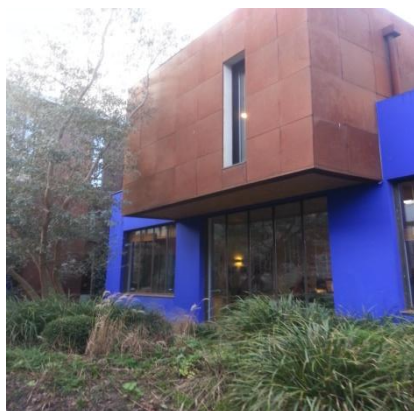


Fig 1.86 to Fig 1.87: La Halle de la Madeleine.

A mixed-use complex, comprising of residential and office spaces.

The class then headed to the heart of the district, where we walked around La Maison du Quartier Madeleine Champ de Mars, a centre involved in the betterment of community life. It is a gathering place for the community, where one can exchange ideas and seek for mutual assistance. The community center offers a variety of recreational activities for all age groups. Twenty associations occupy the centre and offer workshops and training modules based on cultural activities.

Today, the streets of the creative district of Madeleine is home to several bars, organic restaurants, art kiosks and stores. These street host a festival annually named Barbar, where one can experience a wide mix of artistic expressions and events. Despite being a case of a successful redevelopment, La quartier Madeleine also showcases the intensive gentrification that the city has undergone during the process of rebranding itself.



Fig 1.88 to Fig 1.89 :
Quartier Madeleine
Champ-de-Mars

A block that has
metamorphosed into a
creative neighborhood.

1.9 Gentrification Effects on Nantes written by Manasvini Hariharan

Nantes' history of transformation from an industrial district to a creative one is bound to change the nature of the inhabitants of the city. Most artistic activities were created in the past ten years which led to a change of the quality of activity of neighborhoods. During the trip, the talk of gentrification came up in various areas but particularly in the Quartier de Madeleine. Hence, there is an emphasis on this particular creative district for the topic of gentrification.

A change in the quality of activity over quantity is one of the indicators of gentrification in this district of Nantes. The original population of the district, workers disappeared from the district because their profession no longer was existent in the surrounding. Adding to the change in quality of the district as perceived by the government, a new set of inhabitants have populated the Quartier de Madeleine.

These inhabitants come from a starkly different background. Artists and people who relate to the Arts make the new population and lay emphasis to the 'cool' quotient of the area thereby inviting rich and the fashionable to purchase houses in the quarter. It is now impossible for workers to stay in the Quartier Madeleine. In the 60's it would have been possible for workers and other middle class people to buy an apartment in the quarter. Unfortunately, with the popularity of the quartier as a 'creative' district real estate prices have inflated rendering it attractive to an exclusive high income group. As Prof. Jaques points out, even a university professor whose income is of a respectable amount would not be able to afford the housing in the Quartier de Madeleine.

Restaurants have seen a change in clientele over the past 25 years. From an industrial worker crowd, the clientele is now made up of people who are involved in, appreciate and support the arts. The cafés have changed accordingly to suit the tastes of its target customers and the surrounding commerce has seen an increase in the number of small arty stores.

In order to compensate for the inhabitants who have thus been forced out of such neighborhoods, social housing is prominent in the other parts of the districts. But their income does not allow them to enjoy the benefits of the creative district: restaurants, cafes, theatre etc. despite the government's efforts. Hence they are isolated, pushed to the periphery and not a part of the 'creative' culture. Hence, their lives are harder since they have to travel from the periphery to the centre for work related reasons. According to Prof. Jacques, the workers prefer to live on the periphery and travel to work rather than live in a city that is alien in terms of culture to them.

What can be said, then, about Nantes' model of transformation? How can we judge if it is a successful model of urban transformation if the problems of gentrification in such a transformation have no real answers? We can judge the 'success' of a model only through indicators. Nantes' model was successful in terms of neighborhood transformation; eliminating areas of drug use, reducing criminality and providing the residents with a safe neighborhood to live in. This model of 'creative' transformation has definitely helped a dead city to retrieve the path to commercial and economic stability.

From the point of inclusive social mixing, the question of success becomes rather blurred. Can we plan the location of a population? Is the idea of social mixing beneficial? In a top-down method, if local government policies are implemented for an engineer to live next to an industrial worker, the inclusive social mixing is achieved purely as implementation of policy on paper. Is there a real link between the different social strata? Are the engineer and worker happy to live next to each other or would they both prefer to be surrounded by their own kind of people? Can a social cohesion be achieved by different strata living together or is such a cohesion better achieved

when they live in different neighborhoods? Psychologically different strata of the public have different ideals and is it really a good idea to plan for all of them to live together?

Despite all the talk about social housing, one criterion for success is the preservation of public space. How can the government make public space equally accessible to every citizen regardless of their social status?

Prof. Hamdouch made reference to a book *The Road to Serfdom* by *Friedrich von Hayek* wherein he explains that in continental Europe, the development in cities was at stake because citizens relied extensively on social benefits. There was little individual effort on the part of the population toward personal, let alone collective, growth. The reality of establishing favorable relationship between the city and its people lies between the linkages of the different layers of people who make the city. Collectively, the political, economic and social fronts are responsible for the successful transformation of a city.

Alternatively, as Prof. Hamdouch puts it, 'a way of assessment of success would be to pose this question: What would have happened if no intervention had taken place? A very important facet resulted from this sort of transformation: Life and Liveliness'. Life was given to a dead city. If the authorities had chosen to go for the preservation and heritage method of transformation for sustenance, would the effects for the lives of the inhabitants be better? Nantes model of transformation can be considered successful simply for this reason, despite gentrification effects'. (Summarized)

The question of success of a model is also deeply philosophical. What may be considered successful for one may not be the same for another. If one person believes that an inclusive social mixing of different strata is key to assess the success, another might believe that that economic and commercial uplifting of the city is more important. It boils down to if one is a democrat, socialist, communist etc. One can never really say with a certainty that a particular outcome is the best for the entire city.

In conclusion, the problem of gentrification in Nantes is multifaceted. There are no real answers or solutions to the problems of gentrification. The city's image as a 'creative' hub is an attractive factor for many investment opportunities of creative industries. But, for how long can the city sustain its image and economy on the basis of 'creativity'? What is next in store for Nantes? Is its transformation from an industrial to a creative city just a step in its transformation to another type of city? What will, then, be the effects of continued gentrification?

Gentrification is a ubiquitous process that seems to be increasingly linked with 'creative' terminology. As Andy Pratt (2008) points out, 'Creativity is universally seen as a positive characteristic: who wants to be uncreative? More- over, creativity provides a positive feel as against the ambivalence of culture (which carries with it suspicions of high

culture and exclusion, as well as antipathy to business). Moreover, the term cultural industries always existed in tension with the arts.' Nantes has jumped on this bandwagon of creativity and based its transformation around the buzzword of the century. At the same time, it is surprising that it has taken very little 'creative' steps to address issues of gentrification which, ultimately, are social issues. For Nantes, which has based its entire rejuvenation on the basis of creativity, the potential answer to lessen the effects of gentrification lays right at the root: The cultural industries and the arts can play a significant role in addressing issues of social exclusion and community (Pratt, 2008).

1.10 Island of Nantes - History and Transformation written by Alice Frantz Schneider

In the beginning of the afternoon of our second day in Nantes, we went to the Hangar 32, where there is a Showroom of the *Ile de Nantes* project open for the public to understand more about the history and development of the project. The class was very well welcomed by H  l  ne Morteau, a PhD student for SAMOA and the Project manager for the international development of the Art and Creative district in Nantes. During the entire visit, she explained to us some historical points about Nantes, as well as how the project has been planned and transformed through time.



Fig 1.10.1 to Fig 1.10.2 : Introduction by H  l  ne

The island was a result of a natural junction of several small islands due to the gradual filling in of the arms of the Loire River. Historically, mainly three areas could be identified in the island. The center of the island was a residential neighborhood in the 17th century, but later in the 19th began to be splitted for several factors. The west region represented a concentration of large industries especially around the harbor, as well as

the shipyards developed in the 19th and the wholesale market built in the 20th century. The east region, primarily wet meadows, was urbanized in the 1970s with housing, community facilities, etc.

The collapse of the shipbuilding industry, which was the heart of the city and a part of its identity, was one of the key point for the development of the project. The last boat built by the Dubigeon shipyards was launched in 1987, before closing down. After that a geographical and psychological breach was opened, which lead to the engagement of the *Ile de Nantes* project, started in 1989. The name *Ile de Nantes* came from the urban planners François Grether and Dominique Perrault, together with their idea to transform the entire area by uniting the three parts of the island with a common focus.

The project was then divided into two phases: Phase 1, compromising the years 2000 to 2010; and phase 2, which goes from 2010 to 2030.



Fig 1.10.3 to Fig 1.10.4: Creative Island of Nantes

During the phase 1 a rapid transformation was noticed in the *Ile de Nantes*. One of the emphasis of the project was the flexibility of a program that could adapt to changes in urban dynamics. The Development Plan had a pragmatic view, informing the current situation and the future scenario aimed. It kept in mind a sustainable urban development, while accommodating the diverse population. In order to achieve that, many public spaces were reconfigured, housing and social housing were built, new business offices were implemented and there was a big investment in new infrastructure.

The phase 2 began with a change of scale, considering the changes that the city was passing through with economic, social and environmental issues. Led by the urban planners Marcel Smets and Anne-Mie Depuydt, this phase had a turning point that the island should have a decisive role in the Nantes Saint Nazaire metropolitan area. By updating the previous plan, the Transformation Plan was introduced. This Plan defined the landscape as a central point of the development strategy, connecting the island to a metropolitan center and having a detailed thinking about the residential neighborhood.



Fig 1.10.5: Model illustrating the phases of the project

It is very noticeable how *Ile de Nantes* has been reinvented. Yesterday, the shipyards as a driving force for the economic and social industry. Today, a city combining environmental protection, social cohesion and creativity.

Considered as one of the largest urban renewal projects in Europe, *Ile de Nantes* has as guiding principles research, invention, creation, innovation and construction. During the visit to Hangar 32, we could notice those principles very present in the way the project is being thought and implemented.

1.11 Le Quartier de La Création written by Suraya Adnan and Zubair Zahid

Our last visit is Le Quartier de La Création or Creative District. This former industrial area of 15 hectares located on the island of Nantes was once home to Dubigeon shipyards. A closure in 1980, the city of Nantes is undertaking a broad reflection leading to put contemporary art and culture at the center of urban renewal.

The city now has 5,600 jobs in the field of cultural and creative industries in Nantes, an increase of 200% since 1982. I think this is good to include art as one of sector that will contribute something to city's economy.

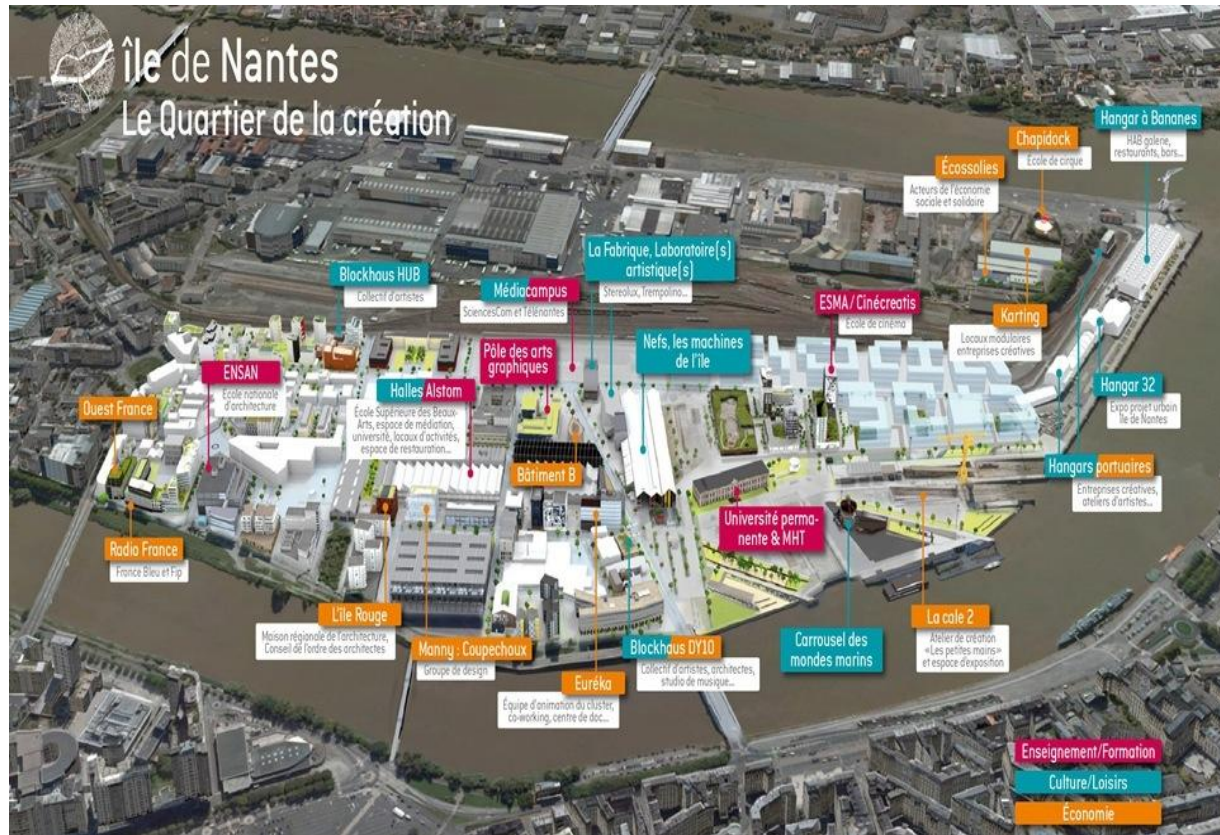


Fig 1.11.1: Representation of ile de nantes

Based on **figure. 1**, there are three kinds of building in creative district: building which supports education, culture, and economy. We visited Karting (economy), La Fabrique (culture), Les Machines de l'île (culture), and Ecole de musique de l'île (education).

Karting

Karting is an office building with a unique concept, located at the western tip of the island of Nantes. It was rehabilitated by Samoa to host forty creative enterprises, like an architect, web designer, and many other jobs. Why is it unique? It is a building inside a building, fashionable design, and eco friendly.



Fig 1.11.3 to Fig 1.11.4: Karting office complex at the creative quarter

Disadvantages

1. **Lighting.** It is too dark inside the building, and it is not that eco-friendly because even in noon the building is lack of sunlight. It is because the window was made from a material which sunlight cannot go through it well. The architect should consider that the 'box of office' is a building inside a building, so if someone inside it look at the window, he cannot see outside. If he opens the window, he cannot get the fresh air and sunlight. He can be depressed if they do not get any fresh air and sunlight.
2. **Social interaction.** There is a room for social interaction at the first floor of the building. Our guide told us that the room was made in order to make people interact with each other. I saw that in the ground floor, where the boxes are located, there is no interaction between people in one box and another box. They stay the whole day in the box and go out just for the toilet. I think the idea of making that kind of room is good, but it is only worked if there is an event, it is just occasional not frequent. There should be a coffee maker at the ground floor, or something else which can make people gather, sit, and talk with each other. It is good for them as well because from a simple talk with another artist, there can be a new idea.

Advantage

1. **Unique design with low cost.** The ideas of Karting is to make a low cost fashionable office space. Then the architect chose wood as the material. they set activity of actors in the region: the local timber industry through the Atlanbois and logging of forests in the region. It offers a low rent price, with utilities included, it is 150€/m²/year.

Out of all the disadvantages and advantage I mentioned above, all of the office spaces in Karting now is sold out. It means people are interested with it and ignore the disadvantages. But though they ignore it, I think Karting still should make its space better for the office worker.

La Fabrique

La Fabrique is a new site near the Alstom halls, this space is a laboratory for experimenting electronic music and digital, and provides training and co-working space. Actually it manages several areas of creation and artistic representation, hosting including Stereolux (current and experimental music) and Apo33 (sound and multimedia), Trempolino (contemporary music), Mire (experimental practice of the image) and Microfauna (concert organization).

One of them, Trempolino, has 7 levels. The ground floor comprises a bar and a reception area, La Place, with a small stage and a Resource Center. The bunker's Terrace has become the permanent home of a bus, locally famous for once plying the city of Nantes while providing mobile computer music tools. The remaining five floors host fully equipped Rehearsal Studio, office space and a recording studio.

In some developing country, a unique building like this is controversial because people think that this was just a waste of money. But I think it is a kind of investment, in the end we can gain the advantages of it.

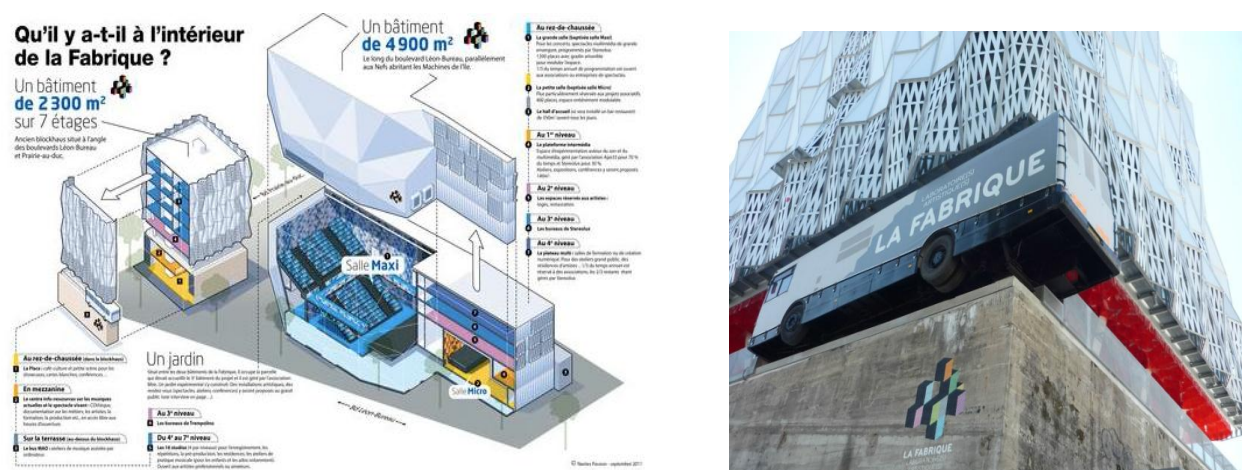


Fig 1.11.4 to Fig 1.11.5: La Fabrique, music centre in Ile de Nantes

Les Machines de l'île

On the second day evening during the tour of the creative islands, we visited Les Machines de l'île, an industrial building, where the Grand elephant Machine is located. Unfortunately the day we arrived, the equipment was being retrofitted and we missed the opportunity to see in working conditions. It was a very grand machine. We were surprised to see this kind of artistic work and totally unprecedented artistic project. It was born from the imaginations of François Delarozière and Pierre Orefice, it is at the crossroads of Jules Verne's "invented worlds", the mechanical universe of Leonardo da Vinci, and of Nantes' industrial history, on the exceptional site of the former shipyards.

In my opinion, these kind of projects at the Ile-de Nantes are very impressive and act as a keystone to attract the tourists. We saw many families with their kids enjoying the

Grand Elephant even during the repair time. So the universe of the Machines can be enjoyed by all generations and is perfect for family and group outings. There's no separation between the adult world and the world of children. Parents are not only accompanying their infants, they are also concerned with the awakening of their children, and they share their trip and discover the animal- the machine in motion.

Les Machines de l'île, the experimental laboratory where fantastic creatures come to life under the hands of the Staff of the company *La Machine* has become the representation of Nantes city as an Artistic city on the Map of the World. It is interpreted as a language, as a source of emotion. Through each of its living architectures, it is about dreaming tomorrow's cities and transforming the look we take at our cities



Fig 1.11.6 to Fig 1.11.7: Artistic Machines walking the streets of Nantes

Ecole de musique de l'île

We were informed about the history of the music school **Le Conservatoire de Nantes** at the site. Le Conservatoire de Nantes was established in 1861. After the fire of the Renaissance theater, it moved to the former premises of the Eugene-Livet High School, located Désiré-Colombe, before moving Harouys Street in 1917, to the former Levesque hotel was bought by the city. But the building was requisitioned during the Second World War by the second study, the conservatory has to change no less than seven times of address during the conflict. It proposed three specialties, music, drama and choreography. It is located in Nantes, Loire-Atlantique, on the island of Nantes (France).



Fig 1.118 to Fig 1.11.9: Some facts about the Music school

We have seen this unique building with different architecture. It looks like a music school building in term of its shape and design. In its curriculum, it also includes a course of study in flexible hours, from elementary school in high school. A team of 120 teachers provides a high-level education aimed at amateurs and future professionals. With a constant eye opening and educational innovation ,Le Conservatoire de Nantes also develops various actions music education towards the school environment, and stands out as creating structure and diffusion live performance by actively participating in the arts City and the metropolitan area, in partnership with other institutionsNantes cultural. The school has 63 classrooms, two auditoriums 250 seats, an auditorium with 1,000 seats, two dance studios, library and cafeteria.

In music, the school delivers a teaching on the strings (violin, viola, cello, bass), woods (flutes, oboe, bassoon, saxophone, clarinet), brass (horn, trumpet, trombone, tuba) and polyphonic instruments (piano, accordion, guitar, harp, organ, percussion). Singing classes, writing and musical composition, as well as traditional or ancient music classes are also organized.

1.12 SAMOA written by ZOU Xiao Ran and Obaidullah Mahdi

Introduction about SAMOA and île de Nantes (Joe)

As an emblem of a proactive cultural policy spanning 20 years and an ambitious urban project on the Ile de Nantes, the Creative Arts District aims to build a European center of excellence in the field of the Cultural and Creative Industries. This 20 years project is located on a 15-hectare site that was once occupied by the shipyard.

In the late 1980s, the collapsing of shipyard located in île de Nantes was a key event that prompted the city to decide on the in île de Nantes project. In the first phase of this project(2000-2010), there were four aims which are:

- building a sustainable city

- reclaiming public spaces
- revealing the industry heritage
- create social and functional diversity

And in the second phase(2010-2030), the island is confirmed as an extension of the historic centre, trying to develop mobility and join the neighborhood via the landscape backbone. The aims of the urban project by 2030:

- 1,500,000 m² of real estate development
- 10,000 housing units (700,000 m²)
- 450,000 m² of offices and business sites
- 350,000 m² of infrastructure facilities
- 160 hectares of new or reconstructed public space
- 3 new public transportation lines in dedicated lanes

Some creative idea and tools used on the process of planning

Workshops and citizen dialogue

"During the course of seven workshops, the project management team used working models to foster dialogue. One by one, the different areas of the island came under discussion, with topics including key projects and major urban planning issues. The discussion among the governance partners was enriched by ongoing dialogue with citizens, associations and professionals."(<http://www.creationduquartier.com>)

The citizen dialogue led by the neighborhood Council since early 2010 was enhanced by the workshop to broaden discussions on Phase 2 of the urban project.

From November 2011 to January 2012, a group of 24 residents representing the population of the urban area participated in the urban project workshop.

Unlike urban planning in China, public participation plays an important role in every urban project in France. I think this represents the respect towards the inhabitants and is the only urban planning is realised.

A showcase for local artists

Open to local productions, studies, experiments, prototypes and creative initiatives, the showroom showcases local talent involved in the arts, culture or research. Exhibits are scheduled so as to promote a large number and a wide variety of productions. In my opinion, that is a creative mean of propaganda.

Creative minds

Every six months, the exhibit Creative Minds presents 10 local talents who describe their creative processes, networks, achievements and projects. These portraits are also published on the Cluster website.

In summary, the SAMOA has not solely created an organized system for serving the new, small and middle-size company to start out their business in île de Nantes(for example Le Karting, which supplies a place of low price to the new company), but has bridged the enterprises, institution and public. Everybody participated in this whole project. During this whole project, the SAMAO played a very important role as an organizer.

In our opinion, a good urban planner(or a team) should have the ability to integrate and coordinate all sectors into a cohesive unit. An urban planner(or a team) should think about how to make the most effective use of the resources they have, and to make sure that each group(enterprise, government, public) is benefitted sufficiently. Although SAMOA gave us a good example, they are facing several problems such as lack of money. However I think a good project transforms be a sustainable one, with constant amendments and adjustments.

Comparison between Tours and Nantes in terms of Cultural poles and centers in the cities

Tours as a city in the Region center of France has very rich history and monuments. Tours is famous for its culture and pure French accent. In this city, different Cultural poles are located. These poles are in different areas of Tours and have good accessibility by public transport. They were built centuries ago and do not have good

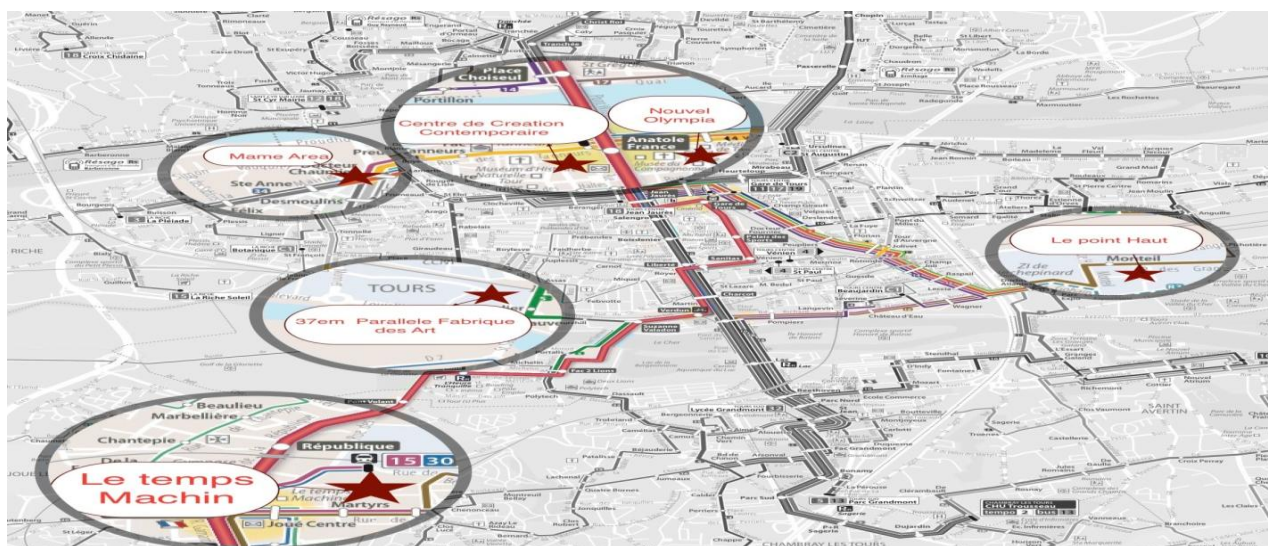


Fig 1.12.1: The creative poles of Nantes

physical connectivity with each other (See the Map). But in the city of Nantes, urban planners created a specific area (île de Nantes) for cultural activities. Buildings of different activities and functions are located close to each other and make a complete complex dedicated to Cultural development.

Physical connectivity and accessibility to Cultural Poles in Tours

Access and participation are closely connected to each other. Policies for access and participation ensure equal opportunities and enjoyment of culture through the identification of different groups, the design of initiatives or programs aimed at increasing their participation. The concept of 'access' focuses on enabling new audiences to use the available culture on offer or by 'opening doors' to non-traditional audiences so that they may enjoy an offer or heritage, that has been previously difficult to access. The emphasis on participation for example: to facilitate decision making and to the construction of meaning recognizes the audiences an active interlocutor, to be consulted – or at least involved – in planning and creating the cultural offer.

Finding the list of cultural poles in the city of Tours is very difficult. Obviously this is a weak administrative point. We searched an individual website or a section in the Tours municipality's website to find online information about culture centers in Tours but didn't find anything. It seems there is no policy for making facility for people to have access and information about cultural poles in this city. However, in the each culture centers of Nantes we received Brochures and Magazines for further information.

The Physical Aspects of Cultural Poles in Tours

- **Sprawl Location:** It was observed that the cultural poles are in different locations spread throughout the city of Tours.

Fig 1.12.1: Cultural Poles of Nantes

- The role of heritage, in Tours city center's as well as in neighborhoods.
- The importance and role of creativity, and the role of suitable infrastructure for creativity to flourish.
- The public spaces as an important point for creativity, social empowerment and conviviality.
- The Urban planning of metropolitan and local cultural facilities and the crucial role the brief plays in the process.

Observations and Critical analysis

Critical Review about Planning Strategies in Nantes

written by Abinaya Rajavelu

As a student living in Tours and as a frequent visitor to Paris, my perception of France's urban fabric was two-dimensional. The field trip to Nantes changed this perspective of mine. Nantes was a reflection of my belief that "Better city planning make better cities". As a city that was contrived to re-invent itself after the collapse of its industries, Nantes has successfully rebranded itself in the global context. Today, Nantes is universally known for its creative sector and innovative approach to urban planning.

This made me question why Nantes oriented itself towards becoming a creative capital ? Post-industrial cities reshaped themselves in a way to showcase their unique, local backdrop. They wanted to be cities that cannot be replaced by another and integration with culture was the key to it. Nantes, a follower of this approach, established itself as a pioneer in this industry. Consequently, the city has reached great heights in the past decade and this was evident when I visited île de Nantes, a central island dedicated to the development of the cultural and artistic sector.

One cannot deny that Nantes' planning strategies attract firms from other cities, which in turn contribute to the increased economy of the city. However, currently the city's funds are injected towards the development of touristic sector. In the opinion of the civilians, public money is spent on cultural facilities rather than social facilities. Thereupon, Nantes is headed towards becoming a city that comparatively suits the comforts of a visitor to its inhabitants. Despite the various efforts taken by the authorities, problems of social unrest and segregation of social classes still persist in Nantes. At the end of the trip, I departed the city with the question "Will Nantes restructure its planning approach to facilitate social cohesion or will it pursue its current path ? ", a question that will find its answer in the coming years.

Critical views about SEMITAN and Public Transportation in Nantes

written by Obaidullah Mahdi

In the evening of 13th January we had a meeting in the SEMITAN (public transportation company in the city of Nantes). SEMITAN team presented the general information about their company. I want to write my critical views and comments about that.

The company has a very well experience in Public transportation for 36 years and has growth with the development of the city step by step. The company uses a large number

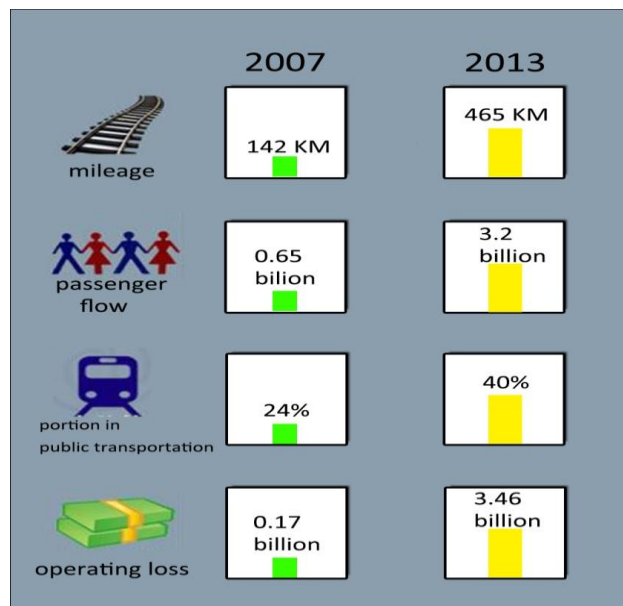
of buses, trams and boats for public transportation in the different lines to cover the whole city. Company had 126,6 millions traveler in 2013. However in some parts of the city center in the particular times, public transportation is not enough for all passengers. Trams and buses are very crowded in the Morning and evening. In their standard is one square meter in the tram is for 6 people, but I saw more than 10 people in square meter. In one hand population is growing in the city and in the other point of view, public transport is not enough and the city needs more!

For myself Tramway is very interesting specially because it has not side effect in environment in terms of air pollution. I wanted to know what are the weak points of Tramway if we want to use it in Kabul. Kabul has its own particular situation and needs its own solution. Kabul city has very polluted air and one of the important reasons is vehicles and the smoke. I asked my question from SEMITAN team “what is the alternative for the moments when the electricity cuts off and doesn’t work in tram lines?” I was thinking how to use Tramway in Kabul however and Kabul has not sustainable electricity. It was very interesting to hear this answer “Electricity is grantee in this country!” in last 6 years, electricity cut off only once in one line. It means we can not use tram way in Kabul as we use it in French cities. If we don’t have a good electricity system it’s very difficult to use tramway. But I think it would be better to have a simple system like Battery energy saver system in the tram for those moments when electricity has cut off. It’s better to move the tram a little bit away when there is no electricity and tram has stopped.

SEMITAN offers parking (6700 places) for the customers to park their own vehicles and use public transport. It’s a very good idea and good solution for traffic in the city.

Critical review on public transportation (comparison Nantes and Beijing) *written by ZOU Xiao Ran*

We have a wonderful trip of Nantes but maybe not including the experience of tramway. Unlike Tours, it is so crowded that reminded me of Beijing. We learned from the presentation which the SEMITAN gave us that they try to rise the price of public transportation to figure out this vexed question. Coincidentally, Beijing recently rose the price of its public transportation to release the financial pressure and meanwhile try to make the subway a little bit uncrowded(everyday there are more than 13 million people take subway in Beijing)



But there is now evidently decrease in passenger flow after the rose of ticket price. People still need to(or have to) take the subway between home and work. I think the most important issue in public transportation is to provide enough lines, stations and trains to ensure the convenient of public transportation, because the price of public transportation is far more less than driving a vehicle of your own, it is still competitive in terms of price. Thinking about the public transportation in Nantes(especially the tramway), I can imagine that even though

they rise the price, the problem of crowded will still exist, only if they can provide enough choices for the citizens(bus, bicycle, more tramway, etc).

Conclusion

Our field trip to Nantes gave us an insight to an alternate approach to urban transformation of post industrial cities. Nantes is at the forefront of city development through promotion of the creative industries. The results of this increasingly popular approach are evident in Nantes. This makes it a unique case to study as one of the first cities to adopt such an approach. We understood that 'creative' cities are buzzwords of today's planning jargon and buzzwords create both positive and negative effects on the city. While they do help to uplift the city out of its grave, newer problems with more complicated structures, such as gentrification, are also evident. Therefore it is important to assess the weightage of the positive and negative outcomes of such an approach to understand its benefits for the growth of the city.

Figure reference:

- a) Fig 1.11 to Fig 1.16: www.publicspace.org
- b) Figure 2.41: <http://www.iledenantes.com/en/projets/38-tripode-district.html>
- c) Figure 1.42: <http://www.iledenantes.com>
- d) Figure 1.43: <http://www.iledenantes.com/en/>
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- f) Fig 1.11.6 to Fig 1.11.7: <http://www.lesmachines-nantes.fr/en/machines-de-l-ile/the-galerie-des-machines/>
- g) Fig 1.11.8 to Fig 1.11.9: <http://www.conservatoire.nantes.fr/>
- h) Fig 1.12.1: <http://www.creationduquartier.com>