

# French Institute of Science and Technology for Transport, Development and Networks

Linking urbanism, transport and environment  
policies to create an “Éco-Neighbourhood”:  
The “Nouveau Mons” in the French Lille Metropolis.

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# NEIGHBOURHOOD OF THE “NOUVEAU MONS”, IN MONS EN BAROEUL, EUROPEAN METROPOLIS OF LILLE, NORTHERN FRANCE



# From 1932 until 1965: a very slow urbanism

Fort de Mons (Mons' old Fortress)



In 1932

Source: <https://remonterletemps.ign.fr>.  
IGNF\_1932\_Ferry\_Coty

In 1965

Source: <https://remonterletemps.ign.fr>.  
IGNF\_1965\_FDM

## From 1968 to 1975 a very quick and dense urbanisation

- Creation of a new neighbourhood as a Priority Urbanisation Zone (ZUP) of 110 ha / 170 ha for the town (65%) .
- Between 1968 and 1972 construction of 6000 housing.
- Doubling of population in the Mons en Baroeul town from 12,000 to 28,000 inhabitants.
- Density: 15,000 inhabitants / km<sup>2</sup>.
- High buildings (4 towers as urban signage)
- Low income families: 82% in rented lodgements.
- Social problems: Unemployment 27%, insecurity, underground economy, school failure, isolation of the population at the eastern part of the city

# The “Nouveau Mons” neighbourhood until 1975

in 1971



Fort de Mons



in 1975

# Main characteristics of the “Nouveau Mons” in 2018

- Very dense neighbourhood.
- This neighbourhood represents 60% of the town population.
- Collective and concentrated housing.
- The size of the housing is four (35%) or five (9%) bedrooms in 2004.
- Neighbourhood with short distances (walking).
- Well served by public transports: metro (since 1<sup>st</sup> April 1989: 10' from the Lille city centre) buses and self service bikes V'Lille.



# Comparison between the “Nouveau Mons”, the European Metropolis of Lille, the Hauts de France Region and France

	« Nouveau Mons »	European Metropolis of Lille (MEL)	Hauts de France Region	France (metropolitan territory)
Density (inhabitants/km <sup>2</sup> )	14776	1854,3	188,8	104,2
2014 (inhabitants)	12205	1133920	6006156	65907160
Men (%)	48%	48%	48%	48%
Women (%)	52%	52%	52%	52%
Households	5067	483795	2491007	28766069
Families with children (%)	41%	38%	40%	36%
Children <15 (%)	23%	20%	20%	18%
Single-parent families (%)	15%	11%	10%	9%
Owned lodgement (%)	18%	50%	58%	58%
Rented lodgement (%)	82%	49%	41%	40%
Household with at least one parking space	27%	49%	62%	65%
No car at all (%)	35%	25%	19%	19%
Only 1 car	51%	48%	47%	47%
2 cars or more (%)	14%	27%	34%	34%
Net income median (€)	15183,1	19308,5	18812,0	20369,0
Unemployed, 15-64 (%)	27%	17%	16,9%	14%
No-diploma population >15 (%)	41%	32%	36%	31%

Source: RP 2013

# Integrating urbanism, transport, social, and environment policies to obtain the Éco-Quartier Label

- In 1980: social development of neighbourhood programs (DSQ).
- In 1990: the city disengages to avoid social stigmatisation of the “Nouveau Mons” neighbourhood.
- Since 2004 the town benefited of ANRU (National Agency for Urban Regeneration) programs with the State, the Region and the Lille Metropolis.
- Creation of a Population Participation Fund.
- Transport reorganisation towards active modes. Call for tender to candidate to the “Éco-Quartier Label” or green district label (National experiment in 2008, creation of the national label in 2012).



# The 20 commitments of the Éco-Quartier national charter

1	Implement projects that meet the needs of all relying on the resources and constraints of the territory	6	Work primarily on the existing city and offer a density adapted to fight against urban sprawl.	11	Contribute to a balanced and solidary local economic development.	16	Think urbanism planning to anticipate and adapt to climate change and risks.
2	Formalize and implement a steering process and an enlarged governance	7	Implement the conditions of social and intergenerational mix of good living together and solidarity	12	Promote the diversity of functions in the context of a short-distance territory.	17	Target energy sobriety and the diversification of sources for the benefit of renewable energies and salvage
3	Integrate the global cost approach when making investment choices	8	Ensure a healthy and safe living environment.	13	Optimize the consumption of resources and materials and develop local channels and short food supply chains	18	Limit the production of waste and develop and consolidate recovery and recycling channels.
4	Take into account the practices of the users and the constraints of the managers in the choices of design.	9	Implement an architectural and urban quality that reconciles intensity and quality of life.	14	Favor soft mobility and public transit to reduce car dependency.	19	Preserve the water resource and ensure a qualitative and economical management.
5	Implement continuous evaluation and improvement processes.	10	Valorize local heritage (natural and built) the history and identity of the neighborhood.	15	Promote the digital transition by facilitating the deployment of innovative networks and services.	20	Preserve and enhance biodiversity, soils and natural environments.



Source : Ministère du Logement, de l'Égalité des Territoires et de la Ruralité

# “Nouveau Mons” Éco-Quartier commitments

- “Approaches and processes”: strong desire to involve the population in the project, which is a continuation of the concertation actions already conducted by the City. As early as 2004, as part of ANRU's Urban Renewal Project, participatory forums involving 400 inhabitants had been conducted. Newsletters were distributed three times a year in each household and site visits were organized.
- Communication actions by the City to raise public awareness of the issues of sustainable development, in order to contribute to the sustainability of the eco-district approach.
- A presentation of the carbon footprint of heritage and services in the municipal newspaper, information from social housing landlords on the management of heating, water savings and waste sorting in buildings.
- Children sensitisation to preserve nature.

# “Nouveau Mons” Éco-Quartier commitments: the linkage of urbanism, transport, environment, development and social policies

- “Living environment and Uses”: the City first wants to reduce the phenomena of exclusion in a neighborhood where many families face significant social problems. It is then a question of "offering those who were excluded the means to register again in a social dynamic".
- The City is committed to promoting the social mix by acting first on housing through the introduction of private housing rental or social accession in new buildings.

# “Nouveau Mons” Éco-Quartier commitments

- **“Territorial development”**: diversification of urban functions in a predominantly residential neighborhood, to ensure functional diversity.
- Maintain the commercial and tertiary activities present in the neighborhood and its residential vocation.
- Supply of public facilities: schools, sports and artistic facilities, local associations developed, particularly in the area of the Town Hall including the construction of the Allende concert hall, inaugurated at the end of the year 2016.
- This sector, at the intersection of the two main traffic axes of the district and in the immediate vicinity of the metro station “Mairie de Mons”, has thus been confirmed as the centrality of the New Mons.



# “Nouveau Mons” Éco-Quartier commitments

- **Regarding mobility**: decrease the presence of the automobile, promotion of alternative and sustainable transport modes.
- Master the number of car trips, development of transport supply, urban densification around amenities to encourage the use of cycling or walking. At the stations “Fort de Mons” and “Mairie de Mons” promote intermodality between bus and metro. The development of V'Lille's bike self-service and long-term rental offer as well as secure bicycle parking facilities.
- The redevelopment of public spaces in the neighborhood must also give back their place to pedestrians and cyclists.
- Finally, a municipal transportation service called TRAM (TRansport for Aged people of Mons) helps the elderly without a vehicle to move; as for young Monsois, discount tickets are offered by the City to use public transport.

# “Nouveau Mons” Éco-Quartier commitments

- “Resource preservation and adaptation to climate change”:
- Renovation and construction of housing with efficient insulation and low energy consumption
- City heating network with cogeneration of energy near Fort de Mons with a modern wood boiler room that complete the network in 2015 and would lower the city the carbon footprint by 33% .
- Filtering car parks, green roofs on city technical buildings (2008), the Polyèdre climbing room, the Petit Prince school (2011). Equipment's recognised as efficient and sustainable.
- The management of the green spaces allowed the city to obtain three "flowers", label of the national council of the cities and flowery villages.



# Synthesis of the ambitions of the Éco-Quartier of the "Nouveau Mons"

Approach and prospect		Territorial development	
1. Driving and consulting in a cross-sector perspective	●●●	11. Ensure functional diversity	●●
2. To position and define your project	●●	12. Organise travel and reduce dependency on the automobile	●●●
3. Ensure the financial and legal feasibility of the project	●●	13. Promote alternative and sustainable mobility	●●●
4. Know how to manage and evaluate your neighborhood	●●●	14. register the project in the dynamics of local development	●
5. Sustaining the process	●●	15. Enhance relations with the agricultural and forestry community -	—
Living environment and uses		Resource preservation and adaptation to climate change	
6. Promote living together	●●	16. Reduce GHG emissions, adapt to climate change	●●
7. Promote supportive and responsive lifestyles	●●	17. Optimise energy needs and diversify resources	●●●
8. Offer a pleasant and healthy living environment	●●●	18. Provide qualitative and economical management of water resources	●●●
9. Enhance local heritage, history and neighborhood identity	●●	19. Reasonably use of non-renewable resources and minimise waste production	●
10. Intensity, compactness and density: draw a neighborhood adapted to the context	●●●	20. Preserve biodiversity, restore and enhance the nature in the city	●●●

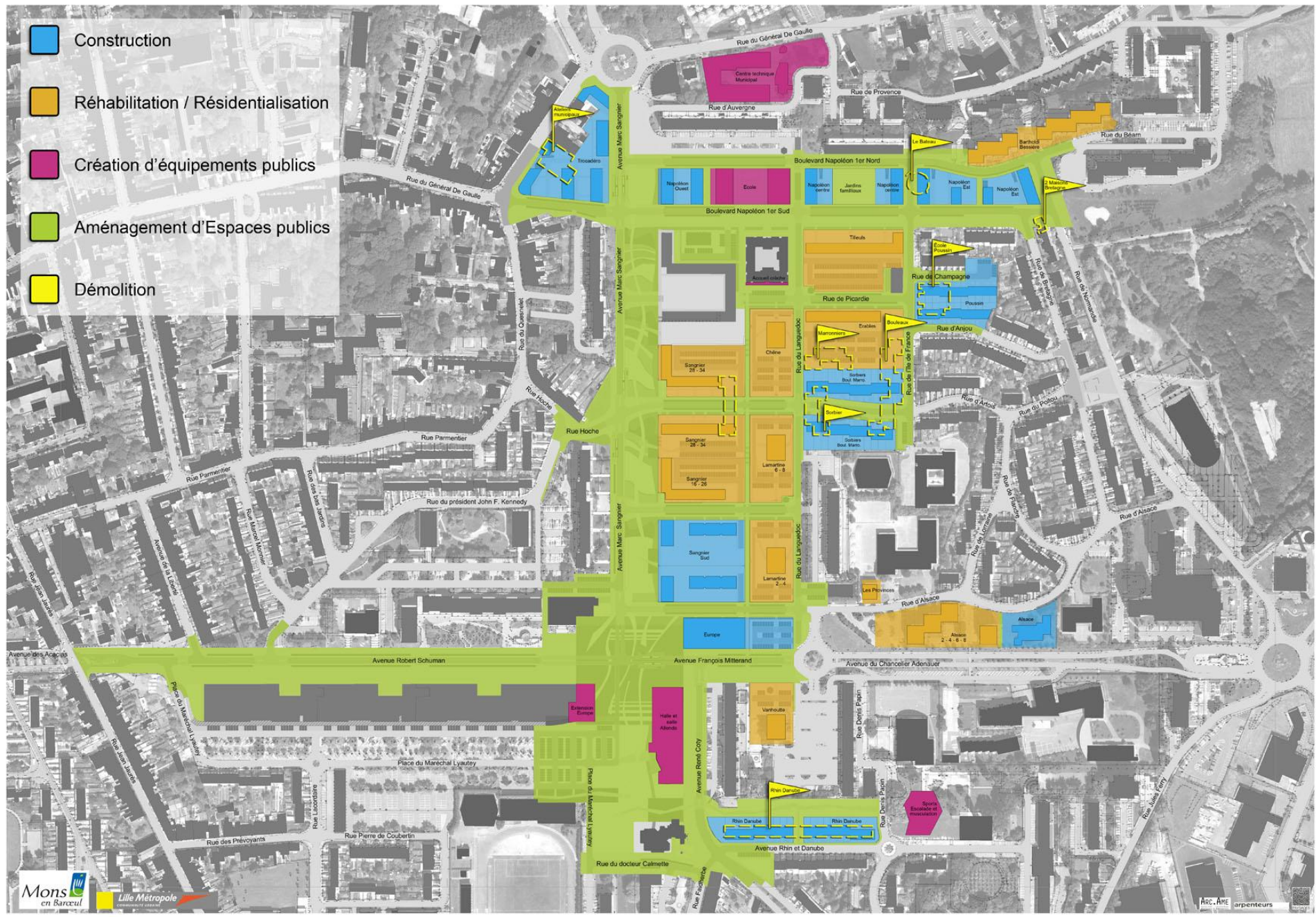
# The “Nouveau Mons” Eco-Quartier: the results

- Application to the national Eco-Quartier label in 2009: recognition of commitment to the process, and new application 2011: obtaining the label in 2014 (one of 19 out of 108 candidates).
- Required 180 public meetings: information, dialogue and consultation.
- Drastic decrease in the space dedicated to the car.
- Destruction of roads and reallocation of the recovered surface to green spaces, schools, allotment gardens and games for children.



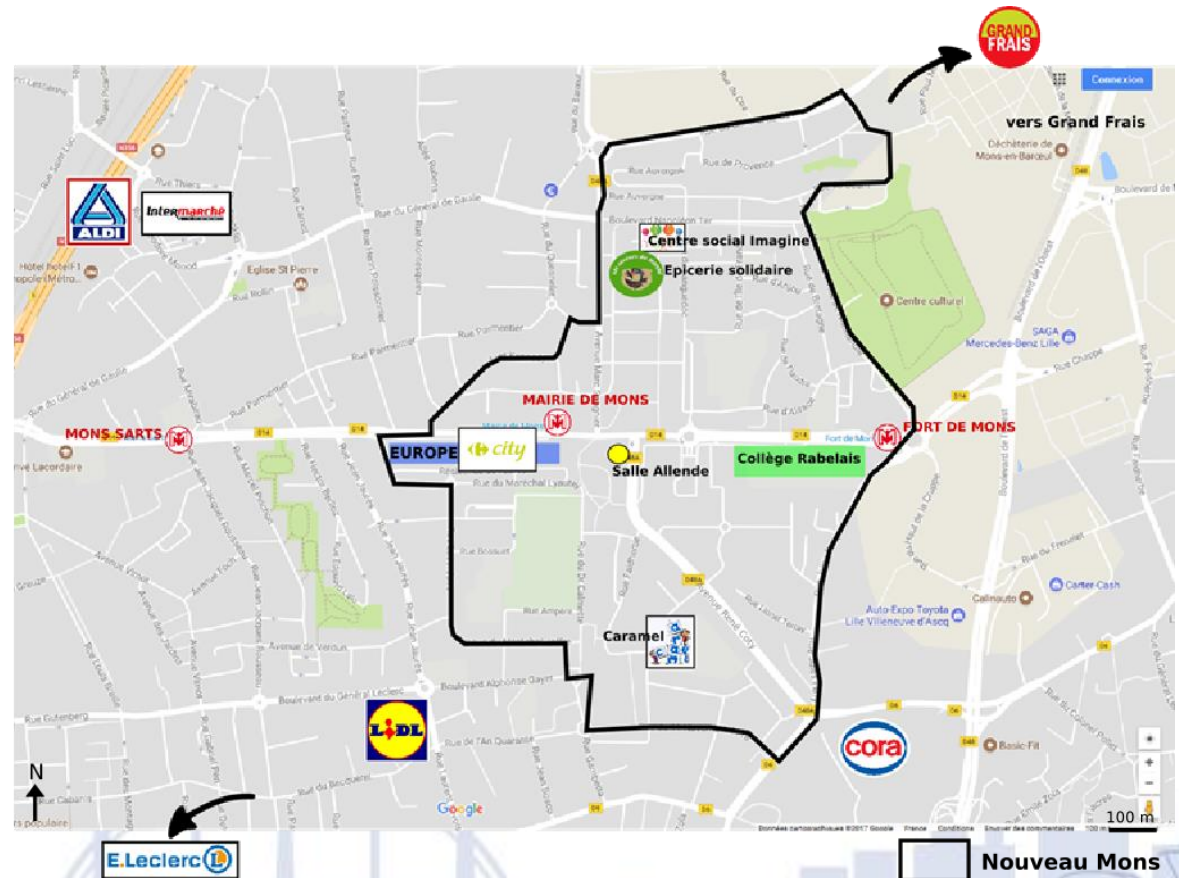


- Construction
- Réhabilitation / Résidentialisation
- Création d'équipements publics
- Aménagement d'Espaces publics
- Démolition



# Impressions of people living in the “Nouveau Mons”

- Part of the focus groups interview very appreciated by participants;
- Mixed points of views about the evolution of the neighbourhood since the urban regeneration;
- Lack of convenient and affordable stores inside the neighbourhood. Shopping practices in the surroundings or in Lille;
- Solidarity networks and practices of mutual assistance between neighbours.



# Situation of housing in 2016

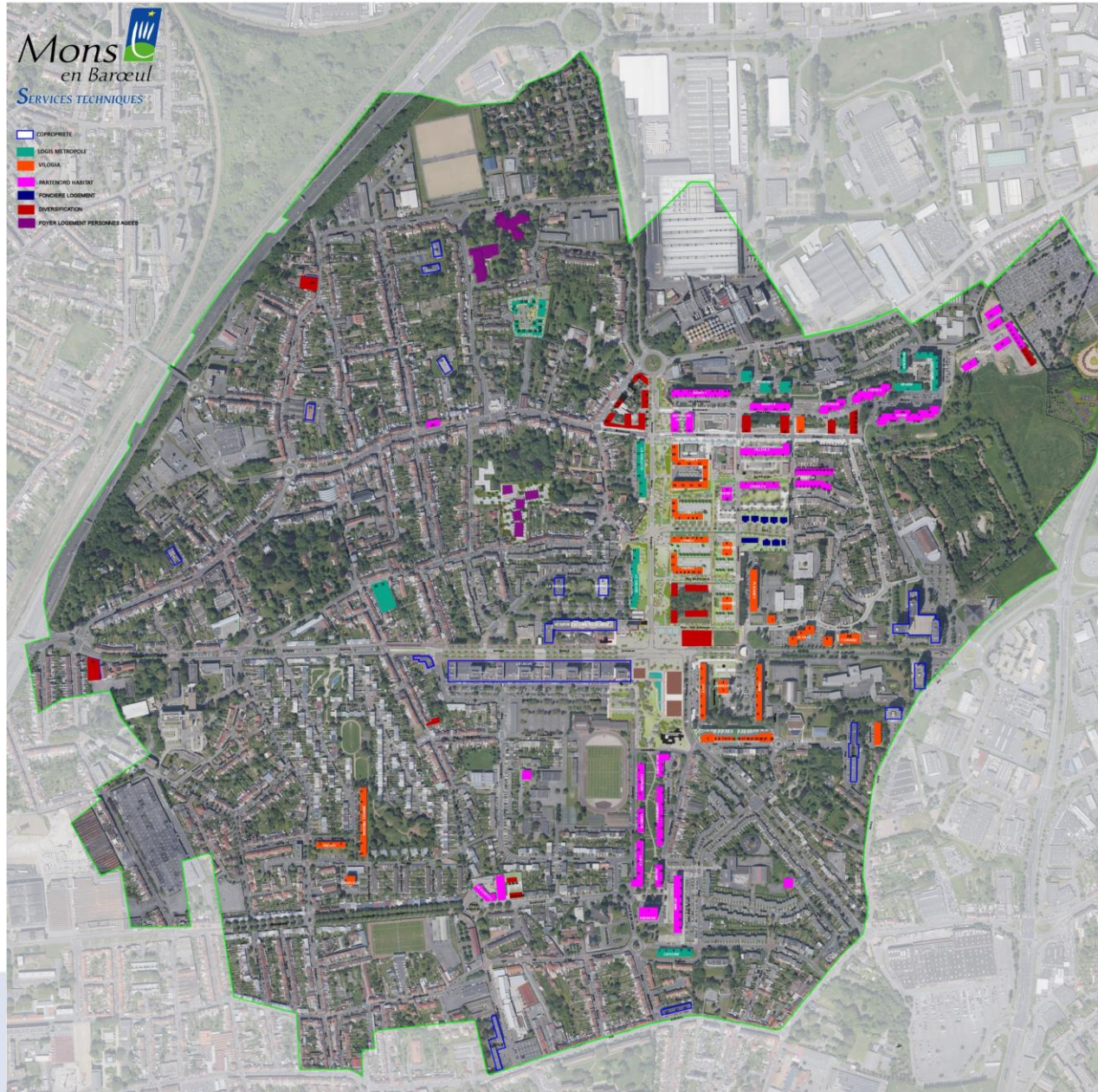


Photo: Anne Fuzier



Previously, between these two facades there were 4 lanes for cars and car parks on each sides. Trees have been planted.



Photo: Anne Fuzier

Previously, between these two facades there were 4 lanes for cars and car parks on each sides. Today only two car lanes, some paying car parks on each sides, bicycle lanes have been created and also very large pavements on each sides of this avenues. Trees have been planted.

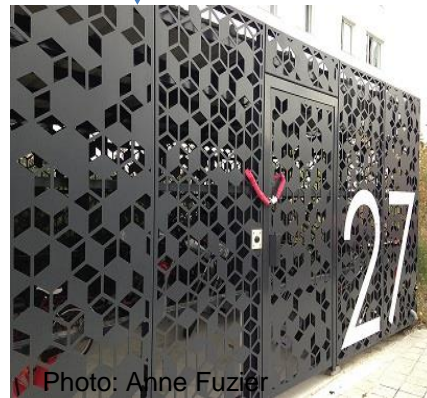
Previously, between these two facades there were 4 lanes for cars, two side lanes and car parks on each sides. Today only two lane for cars are remaining, and bicycle lanes are created and also large pavements that did not existed. The road has been removed and gardens and green spaces have been planted instead and



Measures in favour of bicycle are taken either for self-service bikes



Or private bicycles with the creation of safe garages



Measures in favour of walking with the creation of green spaces in front of social housing and creation of pavements



Social lodgments  
have been  
“residentialised” and  
closed with the  
creation of private  
green spaces and  
gardens



Photo: Anne Fuzier



Photo: Anne Fuzier



The road of the Boulevard Napoléon has been removed and replaced by a school: « Le petit Prince », and new housing, some allotment gardens, and spaces favouring meetings.





Photo Anne Fuzier

Creation of new buildings such as a house for the citizens: "THE LINK" for ecological transition and a sustainable city inaugurated in 2018.



Photo @CAAU

Or new housing for private owners inaugurated in 2018 and creating a new "centrality" with facilities for public transport large pavements for pedestrians and favouring walking.



Photo @CAAU



Photo @CAAU

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# Conclusion

- The Nouveau Mons neighbourhood has been transformed by applying the Eco-Quartier label process.
- It is still in under demolition, renovation and reconstruction.
- The Mayor says that it is a “Whole Life project” with the ambition to create demographic, social and economic mix.
- It takes a long time to obtain the citizens’ support and the transformation is realised step by step.
- It necessitated the combination of urbanism, environment, transport and social policies.

# Thank you for your attention

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