



POLITECNICO
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Honors thesis

ARCHITECTURE FOR THE SUSTAINABILITY DESIGN

Abstract

Boulevard Marseille.

An alternative plan for the Boulevard Urban Sud of Marseille.

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by

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This thesis deals with the mobility issue in Marseille. After Paris, Marseille is the second french biggest city and the traffic handling often results difficult to organize. Despite of the good organization and definition of the road system, Marseille still has some areas complicated to join. Among the all problems, mountains and hills that surround the city make more difficult to develop an efficient road system.

Despite of the many interventions to help the displacement through the south territory of the city, traffic jams frequently complicate the residents' conditions of life. Here the road system has a contrasting aspect. On one hand it's described by some modern, coherent and spacious *Boulevard*, build during the years of the city development. On the other hand it's described by an agglomerated of narrow and contorted passages that enclose little and rural residential areas. As a consequence, also this narrow passages become a distribution axis even if their dimension and aspect complicate the vehicular flew. For this reason in 2016 the city administration decided to realize a *Boulevard* of 8,5 Km that passes through the south territory of the city, guaranteeing an efficient traffic management and connecting this area with the whole city. They call it *Boulevard Urbain Sud (BUS)* and represents the continuation of a realized axis that permits to cross the city, from the North to the South, avoiding the city center and that areas usually more congested. This is one of the most important project related to the city development but it's often disapproved by the population. It's a public work, therefore the thought of the citizens is important. As a consequence an interesting debate was developed during this years. It raised up important aspects, and the first part of this work tries to give them a voice. Simultaneously it analyzes the project proposed by the administration, disagreeing with some crucial planning aspects and, in the second part, suggesting an alternative plan for some parts of the *BUS*.

Specifically, three areas particularly problematic are identified. The *BUS* seems to pass through the south territory of the city without creating a connection with it. The *Boulevard* cuts it behaving like a impervious "tube". Thanks to the solutions proposed with this research, I try to create some connection between the *Boulevard Urban Sud* and the crossed territory.

In the case of the *Point-Rouge*, the city area overlooking the sea and where the *BUS* arrives perpendicularly to the shoreline, the *Boulevard* is planned again modifying the dimensions of its section. Reducing the dimensions of the roadway, social relationships have the possibility to increase.

For *Les Baumettes* area, a residential district crossed by the *BUS* and front door for the *Parc des Calanques*, a new system of smaller roads strictly connected to the *Boulevard* is drawn, including the *BUS* to the city road system.

For *Le cabot* district the *BUS* permits to reconsider *Le Parc de la Campagne Berger*, nowadays abandoned. A new "chemin" is developed joining some entrances of the old park.

The *BUS* project is a complex system and for this reason rich of contradictions. Examining some of its parts in depth, studying them, some important criticality are highlighted. However it gives the possibility to develop a different point of view that considers the infrastructures not only a simple technical support, but also a chance to redefine the urban organization and social areas of the city.

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