

Place du Guesclin (as part of the BHNS TEO project in St-Brieuc)

by [Olivier Ledru](#) / 2021-06-15 00:00:00 / France / 2358 / FR



Septembre 2019 : Vue finale de la place Du Guesclin

Address 1 - street : place du Guesclin 22000 SAINT BRIEUC, France

Starting year of the project : 2016

Delivery year of the project : 2019

Proposed by :



0.6 ha



2 250 000 €

ID CARD

Place du Guesclin, in the city center of Saint-Brieuc, has undergone a major redevelopment in connection with the arrival of the High Service Level Bus (BHNS, TEO project). This square, with important automobile traffic, was divided in two by a hopper and a so-called "gendarme's hat" footbridge.

The demolition of the hopper was a sensitive operation, right in the city center, and emblematic of the transformation of public spaces in Saint-Brieuc. After its demolition, the hopper had to be backfilled. The originality and circularity of the project consisted in backfilling the hopper with materials from the deconstruction of

the neighboring Ernest Renan high school.

In addition, this project stands out for the quality of the involvement of stakeholders, residents and users. An important participatory approach made it possible to anticipate and reduce nuisances upstream of the worksites, and to involve the inhabitants during the construction phase, for example with the Street Art workshop organized before the demolition of the footbridge.

Programme

- Public spaces
- Others

Project progress

- Operational phase

Key points

- Governance
- Quality of life
- Economic development
- Mobility

Approaches used

- Others

Photo credit

Christophe Ehanno (EGIS)

TERRITORY

Type of territory

Saint Briec is the center town of a booming agglomeration of 32 municipalities and 150,000 inhabitants. Saint Briec is the capital of the Côtes d'Armor department.

KEY FIGURES

Public spaces area

Public spaces area : 6 000 m²

GOVERNANCE

Project holder

Name : Saint Briec Armor agglomeration community

Type : Conurbation

General description :

The Agglomeration validated its Agenda 21 in 2010. This was updated in 2015. Since then, new sustainable development projects have been developed in all community competences, but also in the functioning of the administration: climate air energy territorial plan, urban transport plan, local housing program, sustainable development plan, which is the first brick of the local inter-communal urban planning plan. A territory project is co-constructed and shared. Resulting from a period of consultation following the new perimeter of intermunicipal co-operation in 2017, the Saint-Briec Armor Agglomeration territorial project is structured around 4 major orientations: • The land-sea-city alliance: bringing together dynamic centers, coastal, natural and agricultural areas, in a desire for reciprocal partnership. • Employment: rely on our know-how and singularities to conquer changing markets. • Close to you: act in solidarity for the quality of life of the inhabitants • Proud to be of Saint-Briec Armor Agglomeration: collectively carry our ambition.

Project management

Description :

The project management was provided by the agglomeration community, with the EGIS group (agent) - Cities & Landscapes workshop - Le Chêne Breton - NUNC architect - Urban identification as project manager.

The implementation of the [TACT by EGIS approach](#) made it possible to reduce the nuisances caused by involving the project stakeholders.

Thus, residents of Saint-Brieuc or residents of the TEO route were asked to participate in consultation workshops (TEO coffee, walking diagnostics, etc.). Each inhabitant of Saint-Brieuc Armor Agglomeration also had the opportunity to give their opinion via an online tool: Carticip, which has become Débatomap.

This program benefits from European funding.

The development work continues with the 3rd phase of TEO, and with it the whole consultation mechanism.

Support throughout the work

The Agglomeration organizes “**work monitoring committees**”. Every 4 to 5 weeks, a time for discussion and presentation of the next phases of work is planned with residents, traders, establishments open to the public and businesses. This information is accessible on the websites of the agglomeration and the city in order to ensure responsiveness and speed of dissemination of information. This information will be sent by email to those interested in the project and relayed to the local press and project partners.

Shops: a compensation commission

Beyond urban improvements, the redevelopment of public space can generate major works. In order to support traders and artisans in the sectors concerned, the Agglomeration has created an Amicable Resolution Commission intended to compensate the damages suffered by these professionals.

Project stakeholders

EGIS

Function : Construction manager

Representative of the project management group

NICOL Environment

Function : Other

Company holder of the Deconstruction batch

Saint Brieuc Armor agglomeration community

Function : Contractor

Eurovia

Function : Other

Company holding the Asphalt batch

QUALITY OF LIFE

Quality of life / density

Place du Guesclin is located in the city center of Saint-Brieuc. Before the high-level bus project, it was a degraded public space, suffering from the predominance of automobile traffic, with a pedestrian bridge known as "the police hat" containing asbestos.

The arrival of BHNS TEO is an opportunity to gradually requalify the entire public space by rebalancing spaces for pedestrians, soft mobilities, public transport and cars. The project also made it possible to destroy the footbridge and evacuate the presence of asbestos.

Culture and heritage

cf. chapter on social inclusion

Social inclusion and safety

Before the deconstruction site, those involved in the TACT by Egis approach brought up the idea of organizing Street Art workshops and an event on and under the footbridge to be demolished.

The inhabitants remember this strong moment of transformation of the city: <https://www.letelegramme.fr/cotes-darmor/saint-brieuc/place-du-guesclin-chapeau-les-artistes-07-07-2018-12020665.php>

Circular economy

Reuse of materials

The reuse of high school deconstruction materials was offered by the company Nicol Environnement during the work preparation phase, in order to reduce the schedule due to the proximity of the "extraction site ", the Ernest Renan high school, 500 meters from Place du Guesclin. The company was also the holder of the high school deconstruction contract.

100% of the 3000 m3 to be backfilled came from the Ernest Renan high school.

Reused material: Stonework Granulometry + - : 0/100 mm

The re-employment had **several advantages** :

- Thanks to the reduced transport time between the two sites, the **work schedule**, very constrained, could be **respected**
- The company's works contract ended with **a capital loss on the price of backfill of around 13,000 euros** (for an initial contract of 335,000 euros), ie -4%. The loss could be passed on to other interventions, thus contributing to better control of the overall budget of the operation.

The traceability of this exemplary operation was ensured by the company's transport tracking between the two sites. There was no storage problem because the material was extracted on the Lycée site and implemented immediately (transport time of 15 minutes).

In addition, Eurovia, the company holding the market for the laying of asphalt, was able to reuse, after decontamination, planing and recycling, 20% of the asphalt present on the site (including on the BHNS project).

Replicability and Innovation

The re-employment approach was proposed by the company during the preparation period, after the call for tenders. The MOA had already done this type of practice.

This re-employment experience was made possible thanks to the concomitance of two projects carried out by the same company. While companies have long practiced optimizing the flow of materials between their sites, these practices can now be organized more upstream by the contracting authorities themselves, with the help of project managers.

It is an opportunity to "scale up" the re-employment, through a better overall knowledge of the planned sites and the materials involved, within and between several owners of a territory. To do this, a company like Egis can help, by setting up an information system and facilitating the exchange of information between stakeholders. Egis thus supported other re-employment initiatives in two eco-district projects: Rouen Flaubert and Les Fabriques in Marseille. In the building sector, Egis went beyond the exchange of information by delivering a material exchange platform, [Cycle Up](#) .

TRANSPORT

Mobility strategy

The redevelopment of the square is being carried out as part of the BHNS TEO (Transport East West) project. This is an ambitious project for the development of public transport in the center of Saint-Brieuc.

It is also a global development program which contributes to the modernization and the dynamics of the city center of the agglomeration, like the place of Guesclin.

The route corresponds to that of the busiest line of the Briochin Urban Transport network (TUB), line A. Daily, line A carries 6,000 to 6,500 travelers, or 25% of the people who take the bus.

The TEO project will optimize the transport network, since the traffic lanes dedicated to TEO will benefit line A, but also other structuring lines of the TUB network. Thanks to its regularity and its comfort, the TEO line will offer an alternative to the use of the private car with a cadence of 8 minutes.

Project video: <https://vimeo.com/385511406> (4'30 ")

SOLUTIONS

- Soft transportation

<https://www.stylroc.fr/>



RESOURCES



Contest



Prix du public

