



PLU FACTEUR 4
Pour une métropole plus durable

CiViTAS
Cleaner and better transport in cities



A comprehensive approach to an urban master plan

Inclusion of the sustainable urban mobility plan
in a single urban planning document

CIVITAS Forum 2013 - Tuesday 1st October
Benjamin Grebot



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Brest métropole océane

a conurbation located in a territory of 400,000 inhabitants

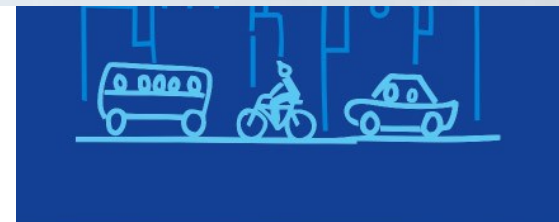


Brest conurbation :

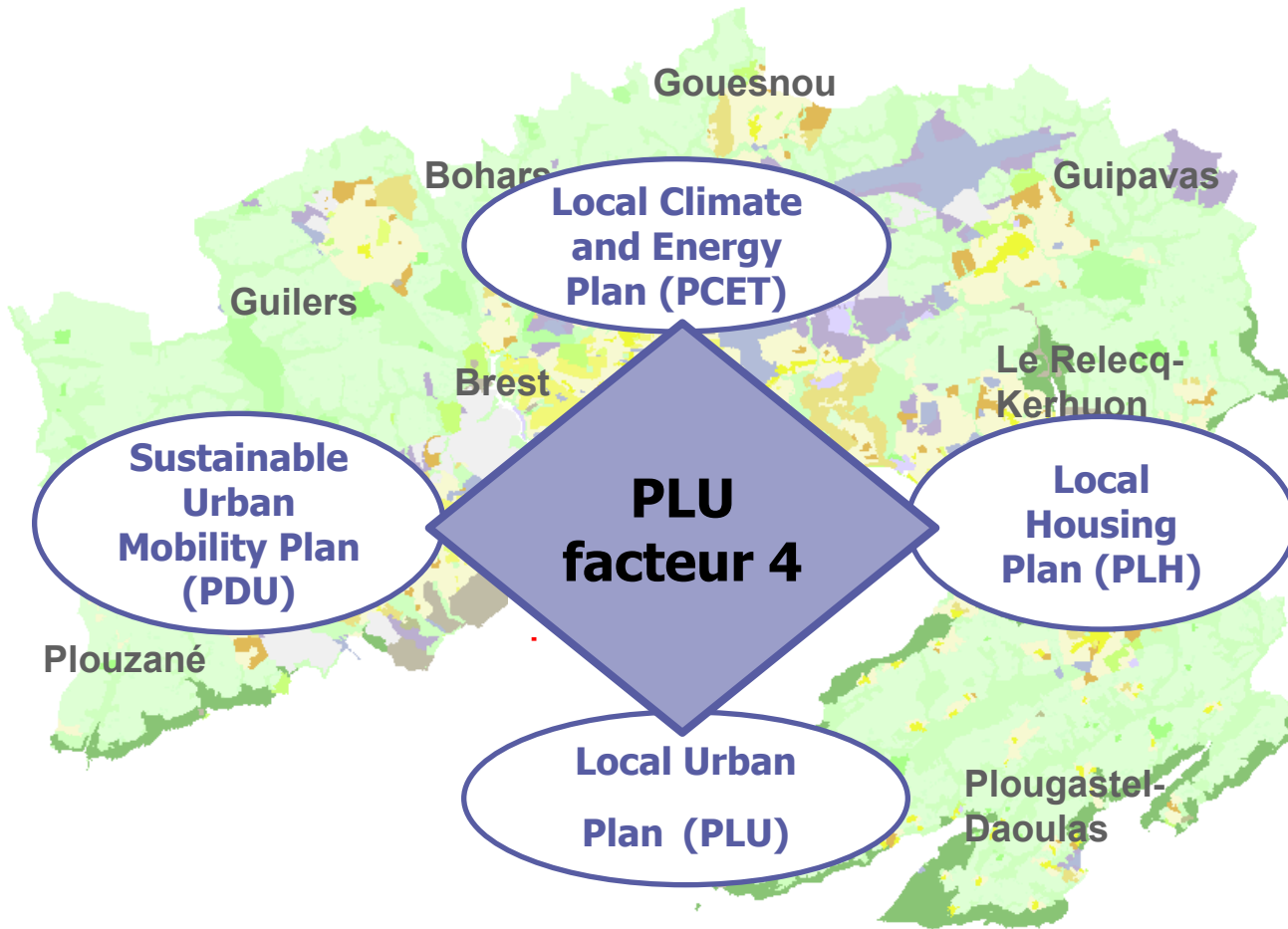
- Brest métropole océane
- 215 000 inhabitants
- 8 municipalities

Population catchment area :

- Pays de Brest
- 400,000 inhabitants
- 89 municipalities
- Territorial coherence scheme (SCOT) approved in 2011



A pilot process at national level



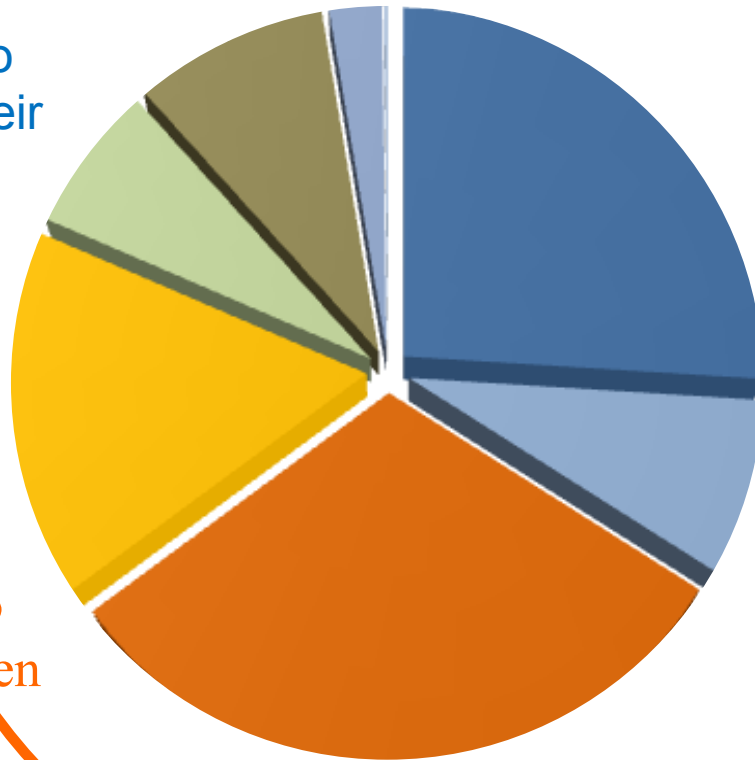
A starting point : emissions of greenhouse gases

Transportation

(62% of these emissions are due to commuters using their car)

Buildings housing & offices

(60% of these emissions are due to housing built between 1949 et 1975)



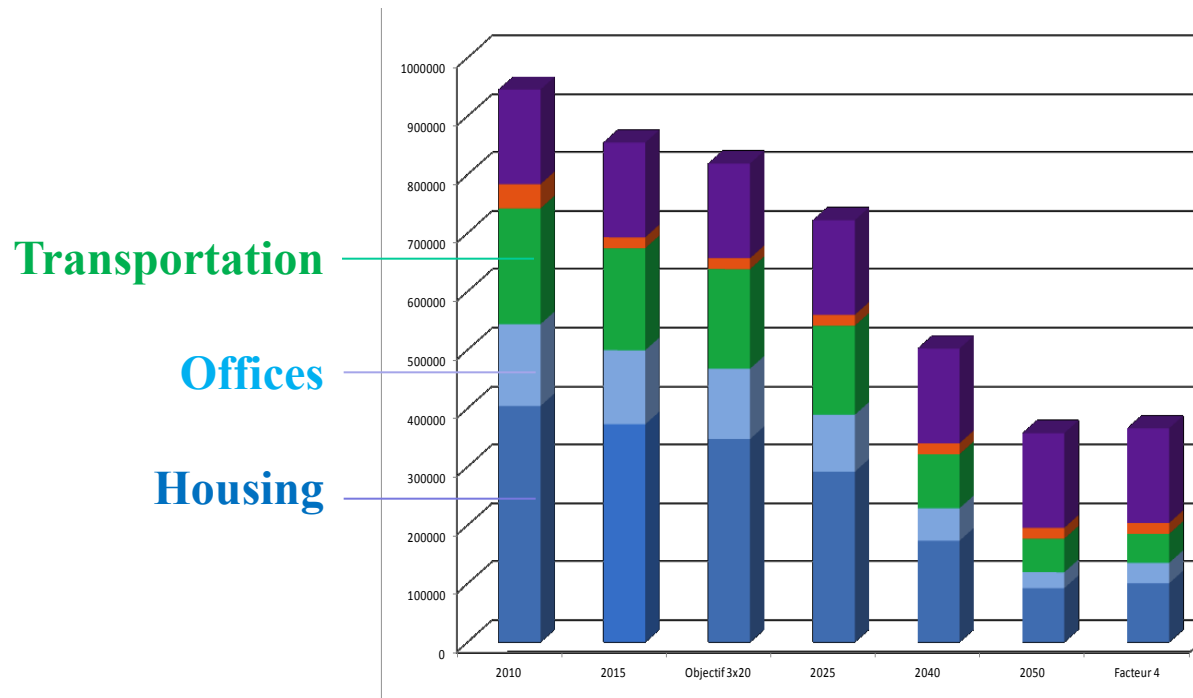
Simulation of GHG emission reduction

Our objectives :

2020 : 3X20

2050 : factor 4

Simulated impact of our proposals :



Conclusions for action

On mobility

- Develop active transportation and short distances city
- Increase use of public transport
- Ease use of car pooling and car sharing

On housing

- Develop a large energy-efficient renovation program
 - increase the number of homes renovated per year
 - increase the energy-efficiency of each renovation

On offices

- Start an energy-efficiency renovation plan

On urban planning

- Promote urban renewal,
- Promote a denser and more active city
- Promote a *city of short distances*



The SUMP part of the document

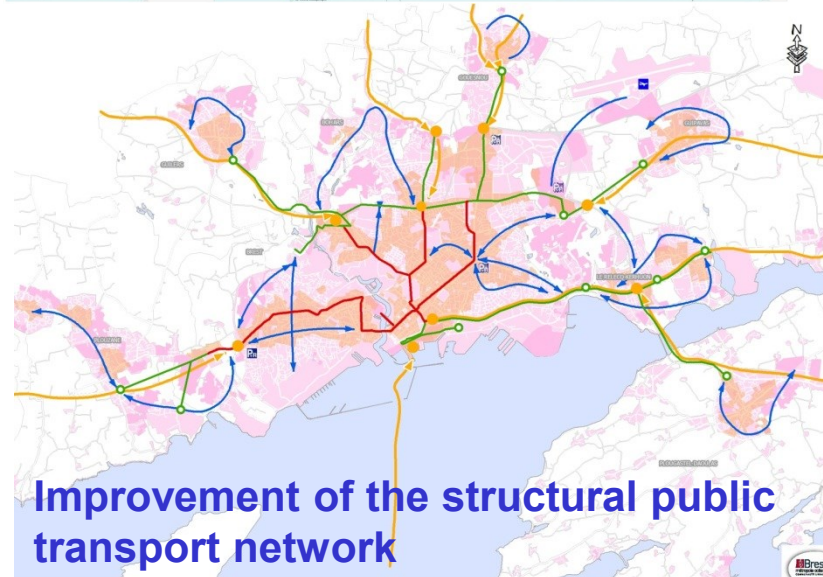
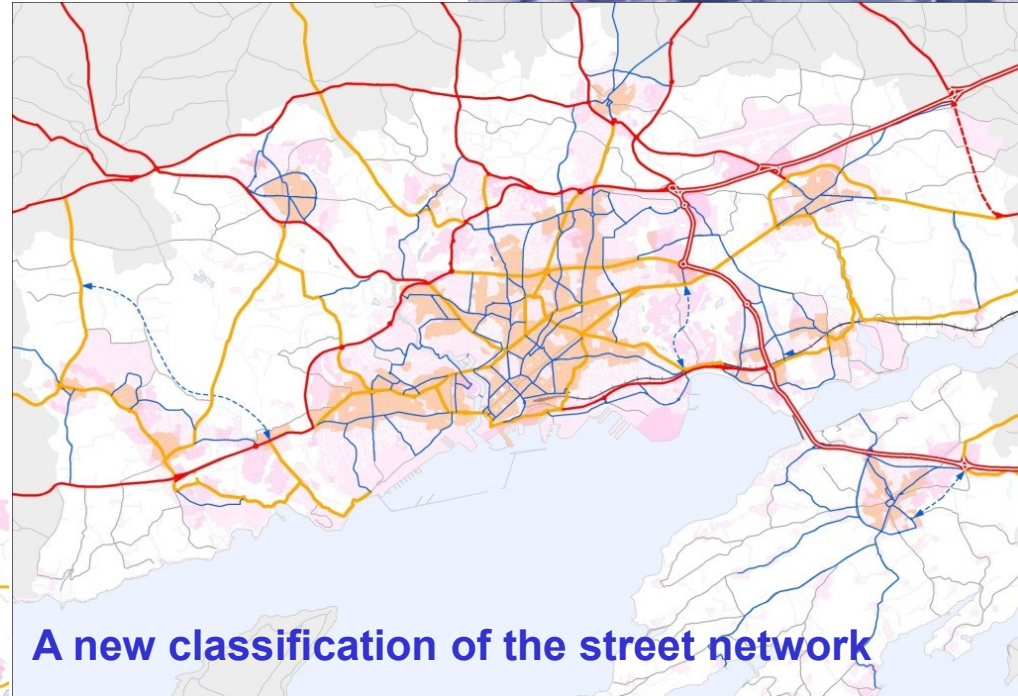
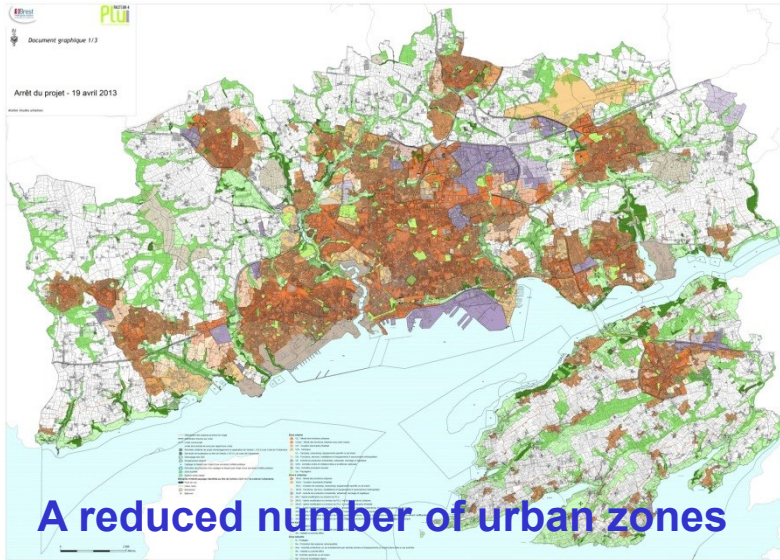
MOBILITY

- ORIENTATION 1 :** Reinforce the drawing power of the metropolis by a better efficiency of major mobility networks
- ORIENTATION 2 :** Adapt the mobility conditions to reinforce the drawing power of local neighbourhoods and minimize pollutions
- ORIENTATION 3 :** Ensure continuity and connexion of transport networks in partnership with the State, the County and Region
- ORIENTATION 4 :** Ease the possibility for people to adapt their life modes to a more sustainable mobility

The document includes a draft planning and estimate of costs



An integrated approach



Conclusion

This comprehensive approach increases the consistency in defining a multifunctional city plan :

- greater consistency in the way to think city/mobility/housing/economic development,
- new design of the urban plan, mainly based on a better identification of central zones and their connections with the public transport network..

Our urban plan document includes :

- a clear priority to urban renewal in the central zones,
- special orientations for the development of urban extension sites, including all aspects of mobility, from roads and tram lines to pedestrian links,
- as well as regulations about parking spaces in new buildings, which are much reduced along the main transport lines.



Thank you

Benjamin Grebot

Directeur des Dynamiques Urbaines

Brest Métropole Océane

FRANCE

contact

Benjamin.grebot@brest-metropole-oceane.fr

<http://plu.brest.fr>



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