



CiViTAS
Cleaner and better transport in cities



Appeasing city

Malaga

Lamia ROULEAU-TIRAOUY - Nantes Métropole –



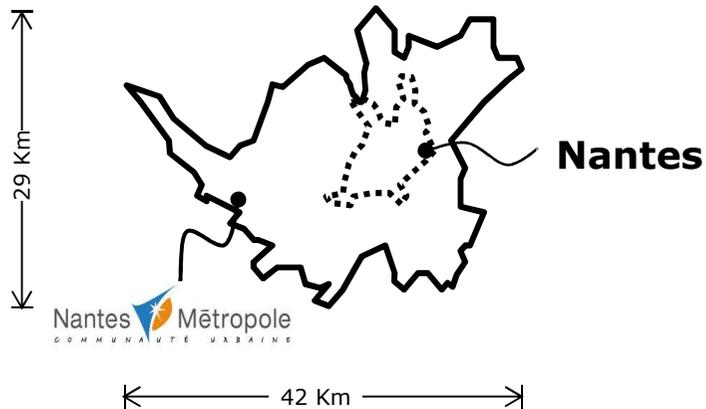
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Nantes Métropole (The Greater Nantes)



Nantes Metropole

- Created in 2001
- 24 towns



- 611.000 inhabitants
- 320.000 jobs
- More than 50 000 students
- + 5 000 accomodations / year
- + 7 000 jobs / year
- 5 500 hab/km² (intra ring)
- 2 200 hab/km² (extra ring)
- Budget = 1,2 Md€/year

10 fields of competence



Urban planning



Transport - mobility



Public space - roads



Environment



Water



Economy, universities, reserach



International



Social development



Waste management



Energy





Keys figures

More than 130 millions of trips per year

3 tram lines (45 km) et 1 Busway: 26% of the offer for 61% patronage

7 Chronobus lines: 27% offre pour 17% de la fréquentation

55 lignes de bus (hors Chronobus)

2 Navibus (river shutles on Erdre and Loire rivers)

34 km of bus corridors

500 km cycle lanes and 6000 bike racks

58 P+R giving 8 500 parking places among them 986 for bikes

880 Bicloo, 24h/24 bike self service in 103 stations

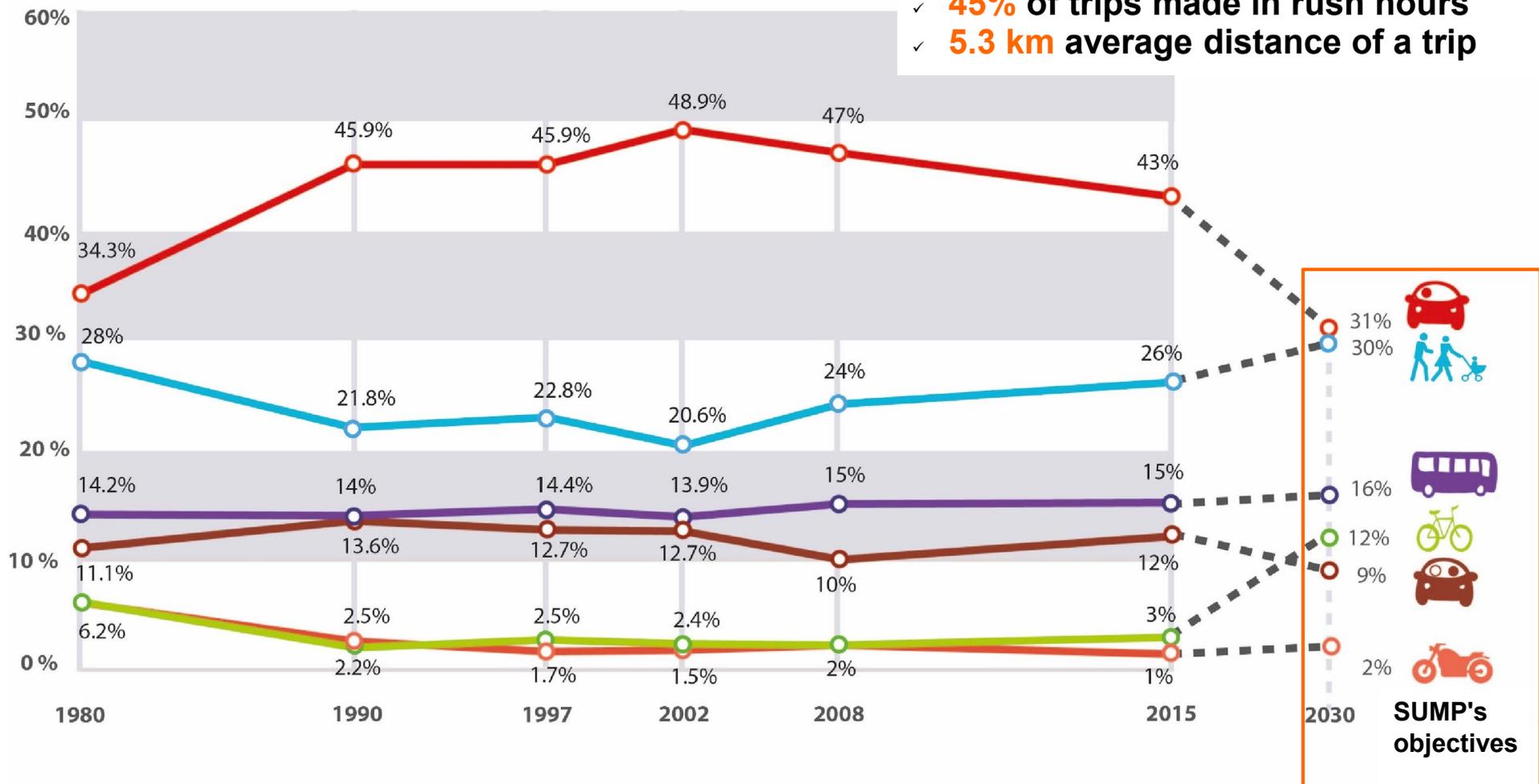
501 campanies mobility plan involving 116 000 employees (36% of jobs)



Mobility of the inhabitants



- ✓ **2.3 millions** trips/day
- ✓ **3.8** trip per day and per inhabitant
- ✓ **45%** of trips made in rush hours
- ✓ **5.3 km** average distance of a trip



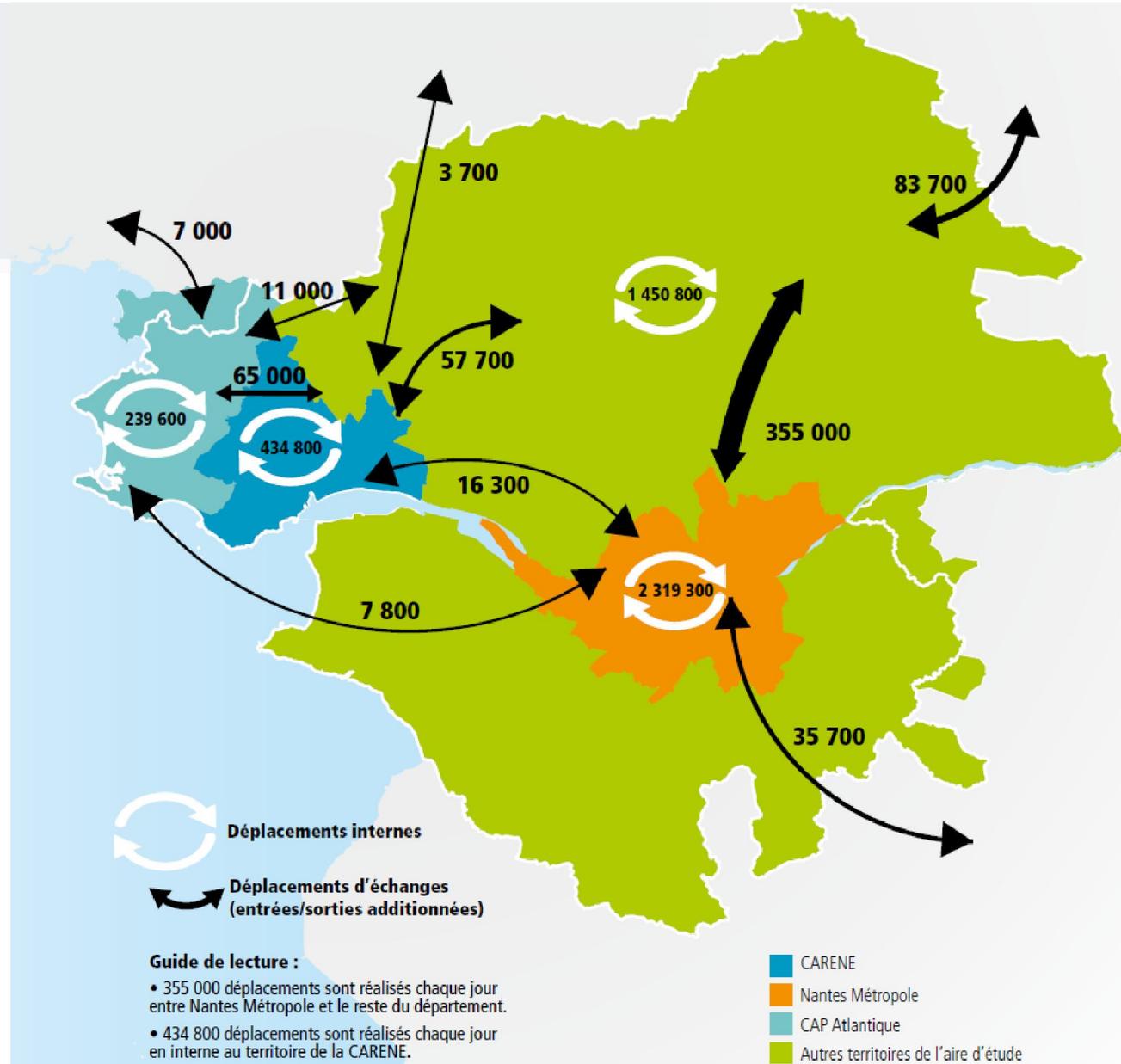
Source: AURAN, Nantes Métropole,
Réalisation: Nantes Métropole, Mission stratégie et études des déplacements déc. 2015

Day journey

5.1 millions trip per day in the Département

97% of trips are made in each territory

54% of trips are related to Nantes Métropole



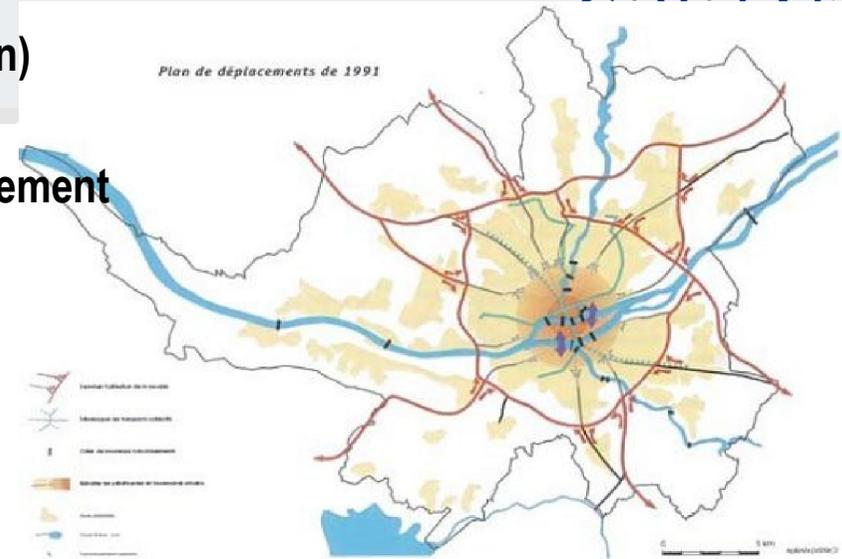
Mobility policy since 1985



1985 *First modern tram (re-implementation)*

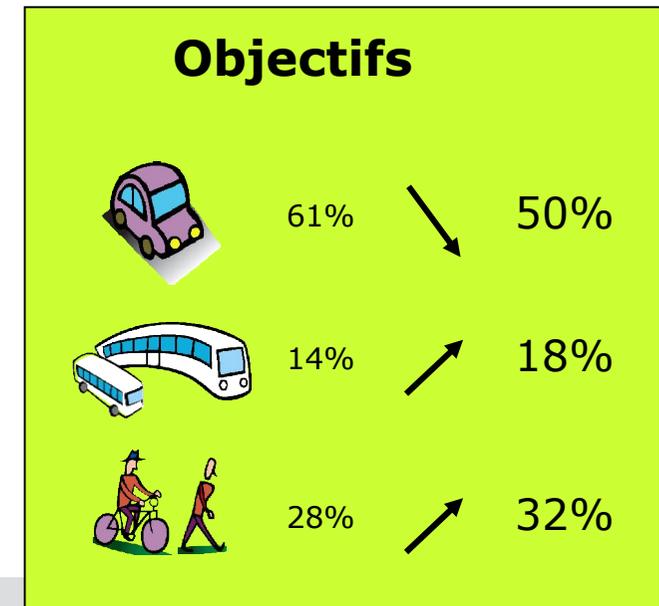
■ 1991-2000, 1st mobility plan: better mobility management

- Achieving ring road (in 1994)
- Remodelling through roads into boulevards
- Creating new bridges
- Developing structuring transport lines
- Developing continuous cycle lanes.



■ 2000-2010, 2nd mobility plan: achieving mobility balance

- Developing alternative offer to car use
- Redefining the road functions for soft modes and PT
- Creating new bridges and testing boat shuttle
- Improving safety and accessibility
- Using parking strategy as a tool for managing traffic and car use
- Informing on all transport services
- Monitoring and assessing the plan



6 main challenges:

Attractiveness

An attractive European metropolitan city, dynamic and with easy access

Expenses

Public and private expenses optimised and monitored

Behaviour changes

Guidance in changing ways of life and encouragement for sustainable mobility habits

Environment

A major contribution to the climate action plan, a preserved environment and a peaceful, quality living environment

Mobility for all

An attractive mobility offer suited to the different areas and users : accessible, diversified and coordinated

Better link between urban planning and mobility

A well controlled urban spread and a territorial development that facilitates the use of alternative modes of transport

SUMP modal shift objectives: **ambitious commitments**



The goal, at 2030 horizon, is +13pts in favor of soft modes

| Inner ring road | Today * | 2030 SUMP's objectives | | 2015 step** |
|--------------------|---------|------------------------|------------|-------------|
| Walking | 32% | 35% | 75% | 31% |
| Biking | 3% | 15% | | 4% |
| Public transport | 18% | 18% | | 17% |
| Car passenger | 10% | 7% | 25% | 9% |
| Car driver | 36% | 23% | | 37% |
| Motorized 2 wheels | 1% | 2% | | 2% |

*: 2015 survey
 **: step in SUMP action plan

| Nantes Métropole | Today * | 2030 SUMP's objectives | | 2015 step** |
|--------------------|---------|------------------------|------------|-------------|
| Walking | 26% | 30% | 67% | 25% |
| Biking | 3% | 12% | | 4% |
| Public transport | 15% | 16% | | 15% |
| Car passenger | 12% | 9% | 33% | 9% |
| Car driver | 43% | 31% | | 45% |
| Motorized 2 wheels | 1% | 2% | | 2% |

*: 2015 survey
 **: step in SUMP action plan

| Outer ring road | Today * | 2030 SUMP's objectives | | 2015 step** |
|--------------------|---------|------------------------|------------|-------------|
| Walking | 16% | 18% | 50% | 14% |
| Biking | 1% | 7% | | 3% |
| Public transport | 10% | 12% | | 11% |
| Car passenger | 16% | 13% | 50% | 10% |
| Car driver | 56% | 47% | | 59% |
| Motorized 2 wheels | 1% | 3% | | 3% |

*: 2015 survey
 **: step in SUMP action plan

SUMP 4 axes for action



Build a short distance city



By reinforcing existing urban centres with diversified urban functions and a better balance between housing work, services, shops, amenities, etc.

Reinforce the pacified city



Build a high quality urban space at the scale of pedestrian and cycling

Organise mobility services networks



Coordinating all mode of transport networks

Work on changing behaviour



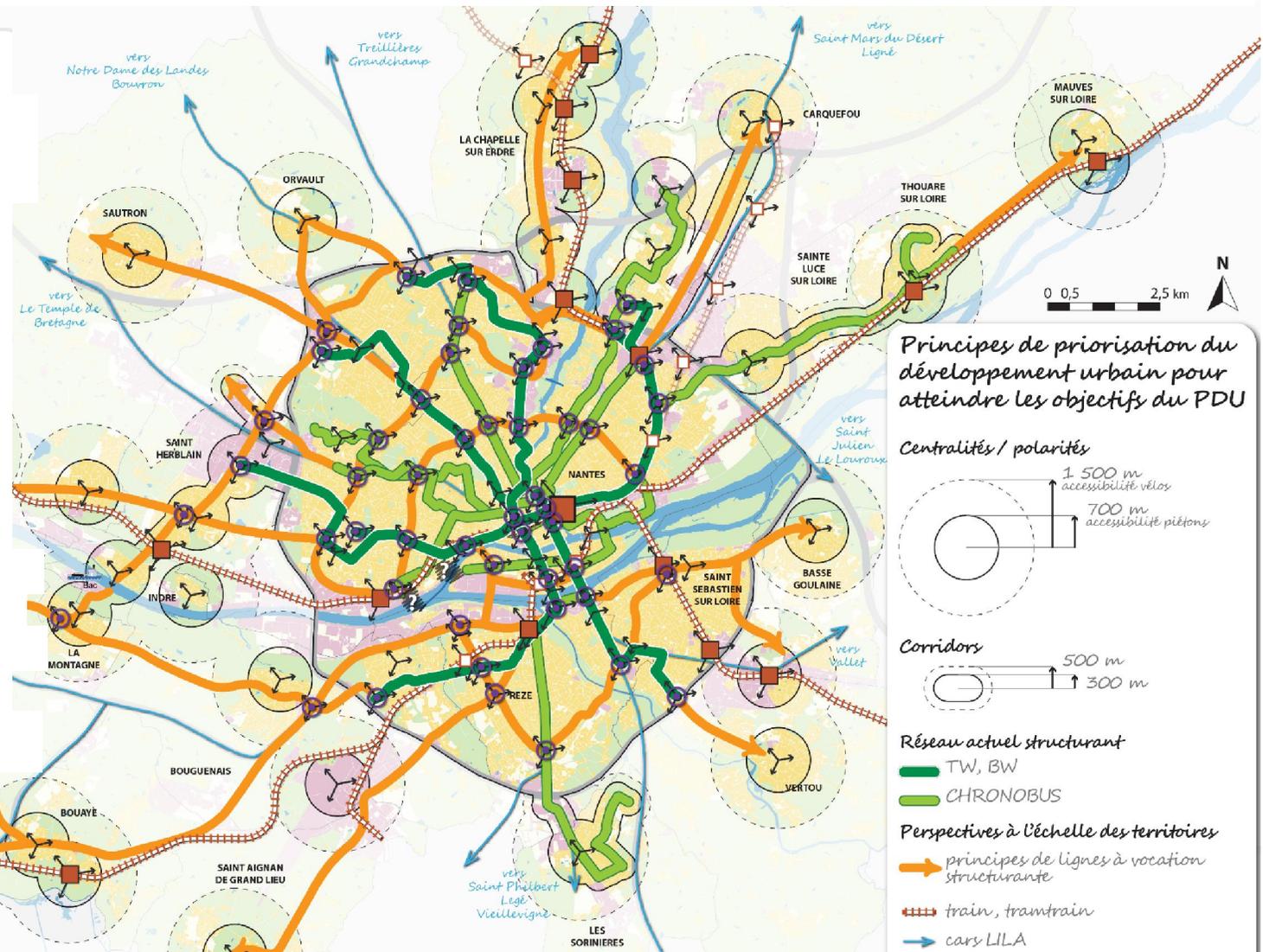
Inform, support and encourage sustainable mobility practices

Accompany ways of life evolution and new behaviour

Building a city of short distance

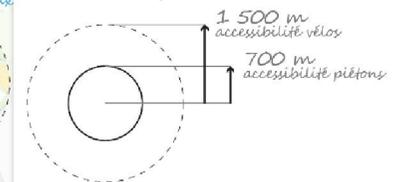
Principles

- 1 **Organize structuring connexions to city centres**
- 2 **Extend tram network beyond ring road**
- 3 **Complete and develop railways network**
- 4 **Facilitate the access to the city of regional coaches**
- 5 **Mesh PT network**
- 6 **Enhance complementarity**
 -  Connecting points
 -  Train stations
 -  Exchange stations
- 7 **Strengthen local services**
 -  Develop pedestrian and cycling connexions

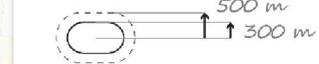


Principes de priorisation du développement urbain pour atteindre les objectifs du PDU

Centralités / polarités



Corridors



Réseau actuel structurant

-  TW, BW
-  CHRONOBUS

Perspectives à l'échelle des territoires

-  principes de lignes à vocation structurante
-  train, tramtrain
-  cars LILA
-  gares existantes
-  gares à l'étude
-  points de connexion
-  dessertes locales à pied, à vélo ou en TC

- **Mixed use** to bring closer the habitat of workplaces and services;
- **Maximum parking standards** to promote changes in mobility behavior and motorization;
- **Priorization of urban development** in town centres and structuring public transport corridors

Build high quality urban spaces



From road to street concept : the territory, inhabitant and local life must be at the heart of public space development

Principles

- ✓ **Put the cyclist and the pedestrian at the heart of all urban development and urban space project;**
- ✓ **Guarantee accessibility, comfort and safety of public space for soft modes;**
- ✓ **Organize cohabitation of different modes and use;**
- ✓ **ensure transport performance through public space improvements .**



Through:

- **appealing urban ambiance: gradually expand the appealed areas to all urban districts and centres;**
- **readable and enjoyable pedestrian continuities;**
- **Continuous, meshed and secure cycle routes;**
- **Road developments to improve the commercial speed, regularity and reliability of travel times of public transport.**

Build high quality urban spaces



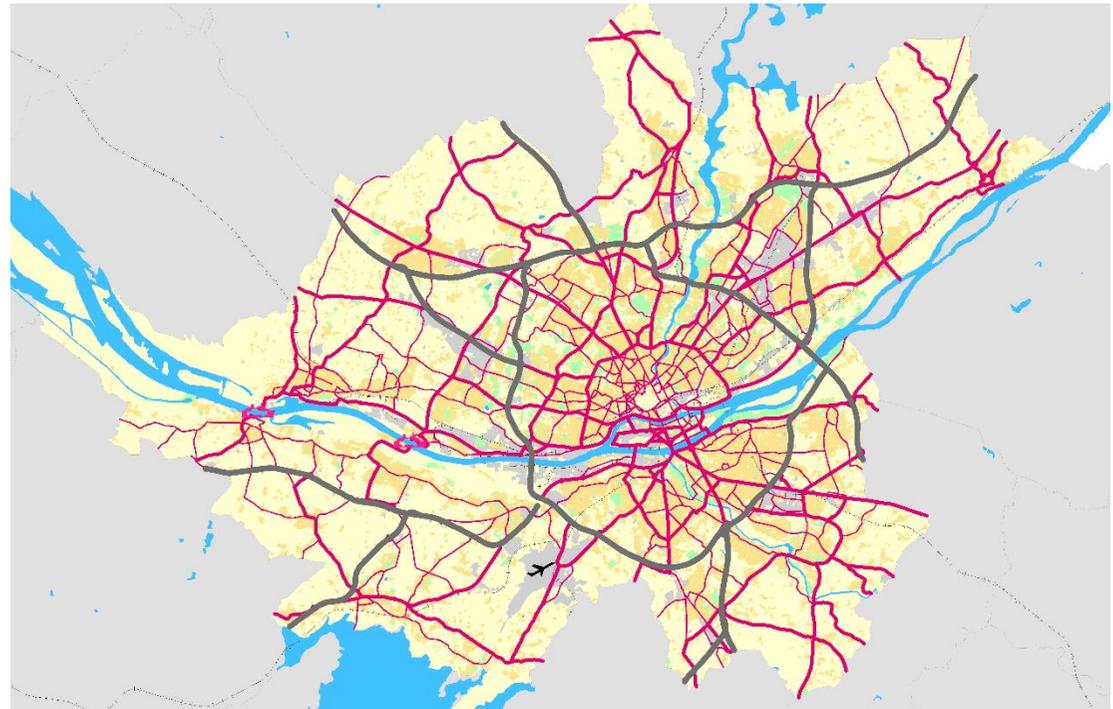
The quality public space means:
**readability, appropriation
functionality, ...**

A better cohabitation lean on:

Functionnal ranking of urban roads
with a principle of reaching balance
of occupancy by different modes of
transport in principal roads and
giving priority to soft modes in
secondary roads;

Generalizing appeased zones in
centralities, and living areas (inside
principal road mesh) and where
local life justifies it: give priority to
alternative modes of travel.

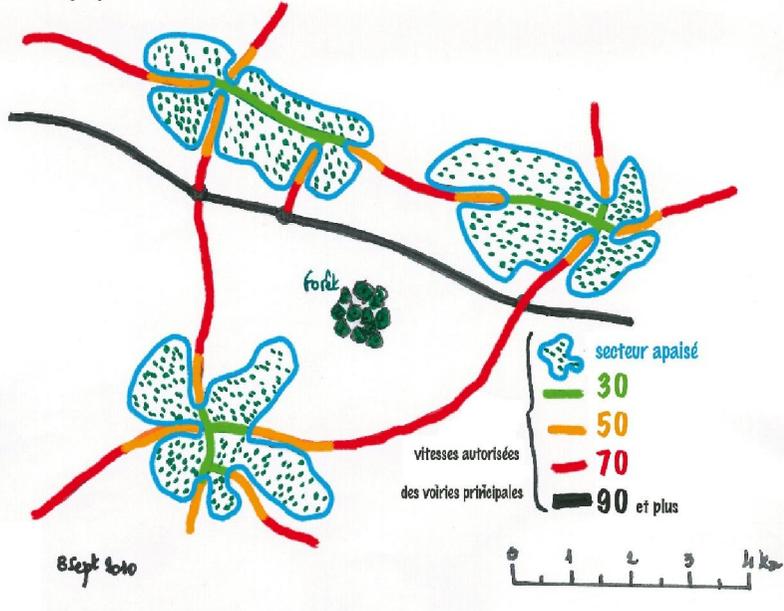
**Appeasing by reducing car
speed to a max of 30kmph,
to reduce the speed
difference between the
different mode**



Build high quality urban space: generalizing apaised zones



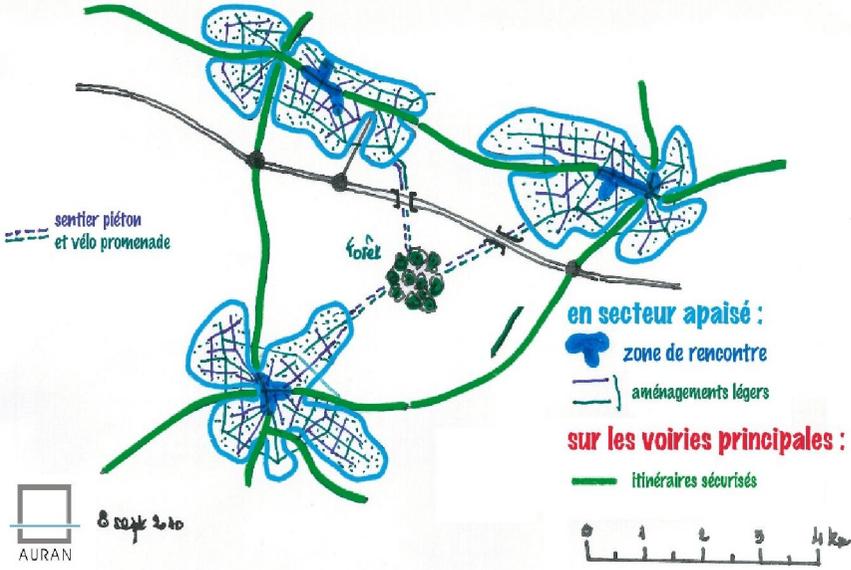
Plan de **MODÉRATION DES VITESSES** des voiries principales
exemple schématique pour 3 communes



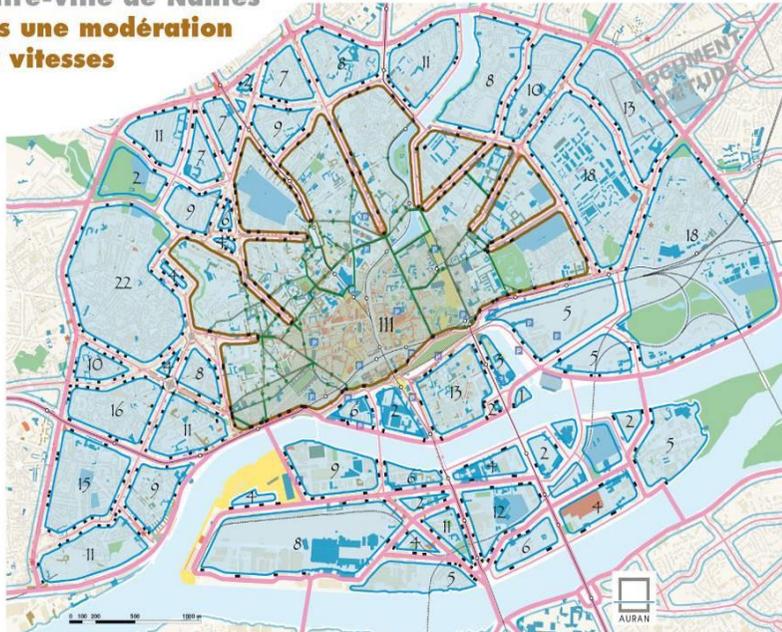
✓ **Speed moderation map** allows matching the speed limit with the intensity of local life: the territory is at the heart of mobility policy

✓ **Decline the appeased city in soft modes communal schemes**

PLAN PIÉTONS • PLAN VÉLOS
schéma d'orientation pour 3 communes

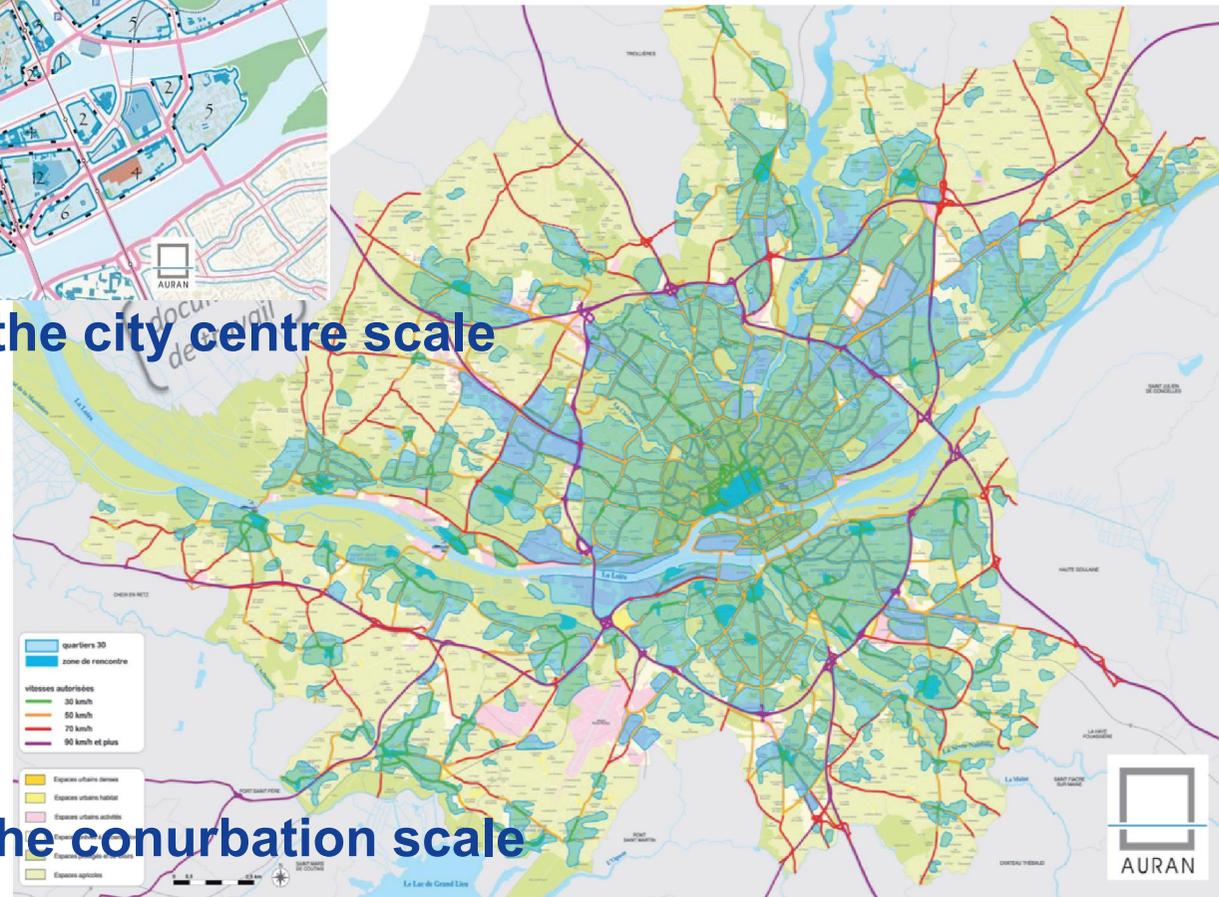


**Centre-ville de Nantes
vers une modération
des vitesses**



Generalizing appeased areas

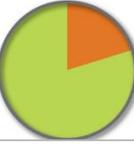
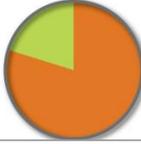
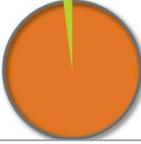
At short terme : at the city centre scale



At long terme : at the conurbation scale

What form can take appeased zone?

Speed and local life

| | | | | | |
|---|--|--|---|--|--|
| Status of the road or the area |  Pedestrian area |  Meeting area |  Zone 30 |  Agglomération |  Section 70 |
| Speed limit | At walking pace | 20kmph | 30kmph | 50kmph | 70kmph |
| Balance between local life and traffic |  traffic |  traffic |  traffic |  Local life |  Local life |
| <i>Some examples</i> | City centres | Impasses and very residential district | Main road Dense and mixed used district | Through-way | Roads and high-ways |

Build high quality urban space: implementing appeased zones



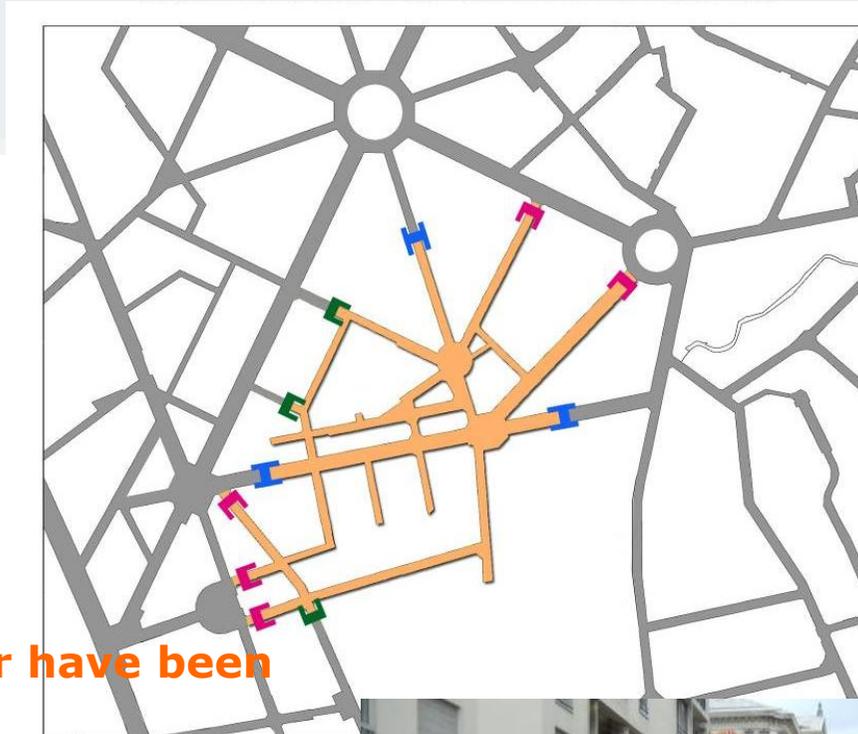
Urban space design charter with “30kmph handbook” including:

✓ **Quick reminder of:** SUMP objectives, the method of perimeter definition related to the functional road ranking;

✓ **Regulatory part,** that precise the implementation rules

How appeased zone charter have been established?

- A technical group comprising mobility and public space departments which worked on the definition of the guide's content.
- Test improvements were made and evaluated.
- User Associations were heard to give their opinion on the various proposals of 30kmph road signs experimented.
- All people in charge of urban space development have been trained on the new charter and implementation method.



Statut des voies :

- voie à 50 km/h
- zone 30

Les entrées :

- I** entrée de zone 30 en continuité d'axe
- entrée de zone 30 en sortie de carrefour
- entrée de zone 30 en entrée de carrefour



Implementing appeased zones: methodology



I. Identify and better know the territory: Where are the urban areas? Shops? residential areas? industrial areas? Commercial?

II. Identify the main and secondary roads thanks to the functional road hierarchisation:

Main roads (linking towns and/or large districts): their role can be maintained, emphasize or modified (downgraded if not structured to receive heavy traffic) : City reading, economic activity (for the city), Landscape ...

Out of these main roads, the territory intended to accommodate safely, the different modes of transport by appeasing speed.

III. Identify the existing speed limits and work on the appeased areas limit:

- A neighborhood approach and not by section enables understanding, with clear signs of entrances and exits of the area;
- Identify sections (in both road; main and secondary) that require specific treatment because of the track configuration (too narrow street, or too large for example), traffics are not in harmony with the local life intensity or if the measured speed is different from speed limit.
- Establish a speed moderation map which allows to better fit speed to local life and avoiding sudden speed changes.



Generalizing appealed areas : working on behavior

Sharing public space is also mainly a question of behavior

Principles

- ✓ Encourage sustainable mobility through tools facilitating the combination of mobility services,
- ✓ fitting mobility services to the mobility needs changes;
- ✓ Pursue thanks to communication and specific animations e.g. schools and companies mobility plans



À NOTER

Je traverse la chaussée en respectant le code de la route, cela signifie :

- J'utilise, lorsque il en existe à moins de 50 mètres, le passage pour piétons.
- Je m'assure que les véhicules sont en train de me voir et de ralentir à temps (qualité, distance et vitesse).
- Je traverse au prolongement du trottoir, aux croisements à priorité desquels n'existent pas de passages spécifiques pour les piétons.
- Je traverse dans des intersections, perpendiculairement à l'axe de la chaussée.
- Je respecte les feux pour piétons (le pictogramme piéton signifie arrêt ou les instructions de l'agent en charge de la circulation).
- Lorsque le passage pour piétons, présente un refuge, je m'y engage (qu'il y ait ou non) les consignes indiquées ci-dessus.

Quels sont mes droits ?

Je suis prioritaire sur un passage pour piétons, dans une autre piétonne et dans une zone de rencontre.

Et mes devoirs ?

Je me rends visible et reste vigilant. J'utilise les trottoirs ou les accotements. Je traverse en respectant le code de la route. Je fais comprendre clairement mes intentions.



**JE VIS DANS
UNE VILLE APAISÉE !**
PIÉTONS, AUTOS, MOTOS ET VÉLOS
PARTAGENT EN DOUCEUR
L'ESPACE PUBLIC



La rue pour tous : the street for all, a street code



Several teaching material

- General rules of public space use
- The rules explained for each mode and specific areas like appeased zones

The principles of the street code are:

- ✓ **Make known the difference for acceptance:** communicate abouts the differents uses, different modes and the specific relationship of each individual with the public space;
- ✓ **Be more vigilant towards the most vulnerable:** Sharing public space doesn't lean on power struggle but on **mutual respect and understanding** (empathy);
- ✓ **Dialogue is important** through a look or a gesture : be visible, clear its intention to take action, keep one's attention, etc.

Implementing appeased zones: working with citizens and politics



The implementation of generalized appeased areas in municipalities varies according to political and citizens will:

- ✓ For the most committed cities, generalization is desired by both the public and politicians. The implementation is more a question of financing and multiannual programming;
- ✓ For cities that wished to adhere citizens to the process through participation, organized or mobilized existing citizen dialogue tools, in order to share a diagnosis and work on proposals (neighbourhood council, neighbourhood animation group, etc.);
- ✓ Some towns remain cautious regarding the approach. They ask more specific traffic plan studies or initiate reflections on the organization of traffic on their town. At short term, appeasement is implemented in the centers and around schools.

Implementing appealed city: working with schools



Mobilus: an educational program that allows teachers and animators addressing ecomobility throughout the year

Support provided to voluntary school, with course elements, experiences, workshop sheets and fun games (games with die, card games, traffic snake game, etc)

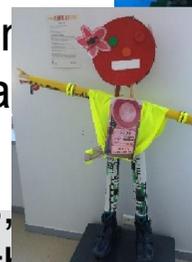
60 classes attended the first 3 editions (2012-2015).



School ecomobility : breathing into new life the process of school mobility plans

10 schools volunteers per year

5 steps: diagnosis on how children go to school (parents survey) and the school access conditions, sharing with parents and the city the diagnosis and a proposal of an action plan (improvement of the quality of urban space, traffic calming measures, secured parking place for bikes, ...), animating the



Implementing appeased zones: **Public space user council**



Created in may 2015

- ➔ **Issues tackled:** public space use and design and developpement (opinion on projects, proposal, etc.)
- ➔ **A participation group** complementary to the other existing participation process and tools
- ➔ **2 sub-groups** : citizens volunteers and public space user / mobility association representatives

Mandates are given by politicians: 26/01/2016 start working on appeasing city

Objectives:

- **Making Share appeasing city common culture**
- **User assessing and making progress the reference document**
- **Strengthening participation tools in urban space design**

Implementing appeased zones: **Public space user council**



Mandate given

- ➔ **Claming city:** contribute on the deployment of appeased areas
- ➔ **Working agenda:** may 2016- may 2017
- ➔ **Working on 3 main items:**
 - In workshops: awarness and behaviour change tools, contribution on the content and the method in implementing school mobility plans, improvements of the appeased city guide book;
 - Experiment prototypes: new appeased district concepts and school mobility plan process;
 - Proposal of improvement after experiments whithin a deployment kit;
 - Sharing the proposal with the elected representatives and technical services.



Thank you!

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