



# **Collective passenger transport Workshop**

## **Collective transport in Nantes**

**May 19th, 2010**

**Nantes**

**Eric Chevalier**

# Nantes Metropole-Civitas



**Zone 2 –  
Vannes Road:  
remodelling and the  
realization of a main  
connecting point**



**Zone 3 –  
University Campus site:  
remodelling and  
accompanying measures**



**Zone 1 –  
South-East area:  
implementation of a large  
scale sustainable transport  
strategy**



Communauté urbaine de Nantes - SEMITAN - AURAN - fév 2003

# Nantes Metropole-Civitas -Catalist

Collective passenger task coordinator



# Presentation of the Greater Nantes

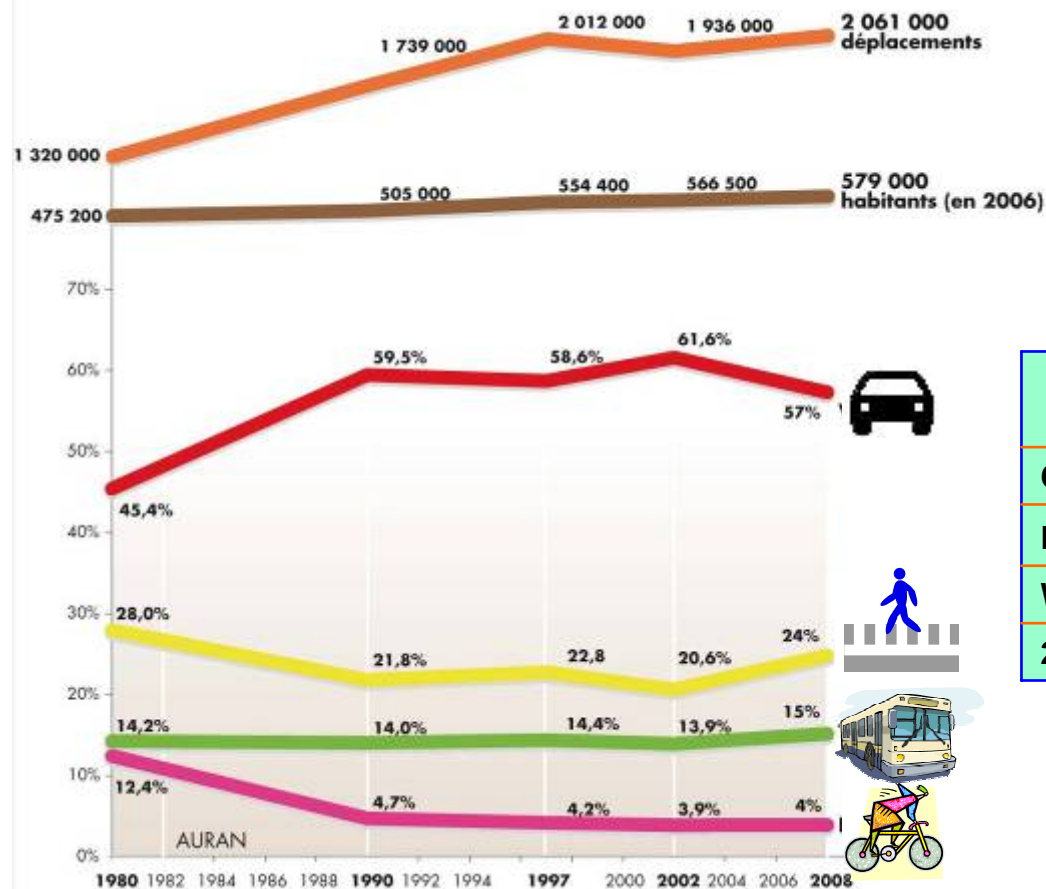
- Metropolitan area : 850 000 inhabitants
- Nantes Métropole : 24 cities, 590.000 inhabitants;

## Competences

- Water supply and sewage processing,
- Public spaces and roads,
- Economic development,
- City planning, housing,
- **Mobility and public transport**



# Mobility in Nantes



	Nantes Métropole	14 french cities
Car use	57 %	53 %
Public transport	15 %	11 %
Walking	24 %	31 %
2 wheels	4 %	5 %

# Objectives of the Mobility Plan

- To proceed with the developpement of **mobility for all**
- To enhance accessibility to **all centralities**
- To tend toward a **50/50 equilibrium** between car modal share and the other modes (public transport, bicycle, walk)
- To develop a comprehensive mobility management
- To involve all stakeholders

# PT network

**3 tram lines : 42 km**

**1 BusWay: 7 km**

**68 bus lines**

**3 Chronobus lines (25, 32 et 86)**

**3 Express lines**

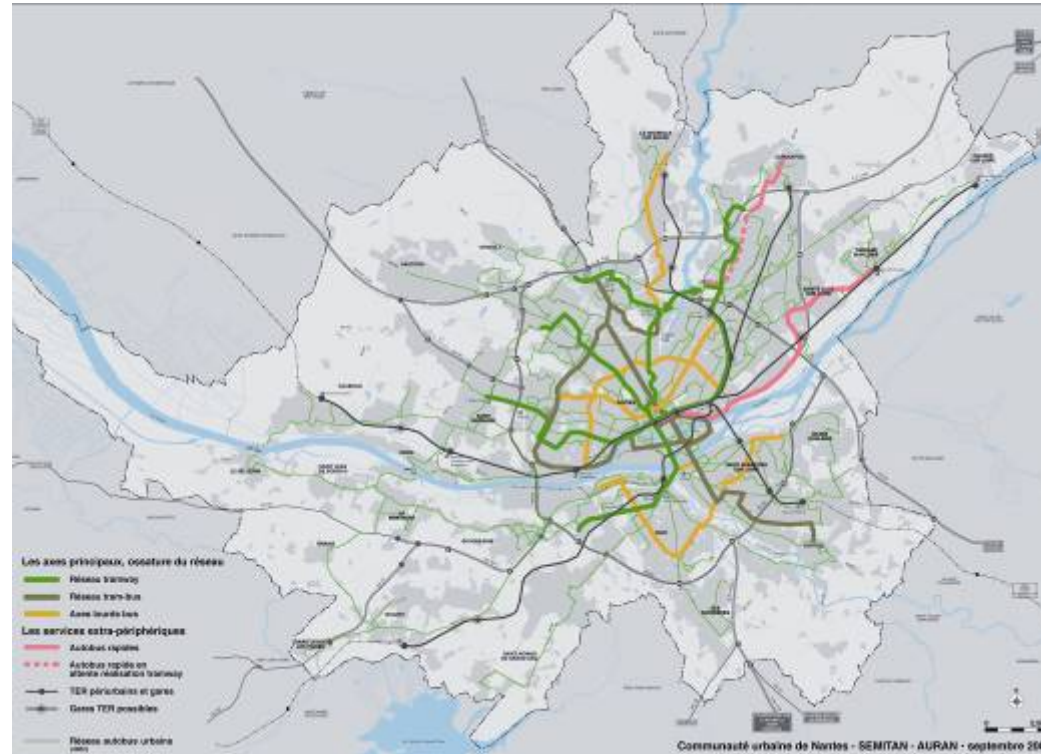
**4 train lines – 11 train stations**

**24 millions km/year - 41,4 km/inhabitant/year**

**114.5 millions trips – 197.4 trips/inhabitant/year**

**4.76 trip/inhabitant**

**39 P+R (5804 places)**



# A wide range of services

## Ligne Express' illico!



TRAMWAY



proxim



LIGNE 4  
BusWay



navibus



Chronobus

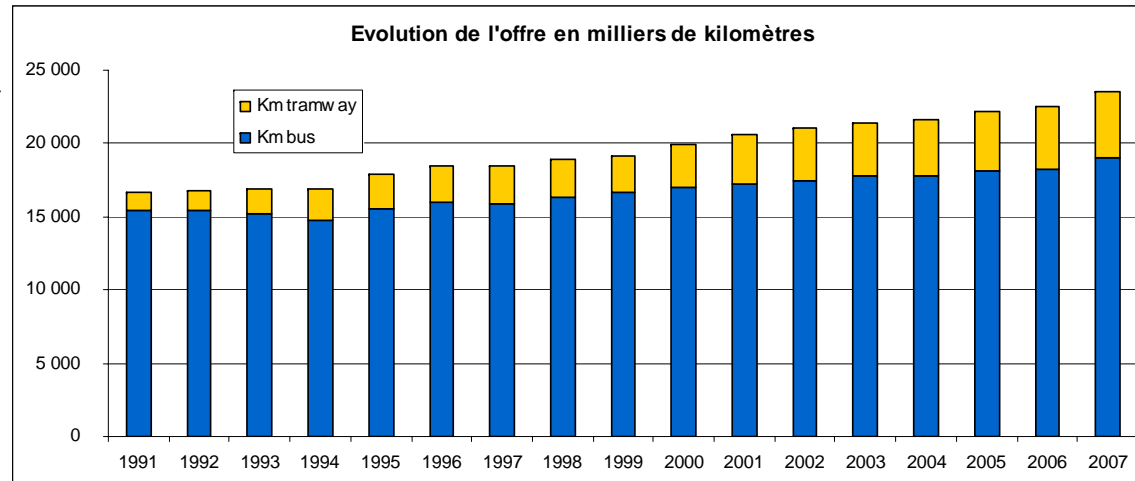


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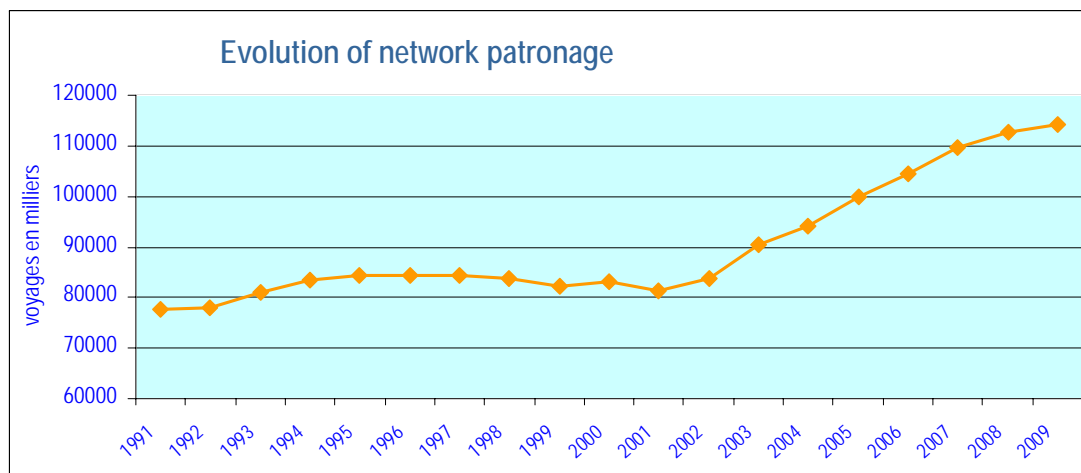


# Public Transport network patronage

**SUPPLY** ➡



**Evolution of supply in  
thousand of kms**



➡ **ACTIVITY**

**Evolution of use  
in thousand of  
trips**



# TRAMWAY

- Tram lanes : 42 km
- 20 % km and 60 % trips
- Trips/day for :
  - L1 : 110 600
  - L2 : 84 500
  - L3 : 71 200





## Line 4 BUSWAY: origins of the concept

### ➤ Goals of the alternative project :

- A more structuring project
- A high level of service (performance, readability, comfort, accessibility) equivalent to what was provided by the tram
- A strong urban integration
- Technical and financial means adapted to the commercial potential

### ➤ Line 4 project : a new concept

- All platforms in dedicated lanes with a medium speed of 20km/h
- Priority at crossroads
- Stations like tram stations with real-time information and ticket selling machines
- Specific articulated buses – CNG
- High level of frequency : 3'30 – 3'
- Porte de Vertou / city centre in **only 20 minutes**



# BUSWAY

- 7 km
- 15 stations
- 4 P+R (1100 places)
- 8 connecting points
- 1 main interchange station
- 28 000 trips/day in 2008

Cost:

50 M€ HT for the infrastructure

9,3 M€ HT for the vehicles

In service since 6 November 2006





# CHRONOBUS



**A quality of service label: a new label to improve the performance and image of main bus lines**

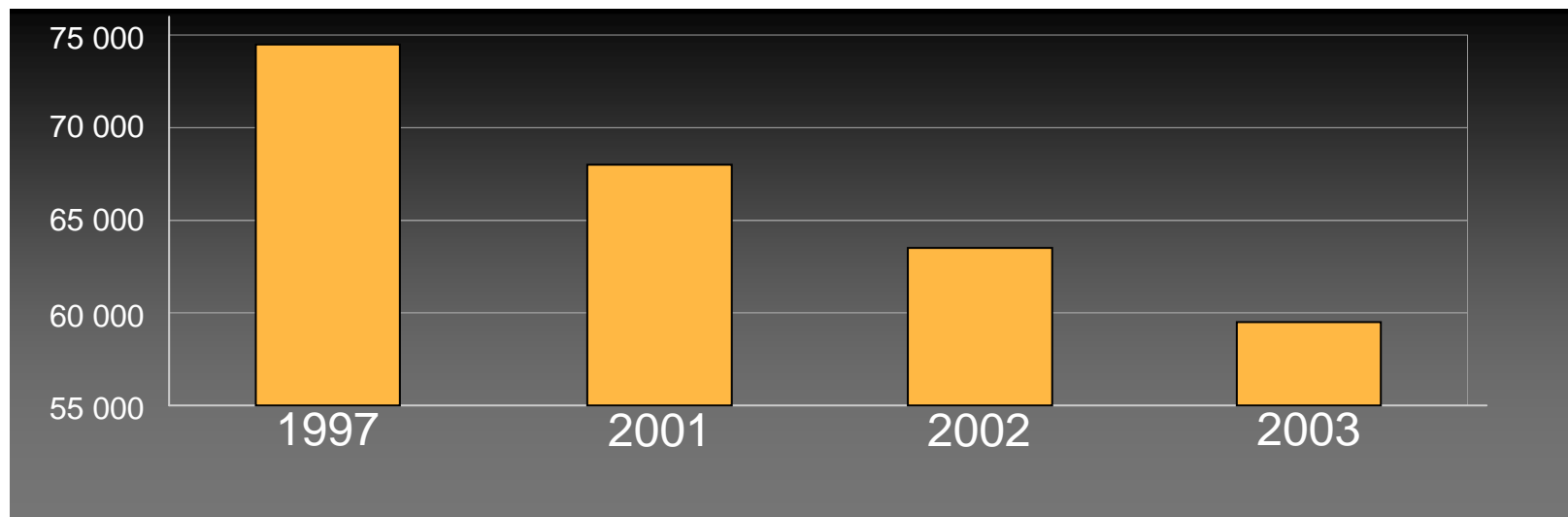
- ✓ A certified service (French and European norms – AFNOR)
- ✓ Reliability: similar travel time all day long,
- ✓ High frequency: 6/8 minutes during peak hours, 10/12 minutes otherwise,
- ✓ Improved travel speed,
- ✓ Large scale of operating hours (as Tramway and BusWay),
- ✓ Accessibility for all: new CNG low floor buses;
- ✓ Line identity (branding)

# WHY chronobus?

## Renewing the image of buses



- ✓ Trams : 20 % of kms – 60 % of trips  
PT modal share : 14 % at tram corridor : 30 à 50 %
- ✓ Between 1997 and 2003, ten principal lines of the PT network lost 23 % of their users





# EXPRESS' lines

## A concept of direct line

- Between urban area and tram line
- Only during peak hours
- 5 stations within 5 km
- One bus every 10 minutes
- 10' to reach the tramline (compared to 20' before)
- Currently: 3 express' lines  
(Carquefou, Vertou and Couëron)



# NAVIBUS

515 000 users in 2008 on the conurbation river boats:

- 365 000 on the Loire river shuttle
- 79 300 on the « ferry »





## TER (local trains)



Use of rail infrastructures and fare integration:

- ✓ Multimodal fare “Métrocéane” between Nantes and St Nazaire and fare integration between urban and interurban networks (TAN, TER, atlantic network)
- ✓ Nantes – Vertou railway link (23 return trips / day) opened in 2003



# The parking policy

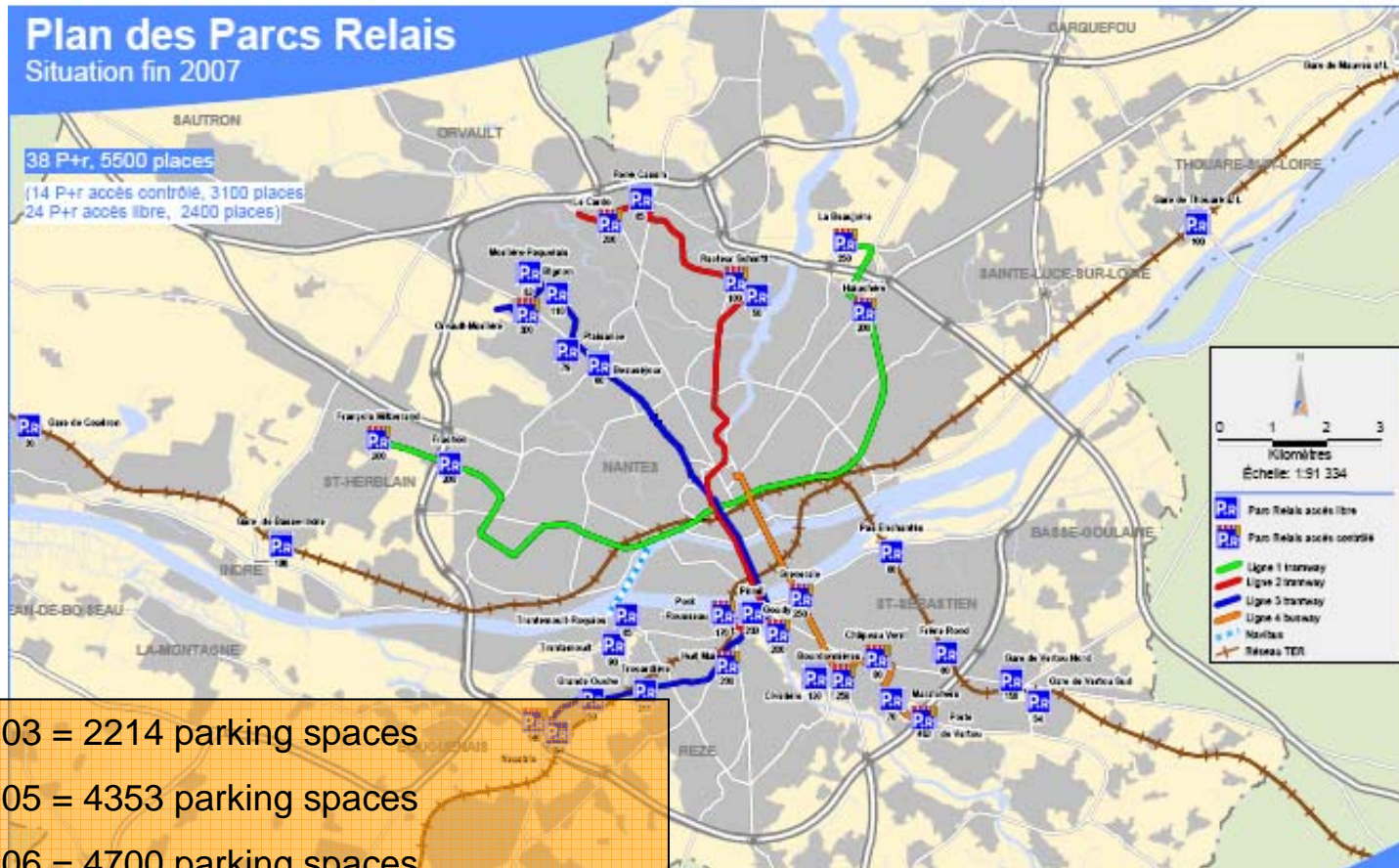
The management of parking in the city centre is a key element of the conurbation mobility policy.

**Objective** : offering a differentiated answer according to the typology of users:

- Discouraging **commuters** to reach the city centre by car while facilitating their use of P+R in the periphery
- Offering specific rate and access for **residents** in the city centre
- Facilitating the access to urban centers for **visitors**
- Encouraging the parking of **moving professionals**



# P+R



2003 = 2214 parking spaces

2005 = 4353 parking spaces

2006 = 4700 parking spaces

2007 = 5500 parking spaces

2008 = 5566 parking spaces

Objectives PDU 2010 = 6000 parking spaces

# Complementary transportation offers



## BICLOO : self service bike rental system

- **79 stations** minimum in the city centre
- **790 bicycles** available
- The walking distance between stations should not exceed 5 min



## CAR SHARING



## Carpooling



## Companies travel plan