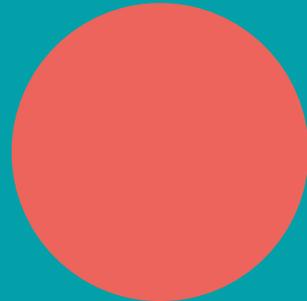


URBAN MOBILITY PLAN

2010-2015
PERSPECTIVES FOR
2030

APPROVED BY THE COMMUNITY COUNCIL MEETING ON 20 JUNE 2011



The Sustainable Urban Mobility Plan (PDU in French) is an institutional document defining the organisation principles of transport of passengers and goods, road traffic and parking within the urban transport perimeter.

The 2010-2015 perspectives 2030 SUMP by Nantes Metropole is a 5-year action plan included in a coherent long-term project.

This framework document shows a strong will to ensure sustainable mobility for all, partly thanks to a greater coherence of public urban development policies and partly to facilitate short distance trips thanks to public space planning designed at street, district or town level.

THE ISSUES

Attractiveness

An attractive European metropolitan city, dynamic and with easy access

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 an users: accessible, diversified and coordinated

Expenses

Public and private expenses optimised and controlled

Behaviour

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

Link between urban planning and mobility

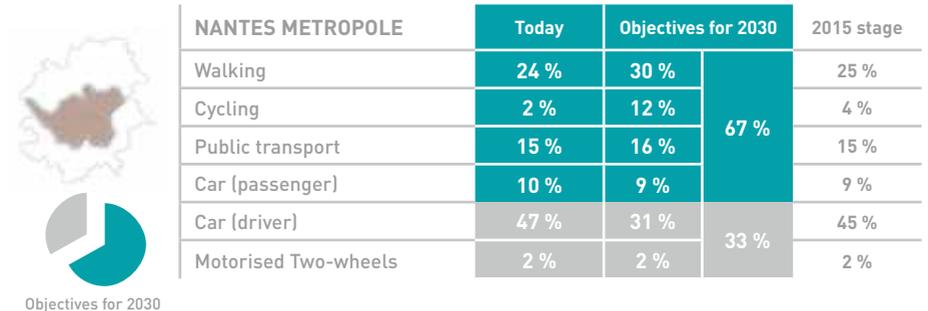
At different levels in the urban area, a well-controlled urban spread, and a territorial development that facilitates the use of alternative modes of transport



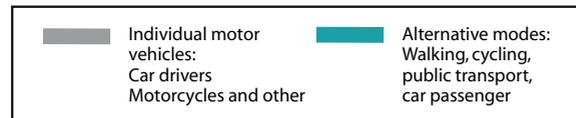
THE OBJECTIVES

The objective of the SUMP is to “contribute to the dynamics and attractiveness of the territory by offering sustainable mobility for all.” Figures have been provided to show the frequency of use of each of the different modes depending on whether people live outside or inside the city ring road, as the mobility offer and uses are not the same.

OBJECTIVES FOR EACH MODE OF TRANSPORT IN NANTES METROPOLE



CHANGES IN PROPORTION FOR EACH MODE 1990-2030



THE STRATEGY

SHORT- AND LONG-TERM MOBILITY IS ORGANISED IN FOUR STRATEGIC AXES:

- 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.;
- Construct a high-quality public space adapted for pedestrians and cyclists;
- Coordinate the transport networks to organise the links between urban centres;
- Encourage and support people to change their mobility behaviour.

BUILD A SHORT DISTANCE CITY

DEFINITION AND PRINCIPLES

The organisation of the territory, the urban shape, the mixed urban functions and the design of urban spaces form a major lever in fostering short distance mobility.

The metropolitan development is conceived in order to control urban spread, to moderate space urbanization and to strengthen existing urban centres by:

- facilitating urban renewal and extending existing centres;
- giving priority to town planning in those urban centres that are well served in structuring public transport;
- designing public areas in the urban centres to foster soft modes and creating links between centres.

EXAMPLE ACTIONS – EXPECTED RESULTS

LONG TERM

The synergy between town planning and mobility must lead to a concentration of urban areas around existing centres (town centres, districts and train stations) and in the structuring public transport corridors.

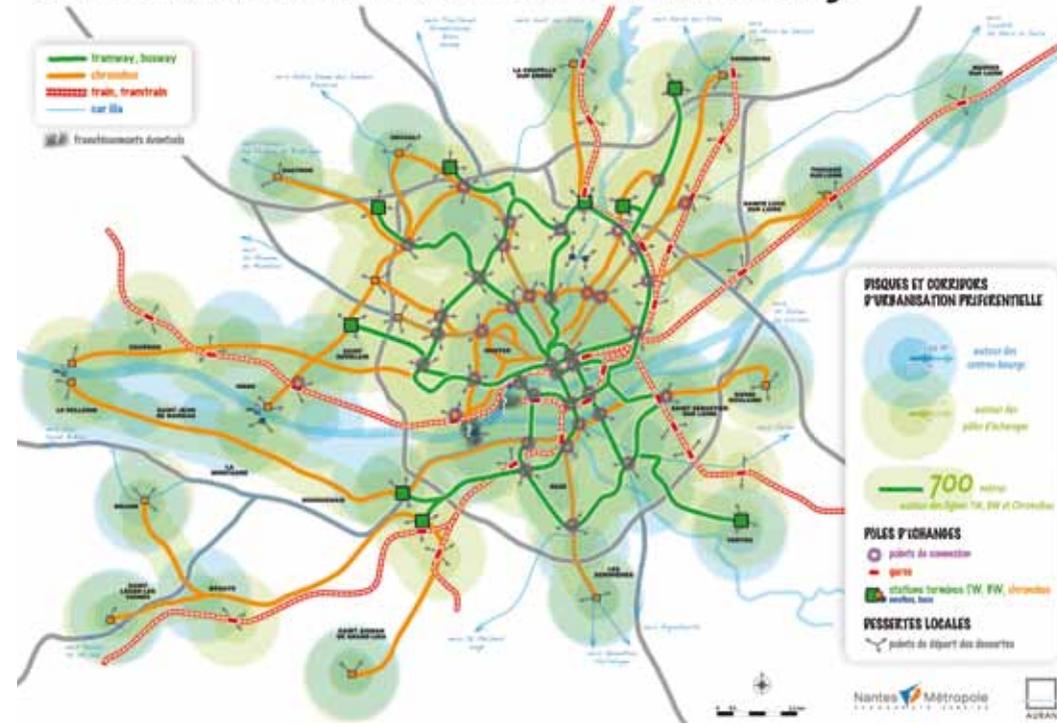
SHORT TERM

To guarantee the connection between urban development and mobility, the SUMP must provide several tools:

- the metropolitan guide to the eco-district which will include the principles of how town planning and mobility can be coherent;
- a compulsory document analysing the mobility impact of any urban project or amenities;
- a framework programme for urbanization showing the local authorities' commitment to the principles of sustainable urban development around the existing or potential main structuring public transport lines.

SYNERGY BETWEEN TOWN PLANNING AND MOBILITY, by 2030

SYNERGIE URBANISME ET DÉPLACEMENTS - horizon 2030



REINFORCE THE PACIFIED CITY

DEFINITION AND PRINCIPLES

The principle of the pacified city comes from the will to adapt motorised traffic to the reality of the territory. When urban life is intense, vehicle speed must be reduced to enable all types of mobility to exist in harmony.

It is therefore necessary to create a traffic calming plan taking into account the intensity of urban life and the characteristics of the road network.

Adapted to the town or district level, it helps to define pacified areas which are easy for users to understand.

The definition of pacified areas and speed calming objectives also makes it possible to implement continuous, safe and comfortable routes for pedestrians and cyclists.

EXAMPLE ACTIONS – EXPECTED RESULTS

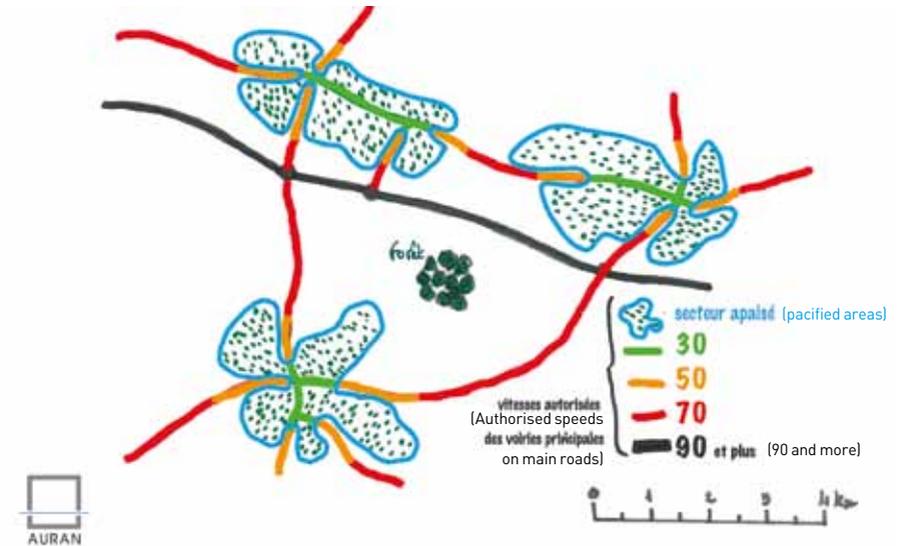
LONG TERM

Eventually, the pacified area should cover all urban areas of the 24 towns in the conurbation.

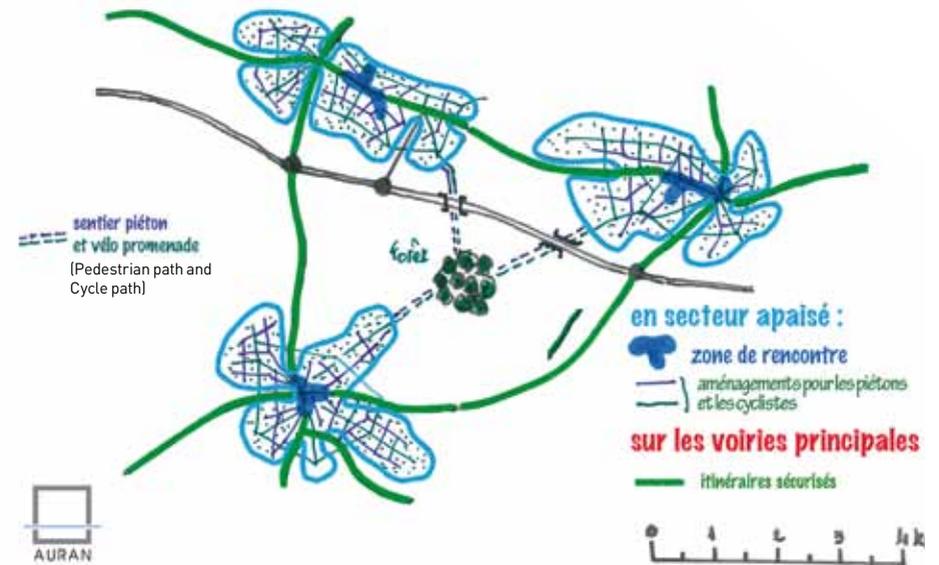
SHORT TERM

- implement a traffic calming plan in the 24 towns of the conurbation to foster local community life: continuous pedestrian walkways, cycle paths, 30kph zones, pedestrian zones, etc.;
- write and publicise the metropolitan street code defining the principles for using and sharing public spaces;
- gradually pacify urban centres in the whole metropolitan area;
- reinforce the management of the parking system, a powerful lever to regulate mobility: extend managed parking areas in sectors where there are conflicts of use, continue to develop more park and ride facilities, introduce a maximum standard for parking in new office buildings, etc.;

CALMING SYSTEMS IN THE MAIN ROAD NETWORKS (FRAMEWORK SCHEME FOR 3 TOWNS)



PEDESTRIAN ROUTES, CYCLE PATHS (FRAMEWORK SCHEME FOR 3 TOWNS)



Pacified areas
20kph zone
Arrangement for pedestrians
and cyclists

On the main road networks
Safe routes

ORGANISE MOBILITY NETWORKS

DEFINITION AND PRINCIPLES

Various mobility networks structure the metropolitan area: public transport networks in the city, provincial PT network, the rail network, the cycling network.

These networks, and particularly those of public transport and soft modes, must be reinforced and must be made more interactive.

The SUMP therefore proposes a framework scheme for 2030 for the public transport network defining how the structuring lines might be organised, under the condition of an optimised urban development with respect to mobility issues around these lines.

The SUMP also proposes a plan by 2030 for structuring cycling itineraries, which will complete the local cycling network in urban areas.

EXAMPLE ACTIONS – EXPECTED RESULTS

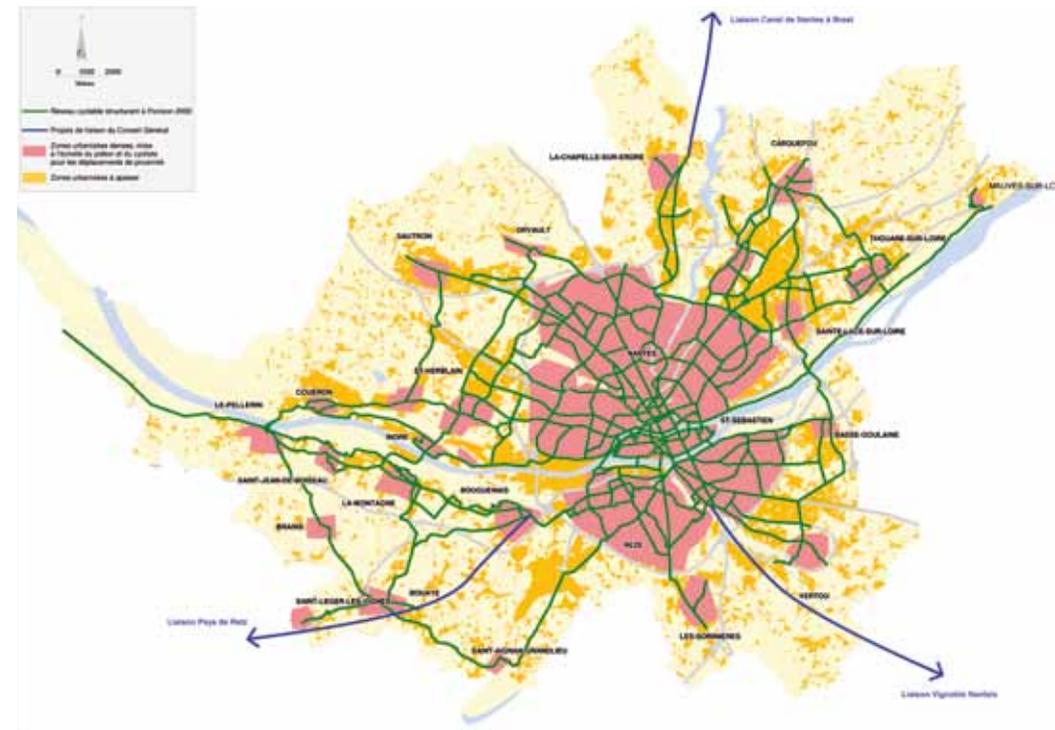
LONG TERM

Organise conditions for a gradual implementation of the scheme for structuring public transport and cycle paths by 2030.

SHORT TERM

- create 7 “chronobus” lines by 2014 and a further 3 lines after that;
- continue to extend and improve the tramway and busway network services: complete the first phase in connecting tram lines n°1 and n°2 and improve the frequency of tram lines n°1 and busway line n°4;
- study needs and feasibility of an intra ring road crossing infrastructure over the Loire river.

SCHEME OF STRUCTURING CYCLE PATHS BY 2030



REINFORCE THE COHERENCE OF MOBILITY NETWORKS IN THE METROPOLITAN AREA AND BEYOND

FRAMEWORK SCHEME FOR STRUCTURING PUBLIC TRANSPORT NETWORKS BY 2030



DEFINITION AND PRINCIPLES

The Nantes conurbation spreads way beyond its administrative limits and attracts people from much further afield.

It is therefore necessary to take into consideration the question of mobility services and infrastructures on a much wider scale than Nantes Metropole alone.

Cooperation between the various stakeholders (the Region, the Province, Nantes Metropole and the St Nazaire conurbation Carène) in this territory must commit to working together via a permanent body for a shared understanding of the users' needs.

EXAMPLE ACTIONS – EXPECTED RESULTS

LONG TERM

- Work with the Region to draw up a rail network scheme covering the urban area and the SCoT (territorial coherence scheme) of Nantes and Saint Nazaire;
- Continue homogenisation works on the ring road;
- Examine the medium term completion of the “express east-west rail section” which would link Nantes and Rennes in 45 minutes.

SHORT TERM

- create a permanent body bringing together the 4 organising authorities (the Region, the Province, Nantes Metropole and Carène): the “Covenant of Transport Organising Authorities”;
- continue to improve the coherence between the urban, intercity and rail networks.



ENCOURAGE AND SUPPORT PEOPLE TO CHANGE THEIR MOBILITY BEHAVIOURS

DEFINITION AND PRINCIPLES

For more eco-friendly mobility, users must be aware of the consequences of their choice of mobility mode. Changing behaviour to a more reasoned use of cars, involves tempting users to adopt new mobility habits.

This approach draws on information, awareness raising, advice on mobility options and communication campaigns. It also aims at facilitating the combined use of different transport modes and networks.

It is equally important to permanently adapt the supply of mobility services to the changes in lifestyles and urban pace to propose “sustainable” solutions and new mobility habits.

EXAMPLE ACTIONS – EXPECTED RESULTS

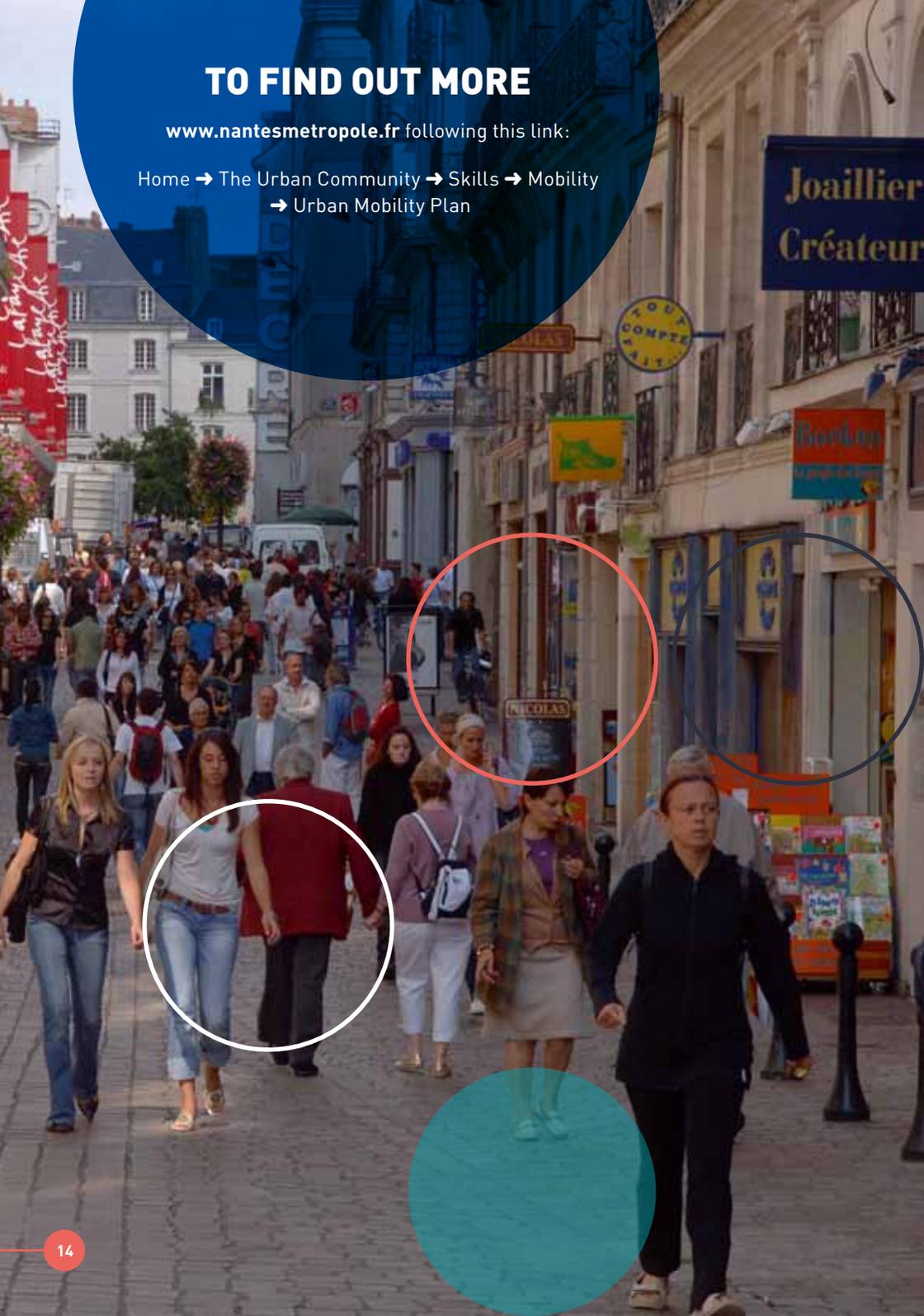
- Develop the new version of “Destinéo”, a regional, multi-modal information site;
- Reduce the gap in the level of service on the public transport network between school periods and holiday periods;
- Extend the scale and frequency of the structuring bus network during the day;
- Reinforce the public transport evening and night service;
- Coordinate school and company travel plans;
- Develop the concept of a portfolio of mobility services: combined fares for the different transport services (cycle hire, public transport, parking, car sharing, etc.);
- Create the “Liber’tan” card, first step in the creation of a multi-service, multi-network mobility card.

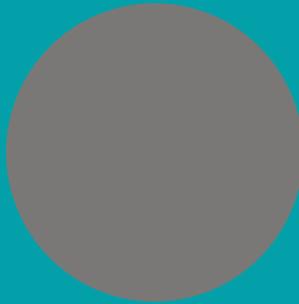
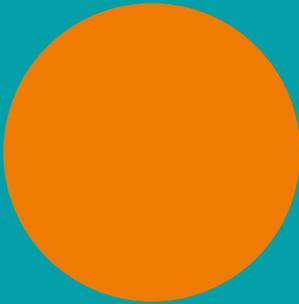


TO FIND OUT MORE

www.nantesmetropole.fr following this link:

Home → The Urban Community → Skills → Mobility
→ Urban Mobility Plan





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