



# Presentation of the Linéo Project





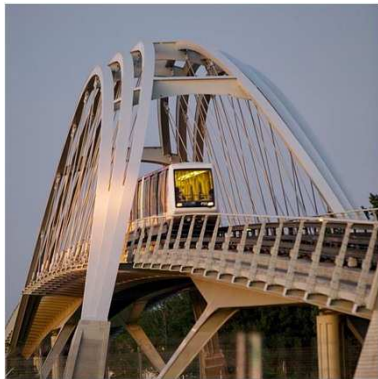
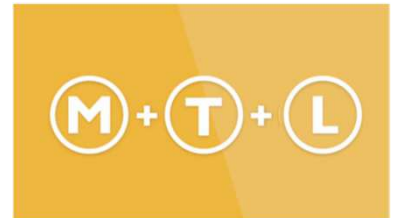


# LINÉO IN THE STRUCTURING NETWORK

Project Linéo: one of the 5 components of the structuring Tisséo network (alongside the metro, the tram, the southern belt and the rail network)

Objective: give access in a permanent way to the habitat, jobs and clusters generating travel needs (industrial and shopping zones, schools and colleges, hospitals, etc.), while fitting into the urban environment.

➔ Linéo is the fruit of a balance between service proposal, urban development and integration in the areas covered.





# LINÉO'S PRINCIPLES



**Linéo's principles** approved in December 2014:

## **Functions**

- Structuring access with high quality of service to complement the metro/tramway network to constitute the Structuring Metropolitan Network
- One Linéo by urban sector allowing an access to the heart of the Greater Toulouse directly or with maximum one connection

## **Access potential**

- High potential urban corridors accessible
- Areas without an important urban discontinuity

## **Urban networking, connection**

- Linéo's connection with at least 2 lines: metro / tramway / express regional rail network
- Reorganization and optimization of local bus access around Linéos
- Organization of complementarity with other modes (park-and-rides, bicycles parking, pedestrian access...)



# LINÉO 2020

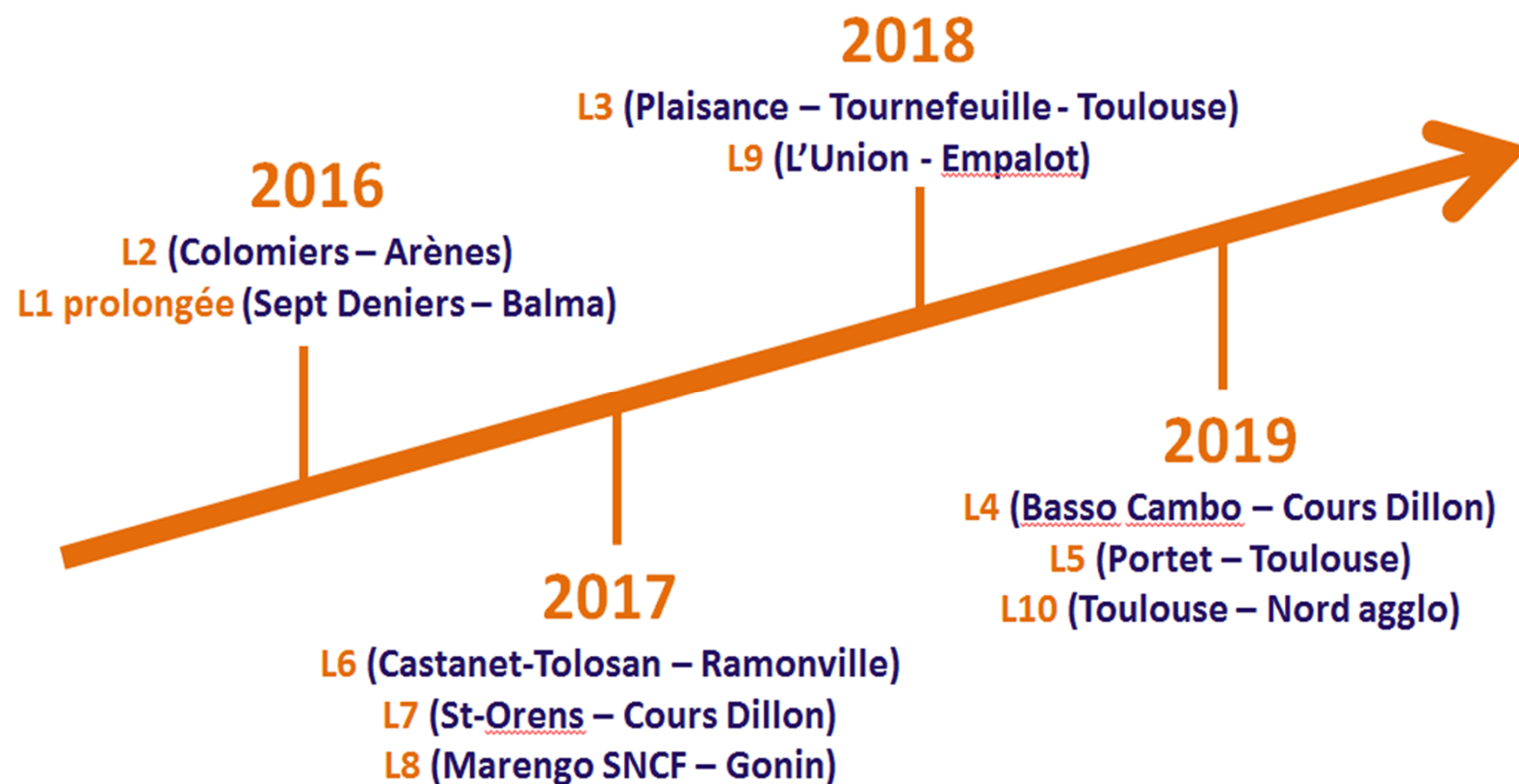
In 2020 :

- 10 routes in 2020
- 110,000 travellers a day
- 100 million Euros of investments
- 325,000 inhabitants and 195,000 jobs served by LINEO





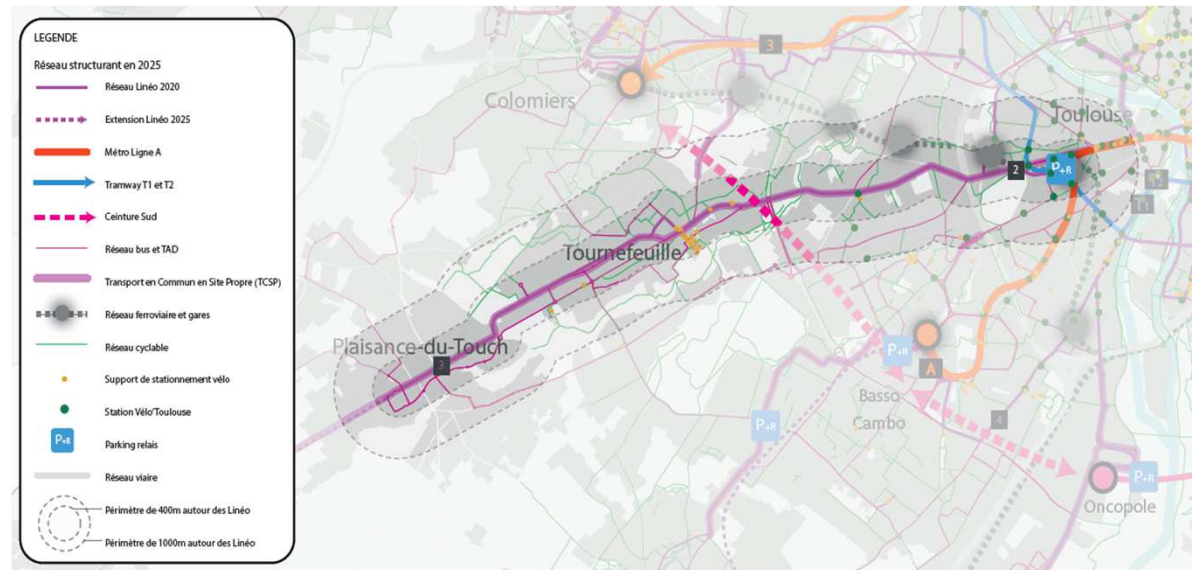
# LINÉO 2020



1 axis Linéo = between 400 and 600 000 km / year  
It means between 3 and 4 M€ of operating annual costs

# LINÉO'S TERRITORIAL AND URBAN DEVELOPMENT

Beyond the transport infrastructure, the Linéo approach must encourage users to interconnect with Tisséo public transport network



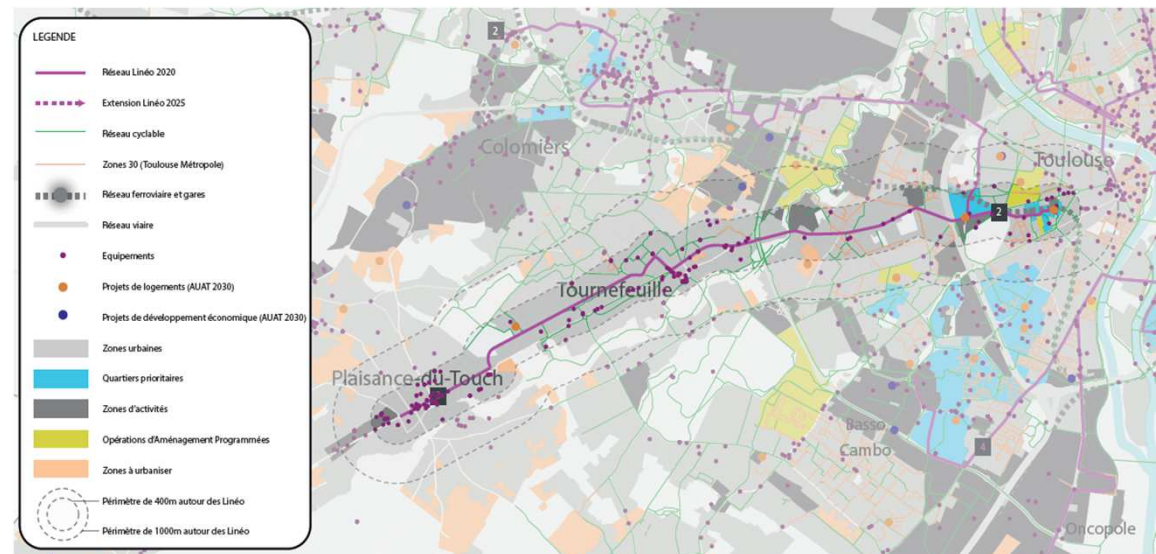
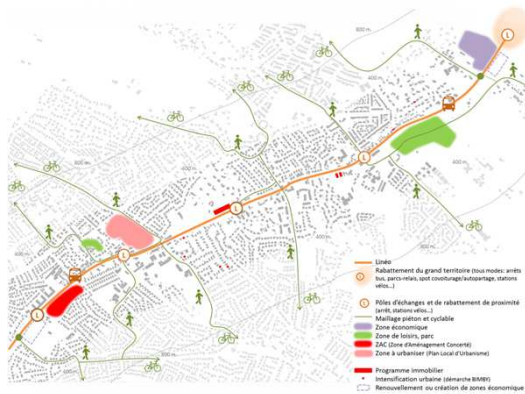
For instance, Linéo 3 gives access into a perimeter of 5 min walking (400m) to:

26 851 inhabitants and 11 818 employments,  
2 connections to the structuring network (metro A et tram T1/T2) and a future connection to the South Belt ,  
18 connections with current bus network,  
37 kms of cycling network



# LINÉO'S TERRITORIAL AND URBAN DEVELOPMENT

Beyond the transport infrastructure, the Linéo approach must accompany the various urban projects (public operations, real estate programs, etc.).

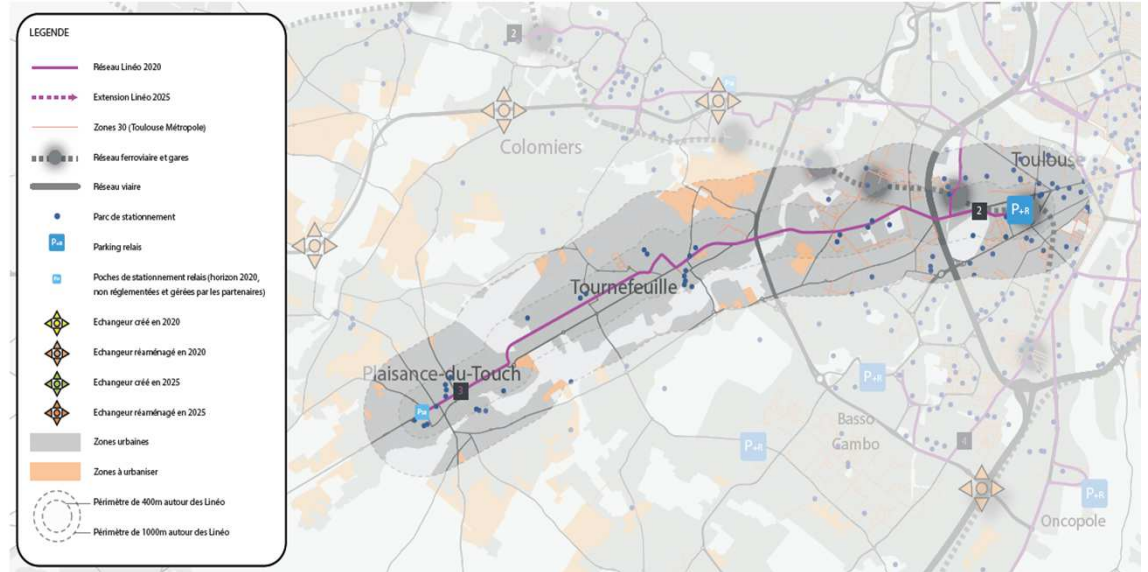
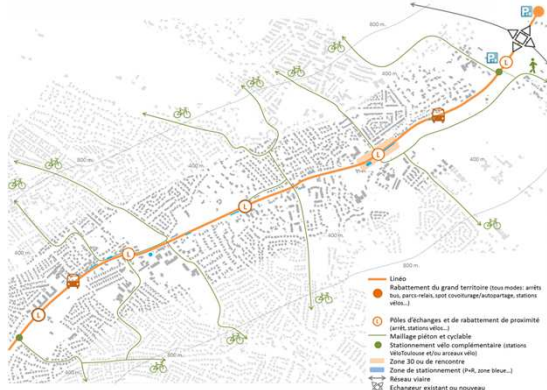


For instance, Linéo 3 gives access into a perimeter of 5 minutes walking (400m.):

13,3 hectare to be urbanized,  
2 priority neighborhood (« politique de la ville »),  
8 business areas,  
193 facilities (among with 8 administrative, 28 schools, 6 sports, 11 cultural, 20 health, 56 shops...),

# LINÉO'S TERRITORIAL AND URBAN DEVELOPMENT

The organization of parkings (park and ride, blue zone, etc.) and traffic conditions (driver's reorientation, shared space) must facilitate the use of the Linéo network.



For instance, Linéo 3 gives access into a perimeter of 5 minutes walking (400m.):

11 kms de 30 km areas,  
43 parking areas among which 1 park and rides et 1 label project for park and rides slots





## LINÉO'S LEVEL OF SERVICE

- **An attractive frequency**
  - every 6 to 9' during rush hours, 8 to 12' in off-peak hours, 15 to 30' during night
- **A broad timetable**
  - 05.15 – 00.30 and until 01.00 at weekends based on metro and tram services
- **100% accessibility at stops**
- **Improved reliability of journey times**
  - More direct routes
  - Road works to favour reliability
- **Passenger information in real time at stops and on-board buses,**
- **Dedicated rolling stock**
- **Minimum 2 connections with metro, tram and express regional rail network**

# LINÉO'S IMPROVEMENT WORKS

A sum of isolated improvement works

Pacified stops



Guides roadsides



Traveller Information  
Terminals (BIV)



Dedicated Bus lanes



Bus priority



100% accessibility





# TRAVELLER INFORMATION

Real time traveller information on Linéo's stops and on-board

New graphic charter

## On-board screens



## Traveller Information Terminals



Within the bus shelter or on bus stop sign



# ROLLING STOCK

100% articulated buses (unless Linéo 5) with a dedicated livery

Visual identity



Better comfort, interior spaces arranged for wheelchairs and strollers, retractable pallet, contrasting colours for visually impaired people, fluidity with the 4 doors



... and buses more and more environmental friendly



## EVALUATION FRAME AND OBJECTIVES

- Monitoring: reaching the project objectives
- Measurement of the impact of the actions implementation
- Identification of successes and remaining difficulties
- Reorientation of actions if needed in phase 2
- Evaluation follow-up tool of Lineos and reframing
- Promoting tool towards partners and users

The evaluation assesses the project in a variety of ways, and identifies positive and negative impacts for improvement.

# FOCUS ON FIRST FEEDBACKS ON LINÉO

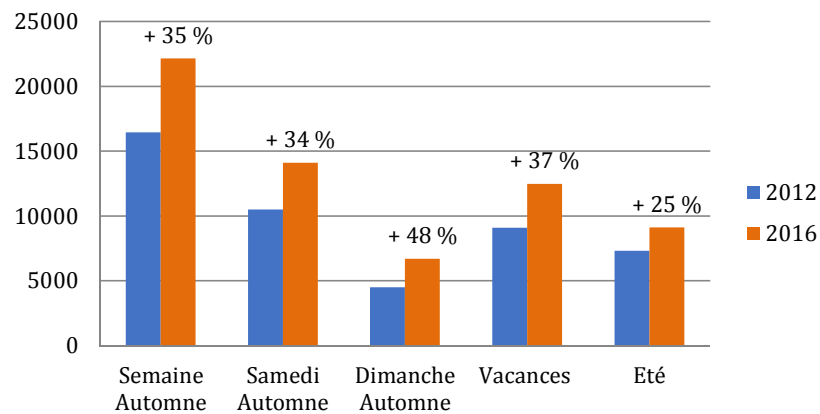
- Increase of ridership



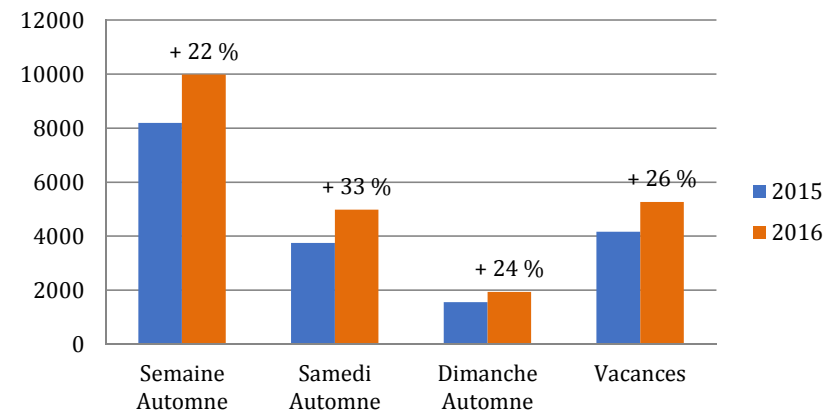
**+ 31 % for L1** (run since Sept. 2013)

**+ 20 % for L2** (run since Sept. 2016)

## Validations/day on L1



## Validations/day on L2







## USER'S SATISFACTION

- 89% of users are satisfied with the new offer
- A more frequent usage of the lines for 22% of regular users and 29% of new users
- Users mainly remind the improvement of ridership (46%) and dedicated bus lanes created for rapidness (25%)
- 45 % prefer to use a Linéo bus instead of a conventional bus
- 94,7 % of positive opinions on the put into service of hybrid buses (TRYOM consultant, November 2016)

A positive feedback from Linéo users to maintain and reinforce



## PERSUIT OF THE EVALUATION PROCESS

- Coherence between urbanism and mobility
- Parking habits analysis on « faubourgs » crossed by Linéo
- Intermodality analysis
- Behavioral study on active modes mobility solutions
- Urban and economic effects still to be assess
- Analysis to update in a regular basis



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