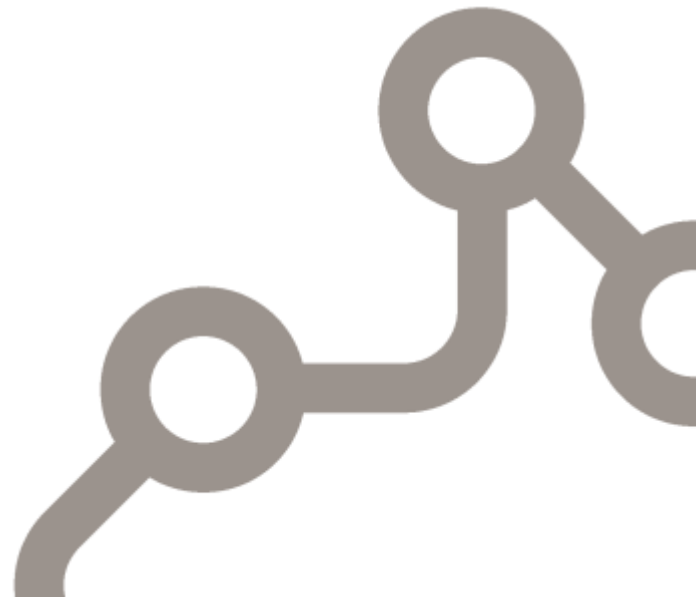




Nantes Metropole Transport Development



Nantes and Nantes Metropole

- Nantes: 6th city in France
- Nantes Metropole: 7th metropolis in France

Surface: 524 km²

17,000 built up hectares (vs 5,000 in 1960)

24 towns serviced by Tan network

630,400 inhabitants, (vs 360,000 in 1960) - 47 % in Nantes

359,000 jobs (53% in Nantes)

2th demographic growth in France

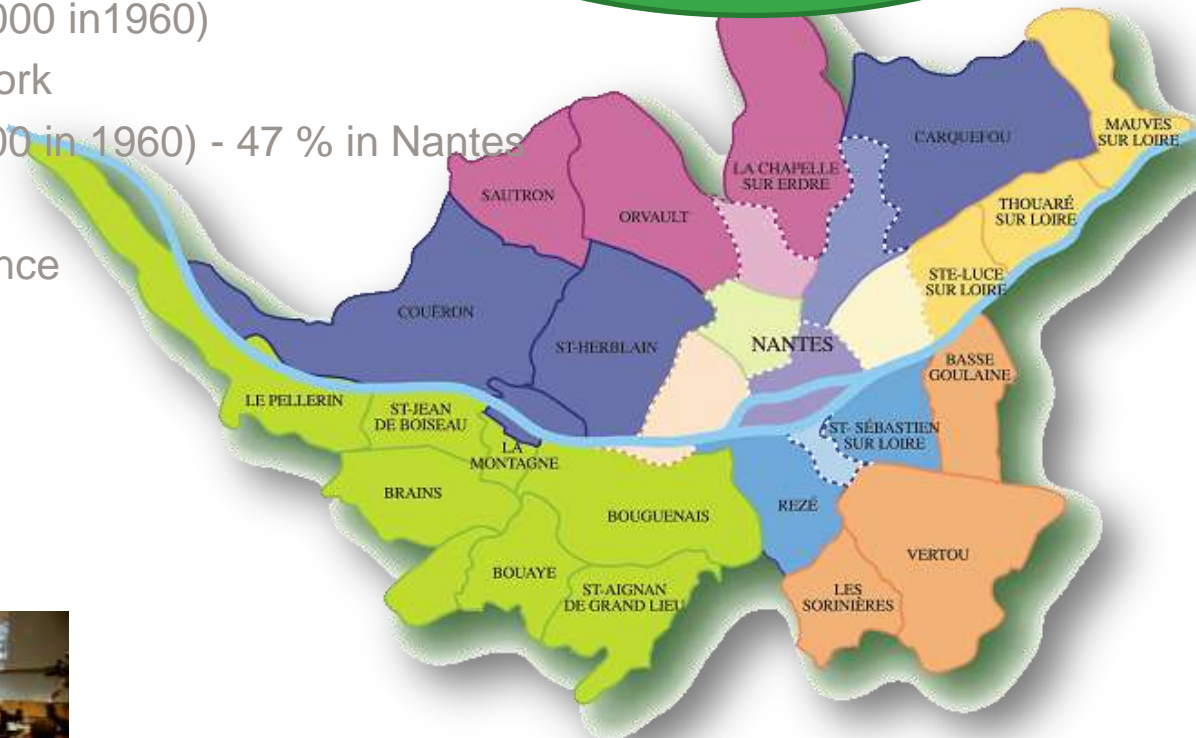
- Johanna Rolland :

Mayor of Nantes

President of Nantes Metropole



A permanent
population growth
since 90's : + 10 000
inhabitants / year



The Tan Network

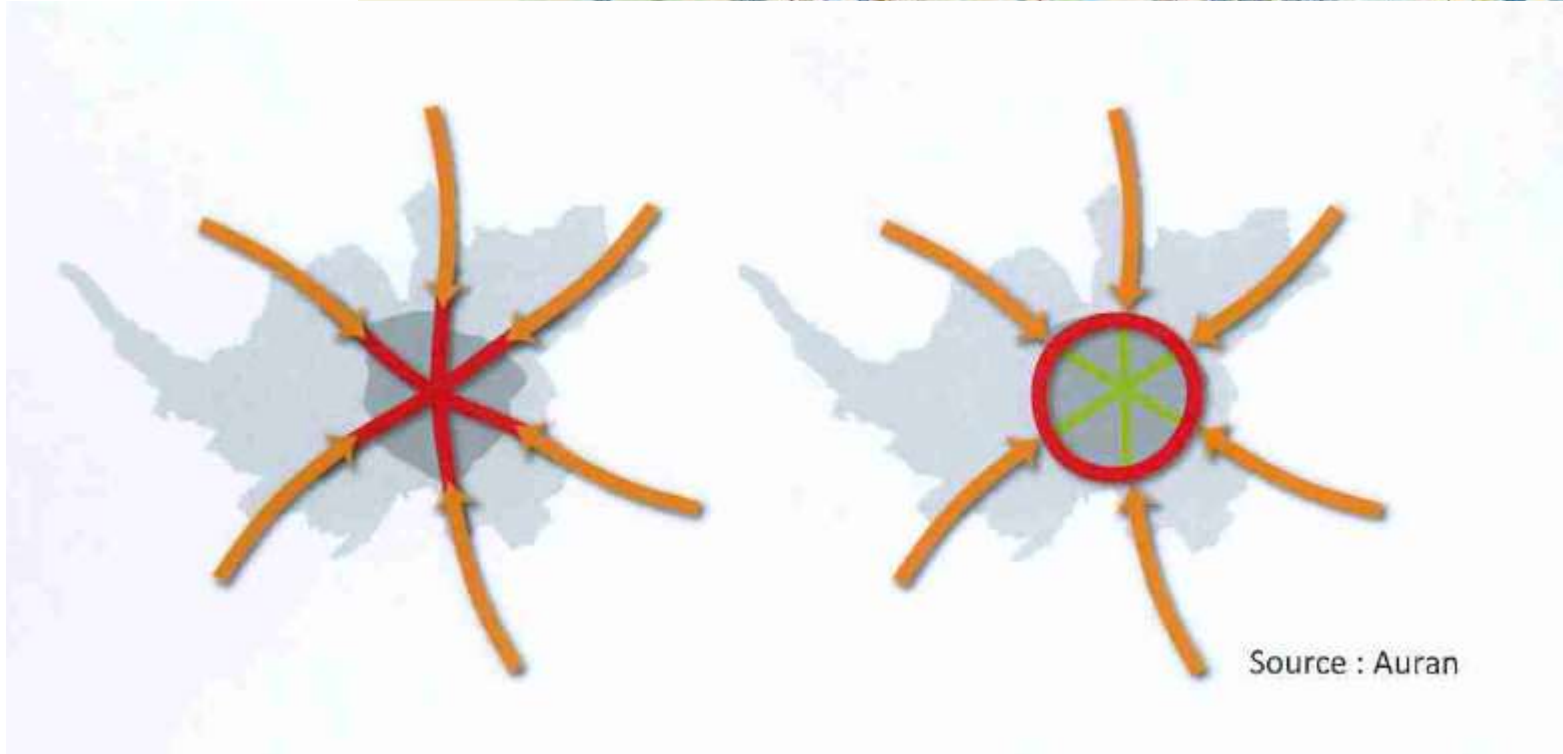
Multimodality

Integrated pricing policy



The Tan Network

Importance of connections



Multimodal connections hubs



The network

- **Tan network in 2017:**

- 3 tramway lines

- 1 busway line

- 7 chronobus lines (including 1 chartered line*)

- 46 bus lines (including 24 chartered lines*)

- 1 shuttle airport ⇔ town center

- 1 on request transport service and for people with reduced mobility (Proxitan)

- 1 boat service (navibus) (across Erdre and Loire rivers)

- 1 night service (tramway - busway - chronobus - bus)

- Luciole bus (night, Saturday to Sunday + Thursday route)

- 38 school lines

- 276 school routes (chartered*)



* Chartered from private firms :
121 buses for urban lines
91 coaches for school routes

Tramway and Busway : Highest level of service

- 3 tramway lines (43 kms):

F. Mitterrand / Jamet < 1 > Beaujoire / Ranzay

Gare de Pont Rousseau < 2 > Orvault Grand Val

Neustrie < 3 > Marcel Paul

- 1 busway line (7 kms)

Foch Cathédrale < 4 > Porte de Vertou



Busway: the highest level of service with a bus

- Supply similar to tramway
- Accessibility
- Specific stations
- Specific visual identity and dedicated vehicle
- Quality approach



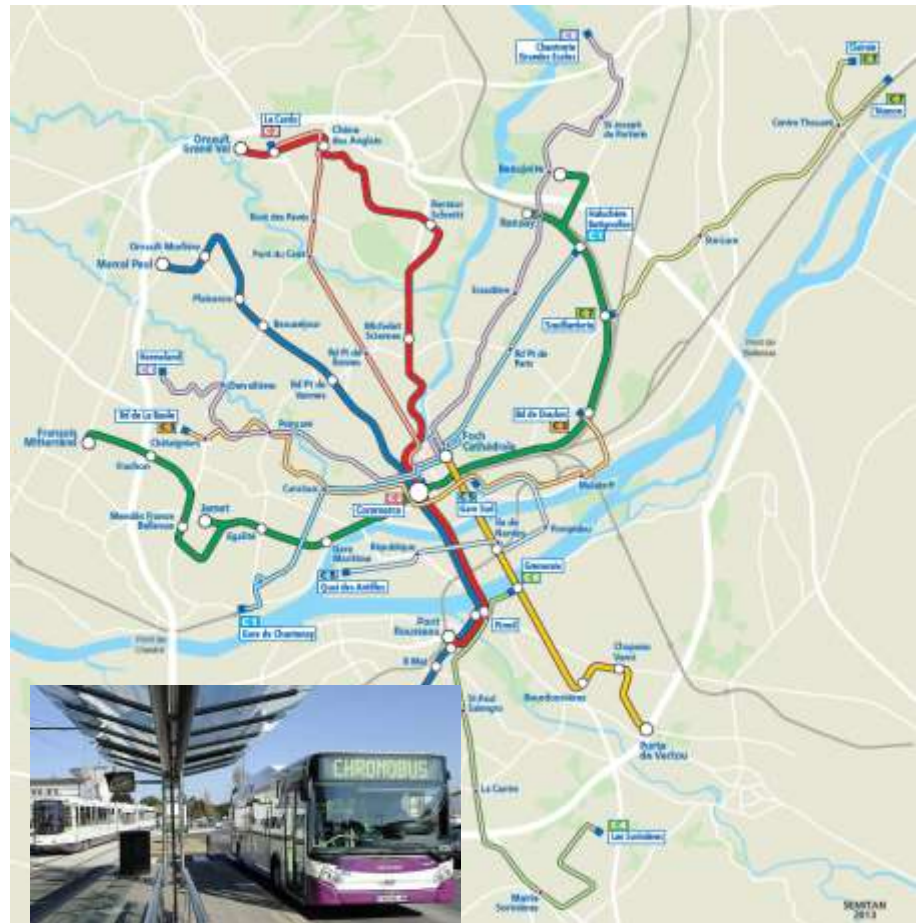
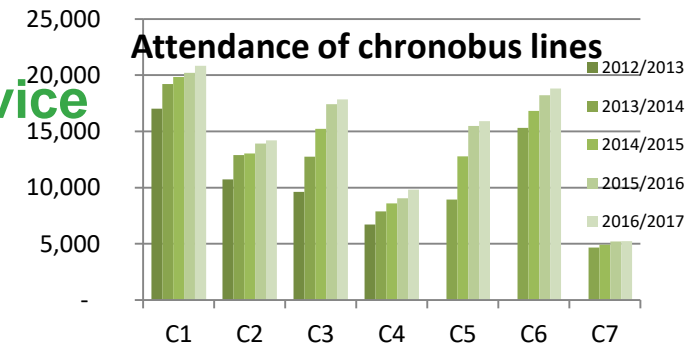
Average number of daily travellers

20,500 in 2006/2007
30,300 in 2011/2012
34,800 in 2013/2014
37,100 in 2014/2015
38,900 in 2015/2016
40,200 in 2016/2017



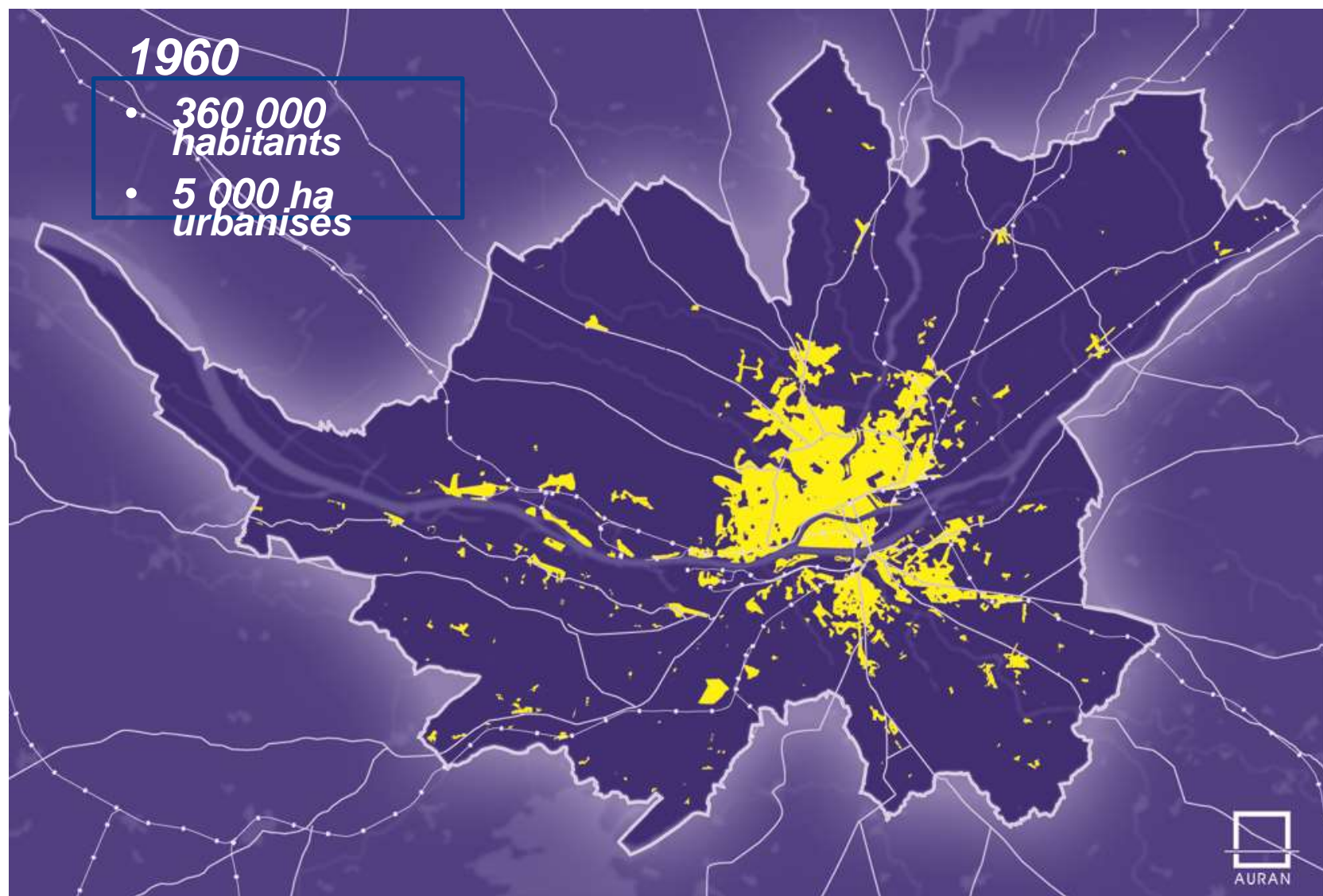
Chronobus: tailored high level of service

- 9 lines – 100 km
- Concept based on tramway/busway success, tailored to bus
- **Frequency:** every 5/8 mins
- **Schedule range:** 5:00 a.m. to 0:30 a.m. throughout the year (and 2:30 a.m. on Saturday)
- **Advantages:**
 - Improved travel times, consistent throughout the day through road improvements
 - Customer information in real time
- Specific visual identity: different shades of violet displayed on vehicles and shelters
- Accessible stops and vehicles
- Targeted and controlled investments



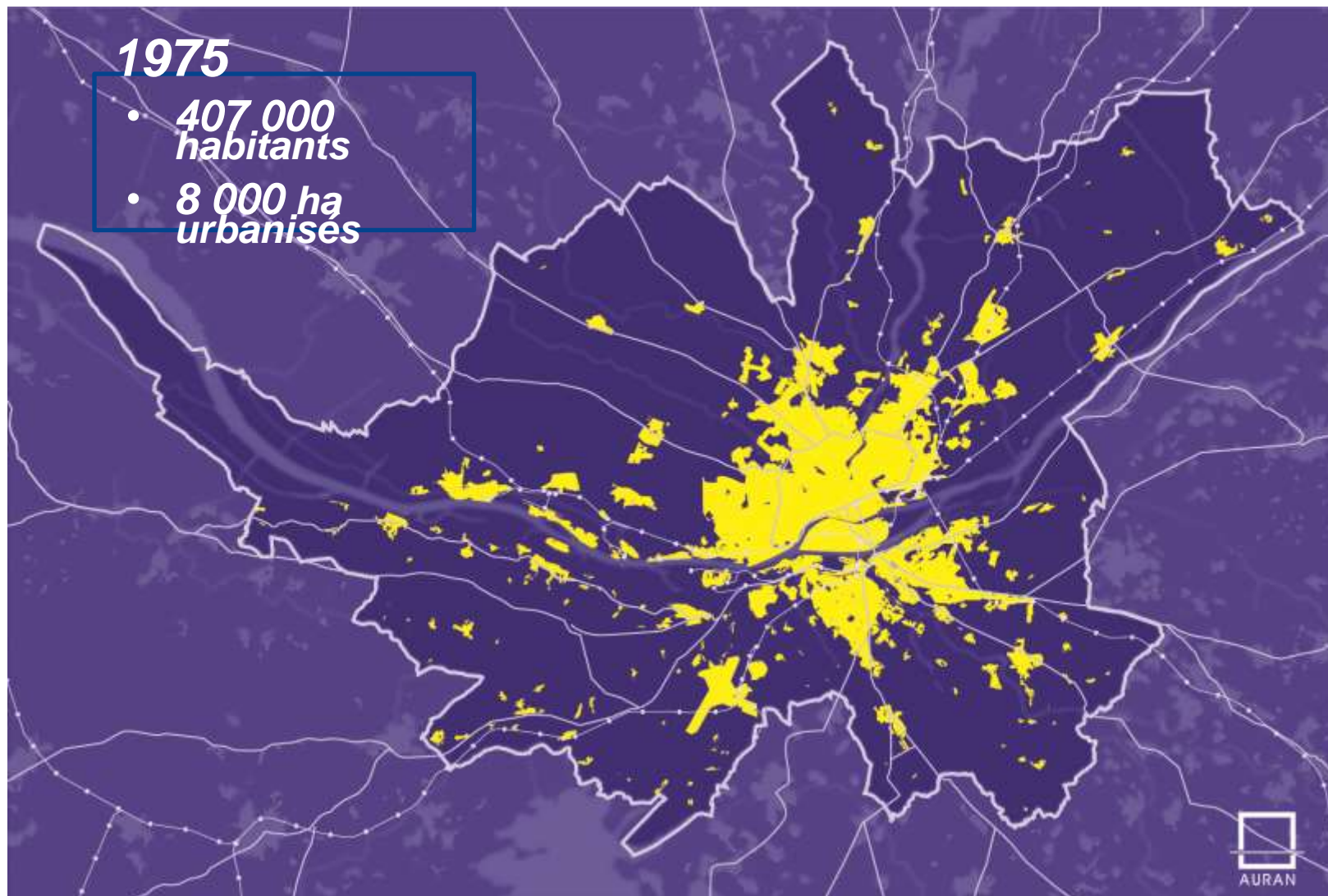


Nantes and Nantes Metropole urbanisation and population





Nantes and Nantes Metropole urbanisation and population

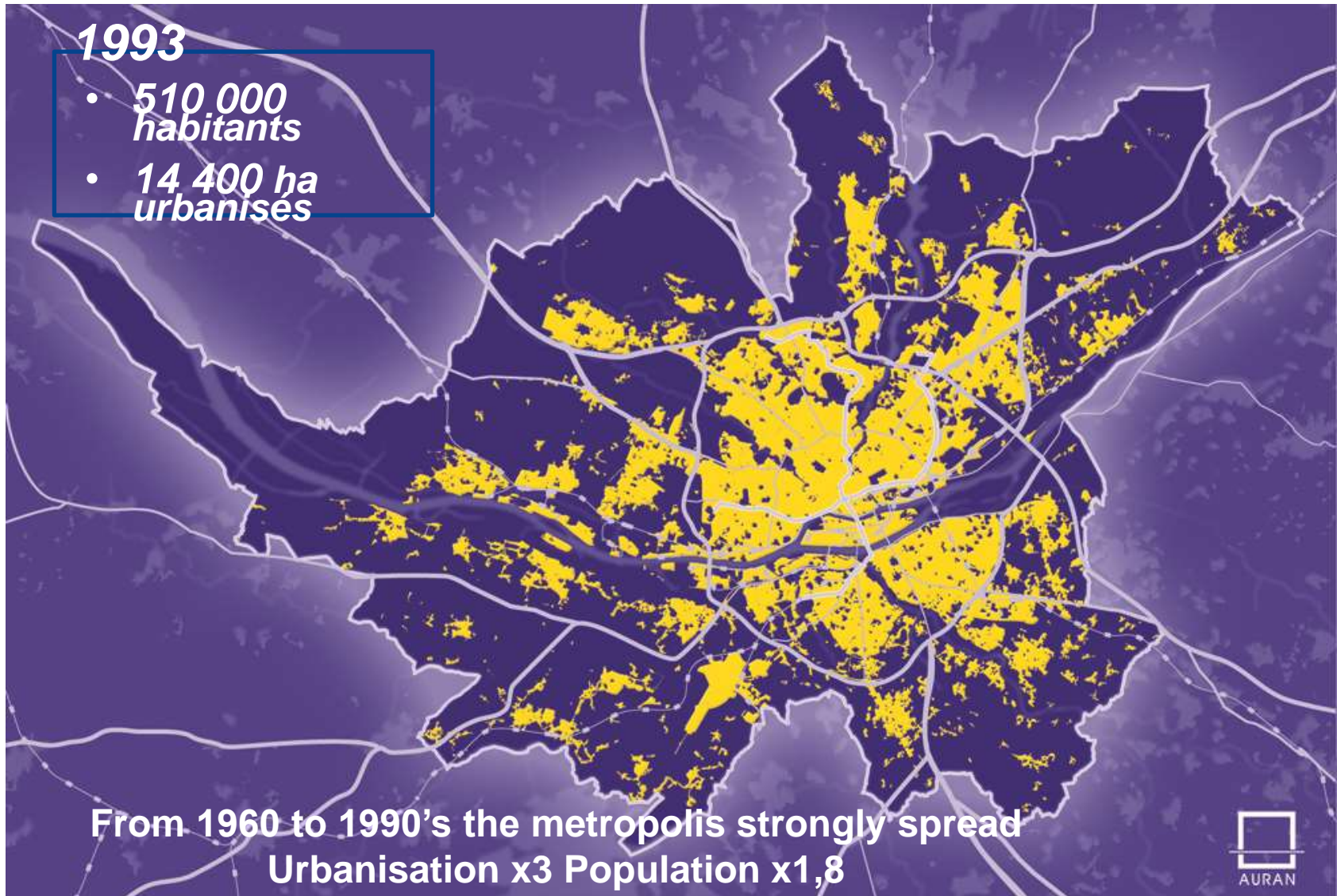




Nantes and Nantes Metropole urbanisation and population

1993

- 510 000 habitants
- 14 400 ha urbanises





Nantes and Nantes Metropole urbanisation and population

Today

- 630 700 habitants
- 17 000 ha urbanises

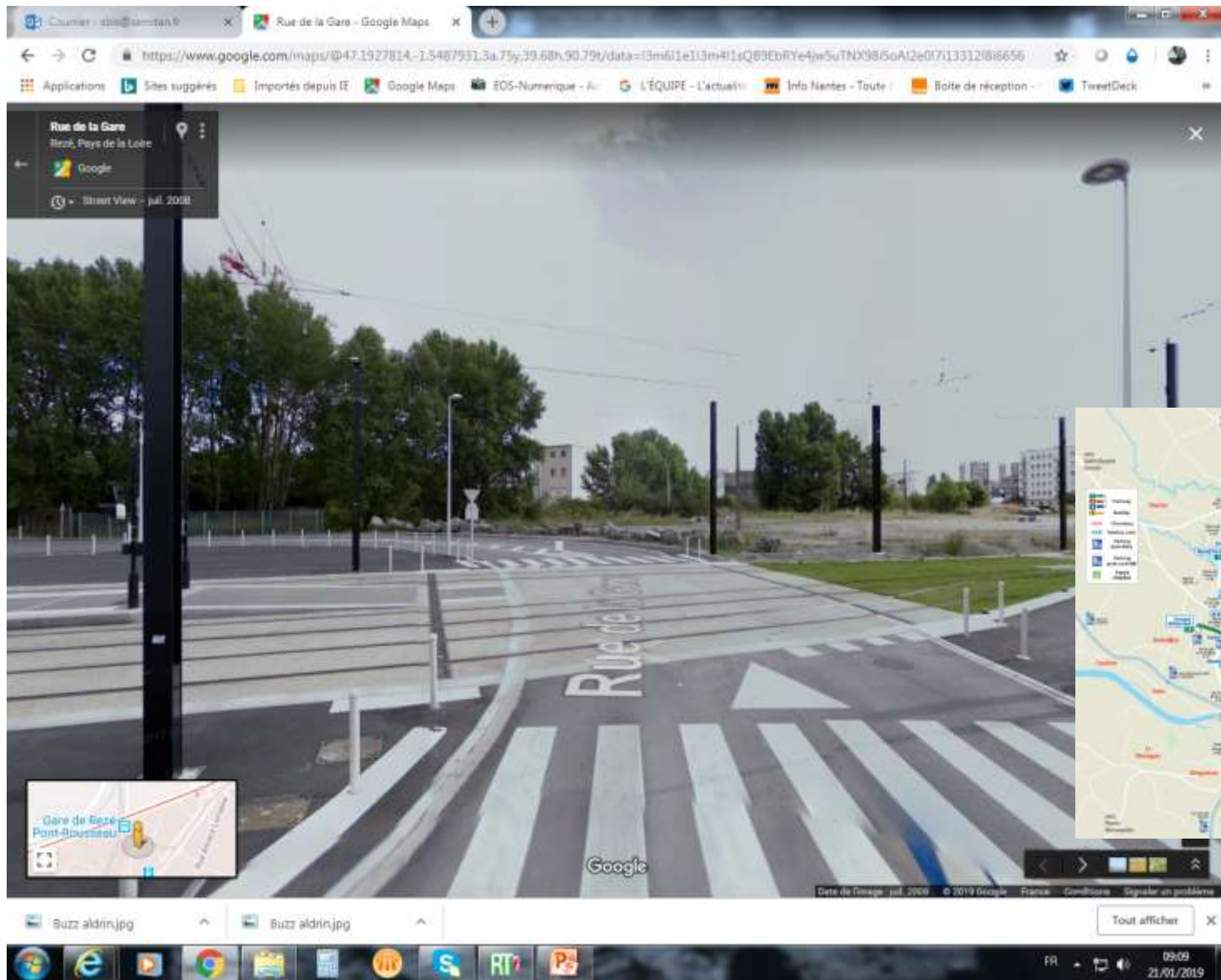
Nantes Metropole
institution created
in 2000

From 2000's Nantes Metropole's extension is better controlled
Urbanisation +10% Population +15%

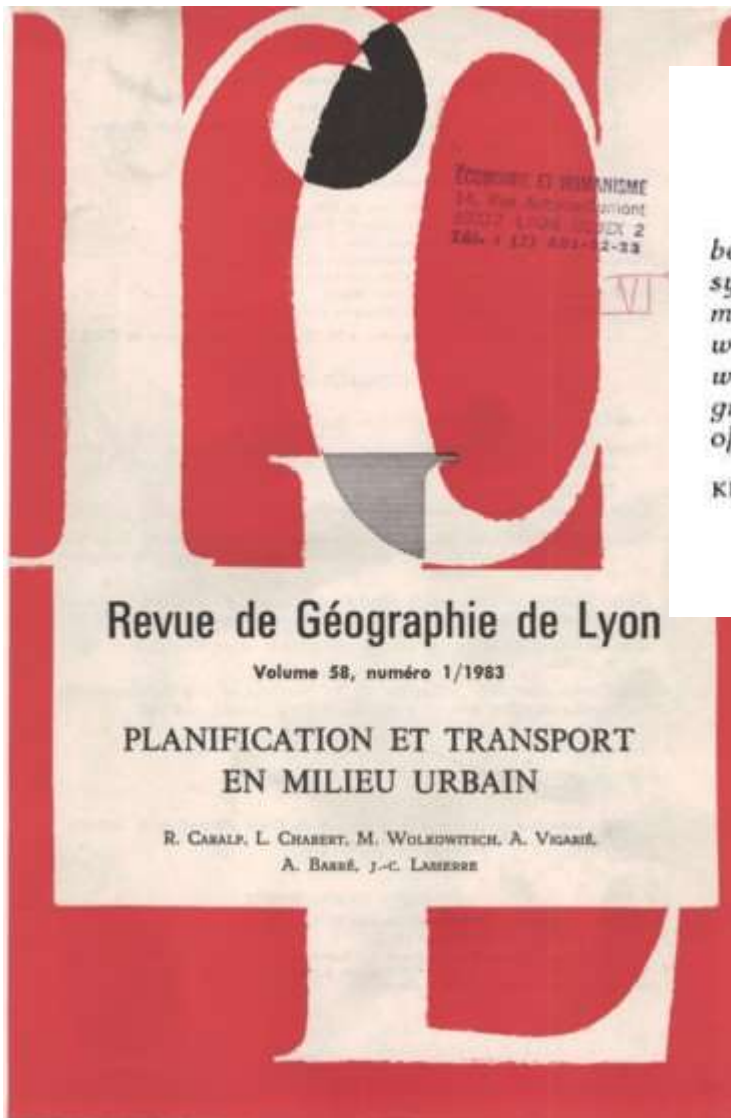




Urbanisation around Public Transport



Early vision and decision



ABSTRACT

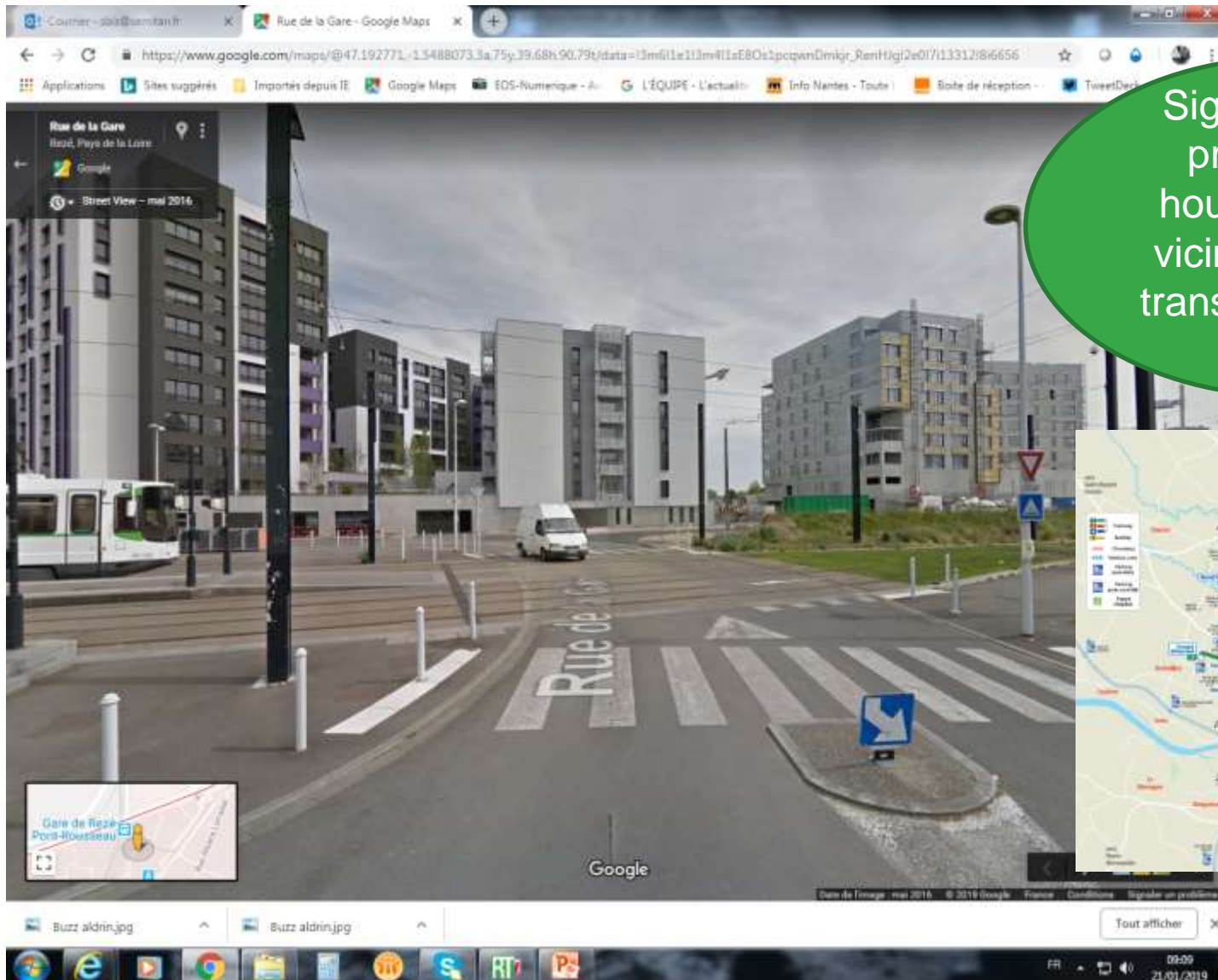
The new tramway in Nantes will be achieved in the end of 1983. It will be a good example of a new utilisation for urban transport of an old age system which has been renewed by technical improvements. It will be a new mean for the integration of the suburbs and the inner part of the town, for it will be a strong link between them. In the same time, the Nantes experience will show that a public transport system is able to lead to the control of urban growth from the point of view of the location of new large buildings and also of the social organization of new built areas.

KEY-WORDS : TRAMWAY, URBAN TRANSPORTATION, URBAN GROWTH CONTROL.

A public transport system is able to lead to the control of urban growth



Urbanisation around Public Transport



Signifiant price premium for housings in the vicinity of public transport (around 25%)





The Sustainable Urban Mobility Plan (PDU)

A national legal requirement:

- It allows planning, through a comprehensive, coherent approach and integrated, the organisation of the different services of mobility at the scale of the metropolis with the following goals:

- ✓ Reduce individual car usage
- ✓ Develop public transport
- ✓ Develop cleaner mobility (bicycle, walking...)
- ✓ Optimise goods delivery
- ✓ Optimise car parking
- ✓ Encourage employers to promote cleaner mobility
- ✓ Help impaired people do acces to public transport
- ✓ ...

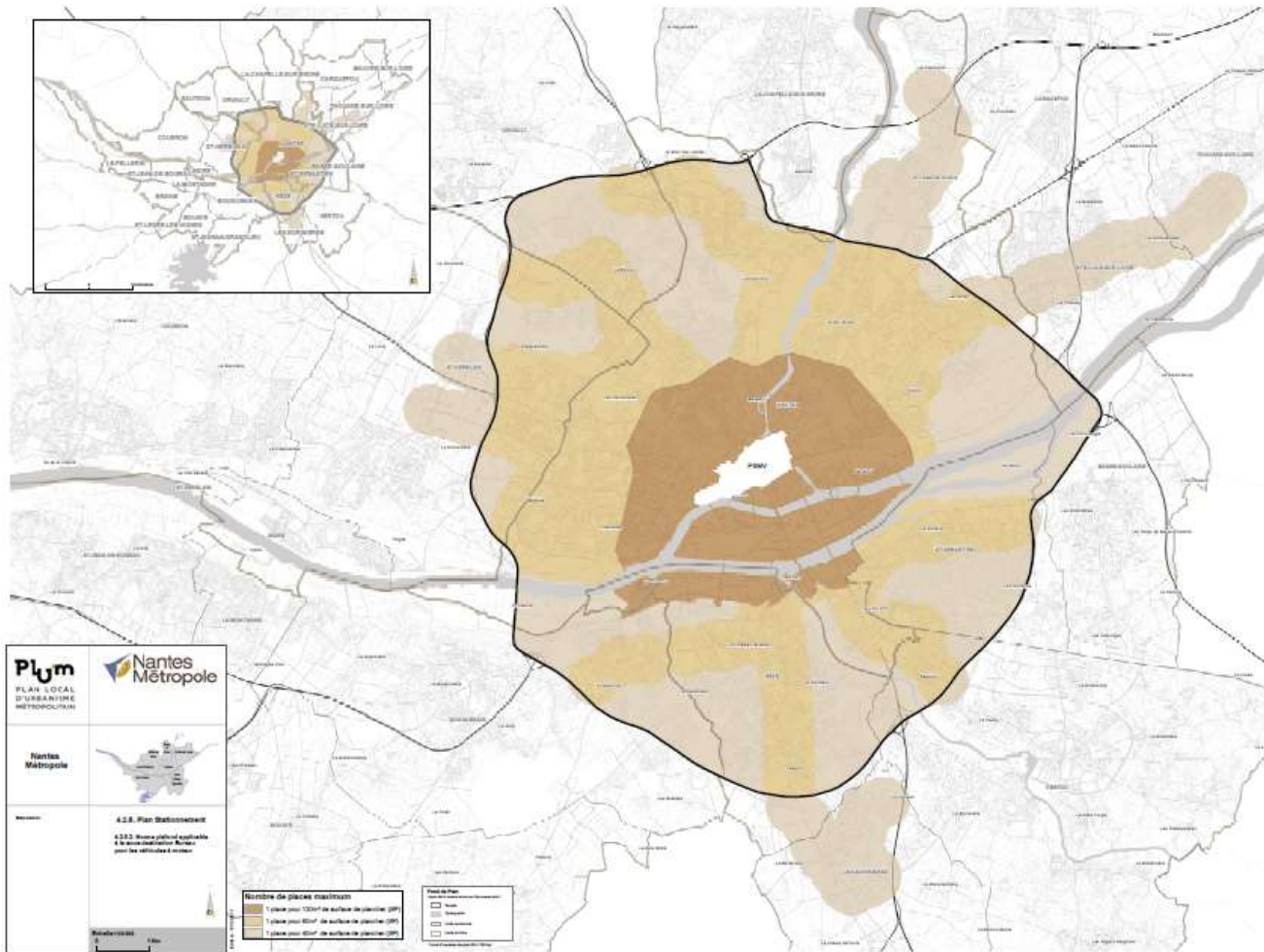




The Sustainable Urban Mobility Plan (PDU)

Organise the city of short distances:

Périmètres dans lesquels le PLUm peut définir des normes de stationnement plafond pour les véhicules à moteur pour les constructions relevant de la destination bureaux

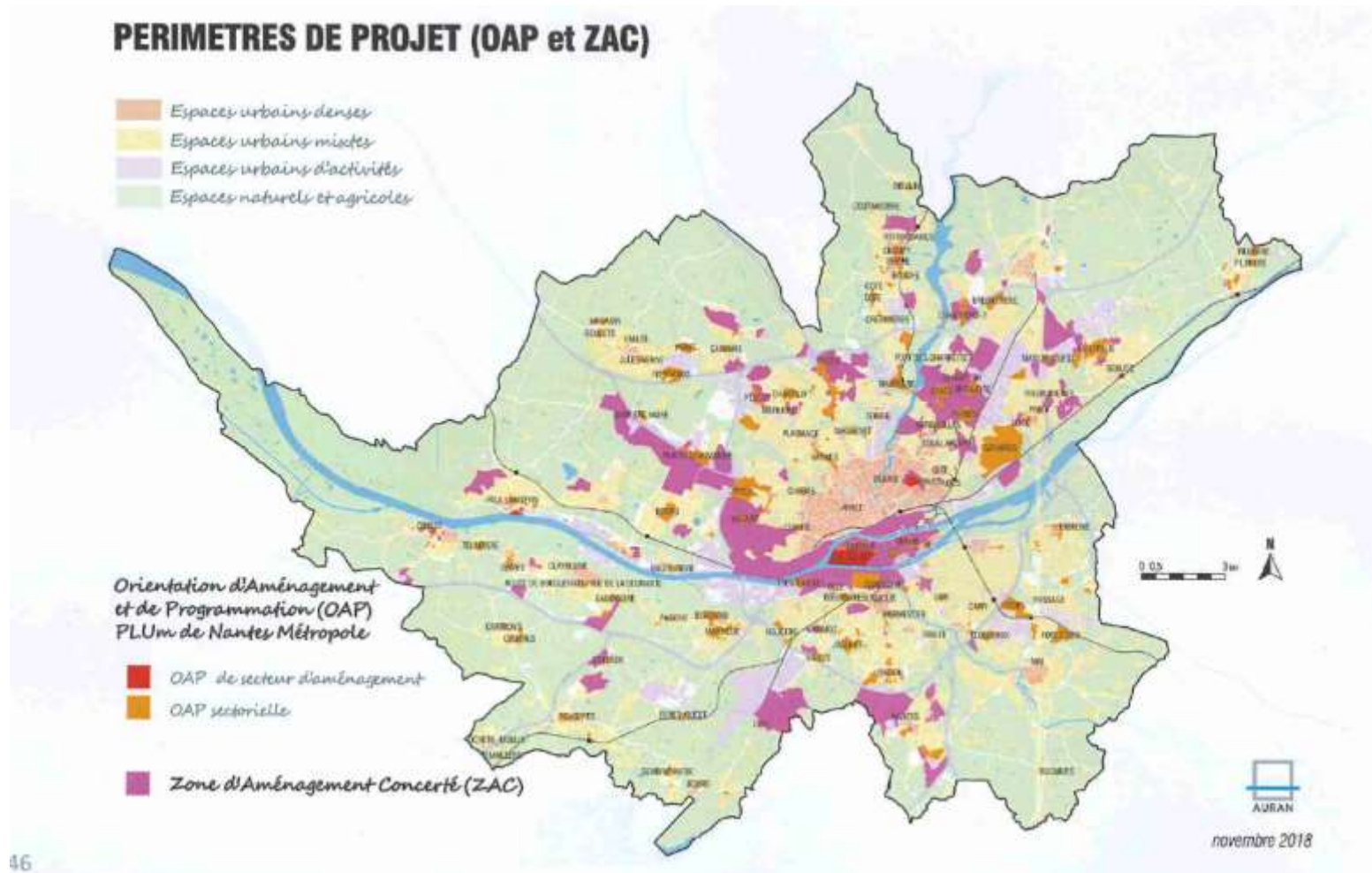


The offer of private parking for bicycles must be reinforced



The Sustainable Urban Mobility Plan (PDU)

Organise the city of short distances:

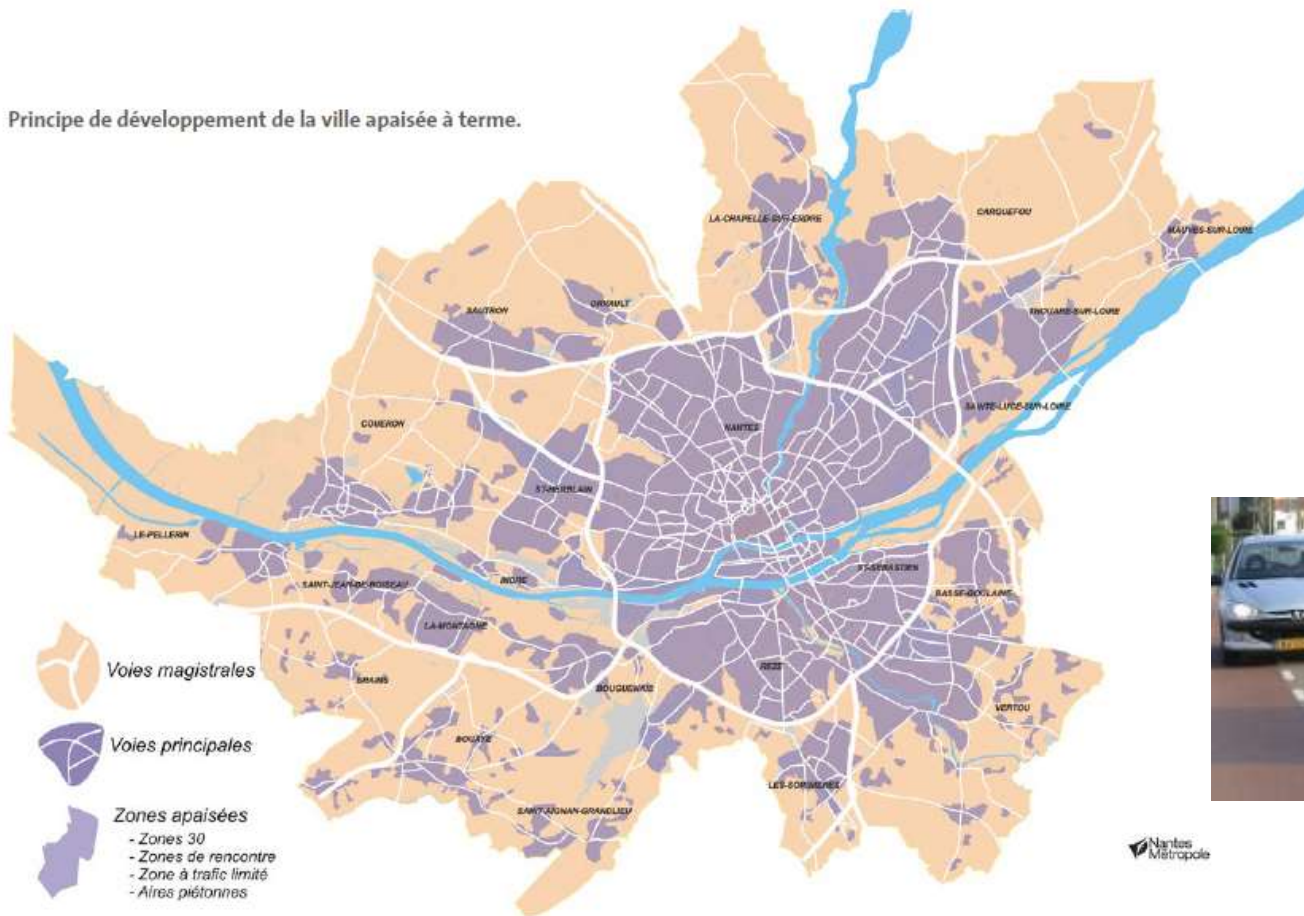


The Sustainable Urban Mobility Plan (PDU)

Continue the construction of pacified public space at the scale of the pedestrian and cyclist



Principe de développement de la ville apaisée à terme.

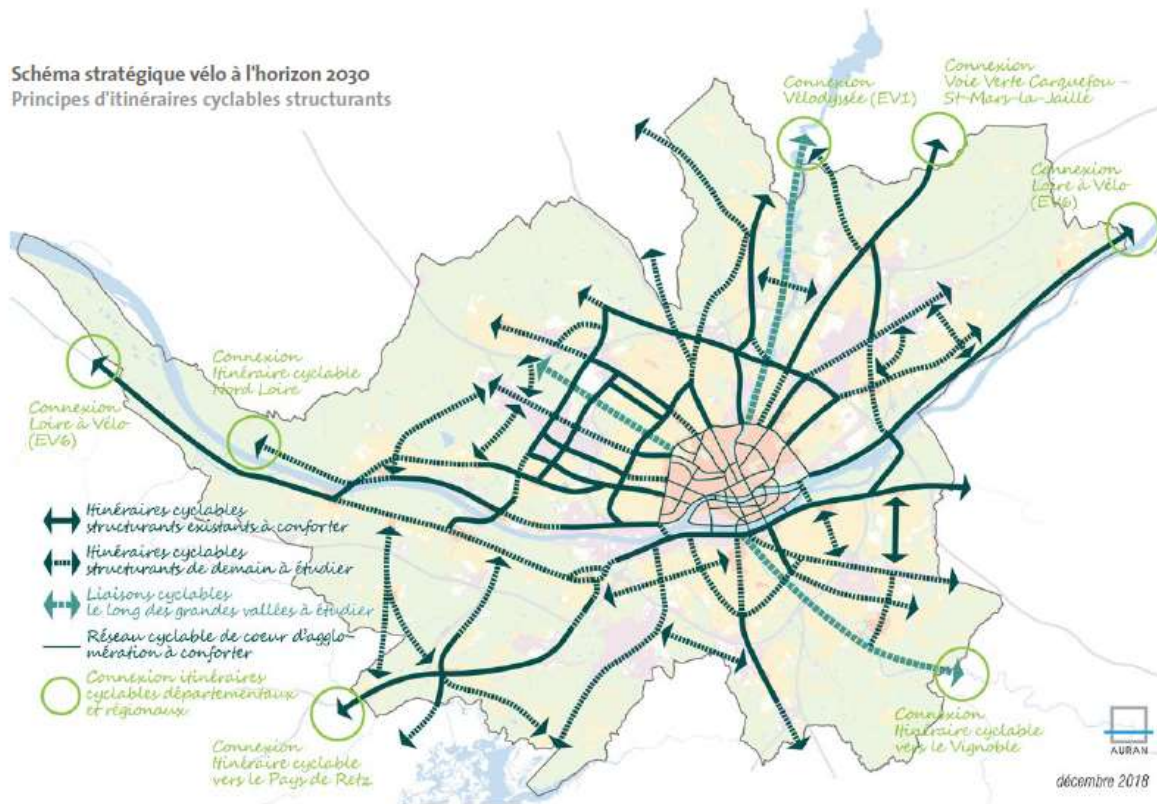




The Sustainable Urban Mobility Plan (PDU)

Continue the construction of pacified public space at the scale of the pedestrian and cyclist

Schéma stratégique vélo à l'horizon 2030
Principes d'itinéraires cyclables structurants





The Sustainable Urban Mobility Plan (PDU)

Guarantee efficient and attractive public transport services and develop intermodality

Schéma d'orientation des transports collectifs structurants à terme





Institution : Mobility organisation

semitan

65%

nge

76%

(along with
city of Nantes)



Nantes
Métropole



Mobility Project
Management

semitan

Contracts
per project

Mobility
Coordinator

semitan

7 years contract



Mobility
Operators

semitan

Public transport
7 years contract



Bike sharing



Car sharing

semitan



Car pooling

nge



Car parking
(included P+R)

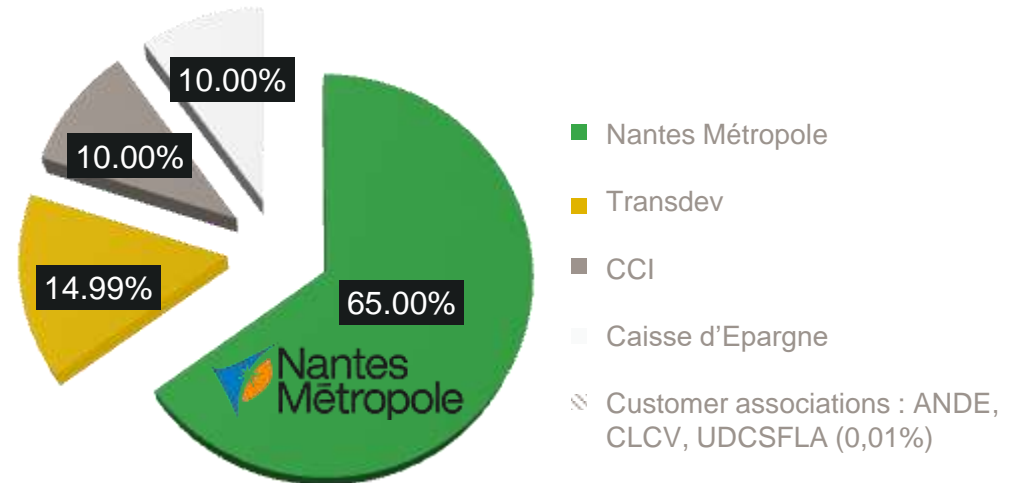


2 000 employees



SEMITAN

- **Chairman:**
Pascal Bolo



- **Mixed economy company since 1979**

Under the authority of Nantes Métropole with Transdev as main private shareholder.

Nantes Métropole President: Johanna Rolland

Semitan; A « tool »
for public transport
development and
operations

- **3 missions**

Operator of the public transport network (operations, commercial & maintenance)

Coordinate mobility within the Metropolis

Project management delegated by Nantes Métropole for studies and development of the network, expansion projects and infrastructure building



Remit 1 - Operator of the public transport Network

- Since 1979, Semitan has been chosen after a formal tender board process to operate the Public Transport Network (Public Service delegation):
 - Current contract awarded for 7 years 2019 – 2025.
 - Missions include
 - Operation (driving),
 - information,
 - maintenance,
 - Commercialisation,
 - Prevention,
 - Innovation laboratory management along with Transdev.
 - Semitan must respect its P&L commitment at its own risk



Remit 2 - Mobility coordination

→ Towards MAAS and a new mobility brand



- **Bring consistency between mobility operators:**

- Via an unique mobility card
- Towards a standardisation of practices
- Through shared tools

- **Facilitate the customer journey:**

- Customer information
- From the subscription
- Until after-sale

- **Strengthen modality**

- Development of multi-modality
- Promotion of “softer” and cleaner mobility
- Innovation



Remit 3 - Project Management

- Semitan regularly chosen after a formal tender board process to manage the mobility project within the Metropolis:
 - Semitan promotes a life asset cycle cost view to optimise long term cost by including a deep analysis of future operations and maintenance.
 - Act from studies to project delivery.
 - A 800 M€ portfolio of projects:
 - Tramway line construction or extension,
 - 61 longer tramway procurement,
 - New buses (more than 100 in the next 7 years) including new e-Busways,
 - 2 depots construction,
 - New tram operating management system,
 - Infrastructure and bulding renewals,
 - P+R construction,
 - ...
 - A dedicated project managers team working with operational staff bringing their expertise.



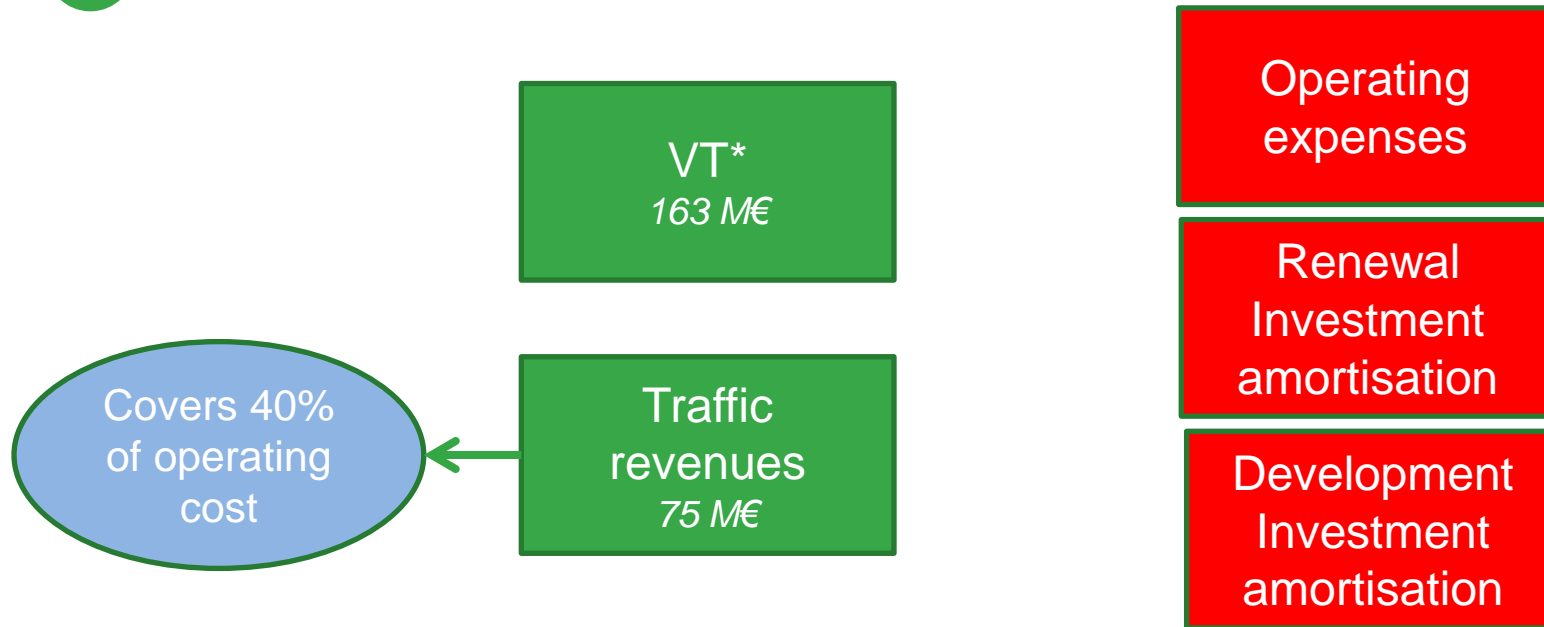
Transdev's role



- Main private SEMITAN's Shareholder.
- Semitan's board member.
- Brings its unique experience in all the mobility fields :
 - Animates specific groups of expertise (operations, maintenance, marketing, commercial, procurement...)
 - Allows SEMITAN to benefit from a worldwide network of expertise ;
 - Can be called for specific needs when required ;
 - Partnership of innovation with SEMITAN and Nantes Metropole including innovation financing.
- Transdev Remains totally independant of any Semitan's procurement.



Mobility funding



* VT = The Transportation Payment is a local employer contribution to fund public transport. It is paid by Every public and private employer from 11 employees located in an urban transport perimeter.

It was initially devoted to financing development of public transport (investment), it is gradually allocated to cover operating expenses too.

It represents 7,5 billions Euro in France

2% of payroll In Nantes.



Public transport transforms and embellishes the city





Public transport transforms and embellishes the city





Public transport transforms and embellishes the city



With the
Tramway





Public transport transforms and embellishes the city



With the
Busway





Public transport transforms and embellishes the city

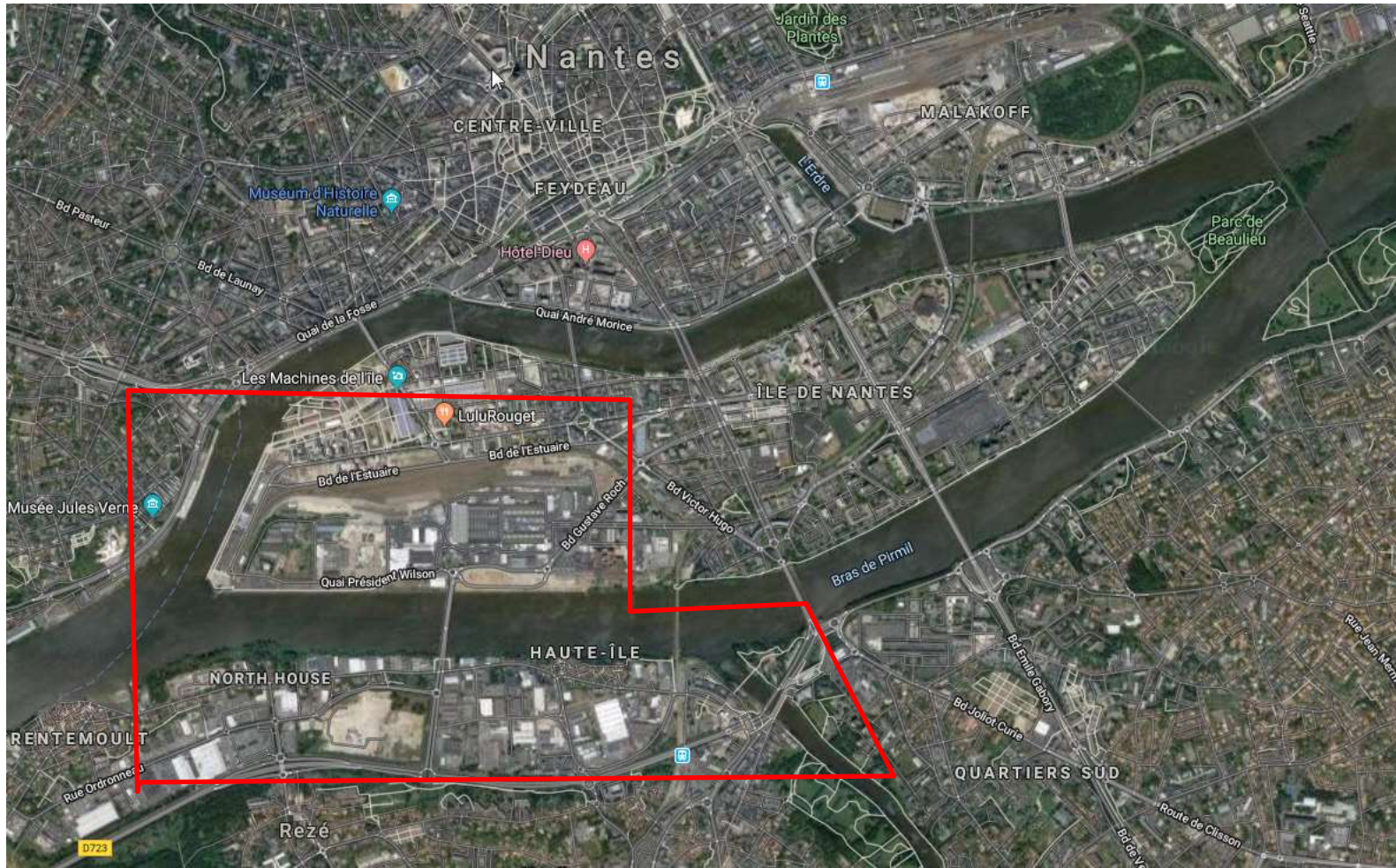


Even with the
Chronobus





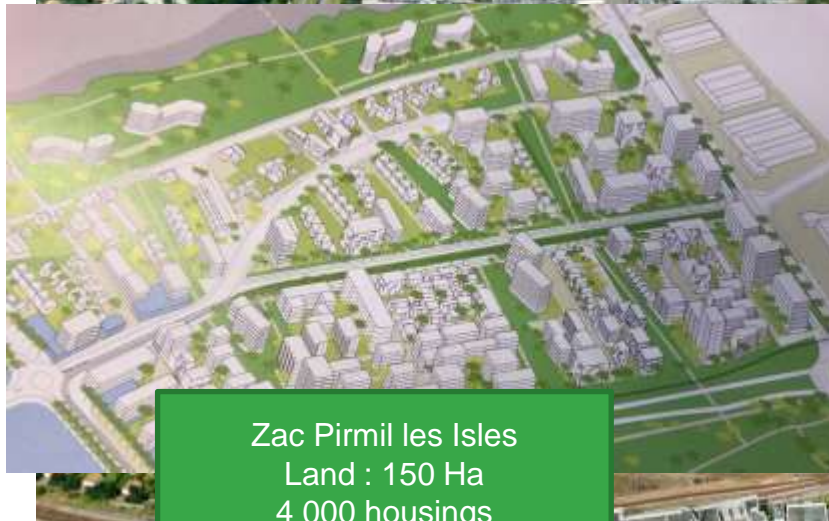
Next major urbanistic and transport developpement at the heart of Nantes



Next major urbanistic and transport developpement at the heart of Nantes



New major Hospital
Land : 10 Ha
Buildings : 250 000 m²
967 M€
1 million visitors / yr
End 2026



Zac Pirmil les Isles
Land : 150 Ha
4 000 housings
2 000 jobs
2018 - 2037



Next major urbanistic and transport developpement at the heart of Nantes





Conclusion: comprehensive and constant vision

Transport Development has been constantly at the heart of Nantes metropole Development

- With solutions tailored to the urban and finance context
- Nantes Metropole organisation
- V/T and trafic revenues

