

K sheet (Add some pictures)
Nice

Presentation by Veolia Transport at the 12 Sustainable Development Commission meeting
February 2011

85% of urban trips across the Alpes Maritime

Veolia operates bus, tram coach and car/bike sharing services across whole area Nice Cote d'Azur. 2800 Employees and 1000 vehicles.
Density – 235 persons/ km² sharing (twice the national average for France)
10 million tourists and 40 000 commerces

Congestion has increase by 5 times per year in road and rail – in some black spots the level is similar to the levels of congestion on the Périferique in Paris.

Recent framework of delivery is towards a federated / integrated approach rather than individual separate services

2007 the first tram line was introduced and 1st extension will be in 2013 and a 2nd line complemented by a BHLS between Cannes and Antibes with an average. Tram line is 8.7 km long with 21 stations and carries approximately 75,000 passengers per day.

1 in 4 people did not use PT prior to the tram being introduced. The offer of the tram is attractive and they have also investing in the public space around (with quality installations and public art). People use the tram that otherwise would not consider taking the bus.

Average commercial speed is 15 km but as it has to cross some 60 cross roads
Bus commercial speed is rather low due to the high levels of congestion (10-12km)

A flat fare of 1 € for all trips within the area was recently (2008) introduced with great success. The anticipated reduction of revenues did not occur as there was a massive increase in clients (XXXX did you get how muchxx) . However now there is a need to slightly increase the price. They are considering, for example, a single fare of 1.30 but a return of 2 €. 10 and 20 trips as well as weekly (7€), monthly (40€) and yearly (320€). YOUht (under 26) and social (long term disabled/sick) yearly tickets cost 150€, 20€ for monthly and 8.5 for 10 trips.

They have a smart card ticket system (rechargeable via internet) B pass fare pass also introduced in May 2010 and it was a big success – 20000 per month.

Major actions were taken during 2010 on customer focus – taking into account the profile of the population (older) it was surprising that no major problems encountered. Two bus lines are equipped with low floor and wheelchair lifts as well as reserved space in the vehicles. More than 150 bus stops are accessible and the pavements have been modified to be widened to 3.5m and raised by 21cm to be more accessible. Guide markers for the visually impaired have been installed particularly around the stops near the hospital. A special icon is used on the maps to show the level of accessibility of the network stops. Extra wide doors on the tramway are marked for ease of entry for wheelchair users.

Since 2008 have been using water emulsified diesel (diester) which can be used on regular vehicles with no real need for adaption
Reduction of both CO₂ (as the total amount of diesel compared the km travelled has reduced) and azote ...

In line with the agglomeration's Climate plan they are also introducing other ways to reduce private car modal split. Car sharing – at the moment it is part of the subsidized

arrangements from the local authority – is available and they are starting this Spring with the first electric car car-sharing vehicles. Bike sharing Vélobleu has 120 stations with 1200 bikes and 2225 bike stands. Annual season tickets have a reduced price for this scheme. It is considered to be a success.

Transport on demand 'Créabus' is on offer to serve the more outlying areas, working by prior reservation at least 1 hour before. However there are clear penalties if this system is abused and ordered but the people do not turn up.

Special promotion for football matches and to go to the stadium by tram and bus with the hours adapted to the match times (especially the end of the match!).

Next steps are to introduce a high quality bus service (BHLS).

Details about the technical visit....to add