

RENNES METROPOLE

Multimodal integration Case study : Rennes

Rennes Métropole – an archipelago city

Rennes Métropole has 450,000 inhabitants, 210,000 of them in Rennes

Sparsely populated outside Rennes itself

Travel needs vary between municipalities

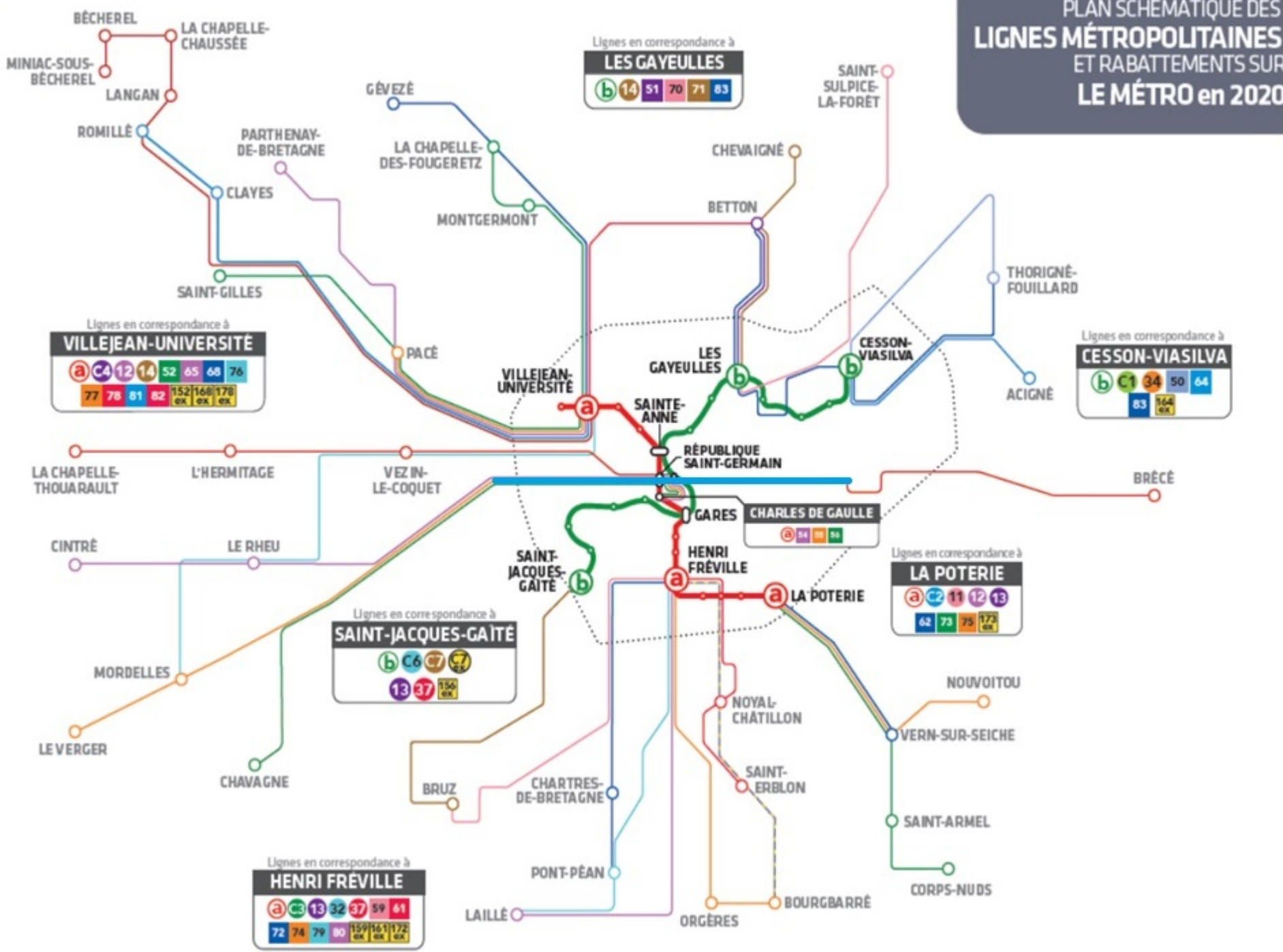
Mobility solutions have to be adjusted to local characteristics and people's needs



Rennes: 2 metro lines, Bus Rapid Transit, and a bus network



PLAN SCHEMATIQUE DES LIGNES MÉTROPOLITAINES ET RABATTEMENTS SUR LE MÉTRO en 2020



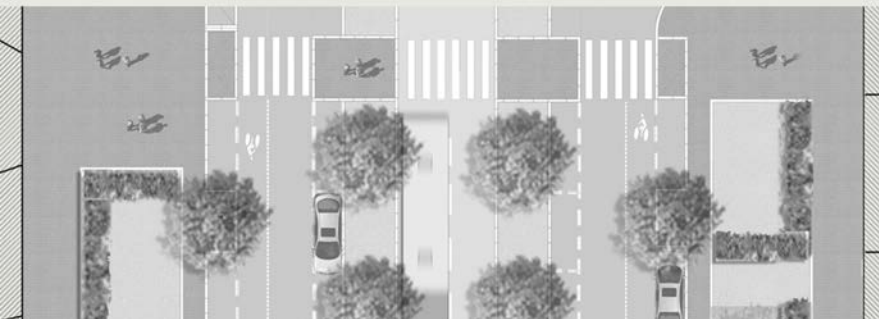
Place de la République: the city centre and network hub...

110,000 metro and bus passenger journeys through this interchange every day : one third of total network traffic.

A high degree of intersecting pedestrian, bus and cycle traffic : this is incident-free due to low speeds and general attentiveness, in particular on the part of bus drivers.



... served by the East-West bus route



Rennes

Pedestrians and bikes are the most appropriate solutions for the small city centre

The Metro + Chronostar main bus routes form a network backbone serving local neighbourhoods

The mobility offering also includes bike and car-sharing schemes

Parking offers more leverage potential

A single travel card covers all these offers
- 650,000 in circulation across Brittany



The outskirts of Rennes

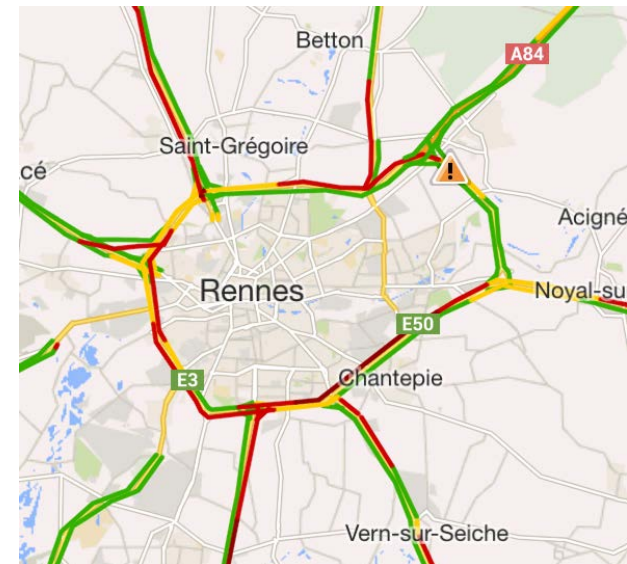
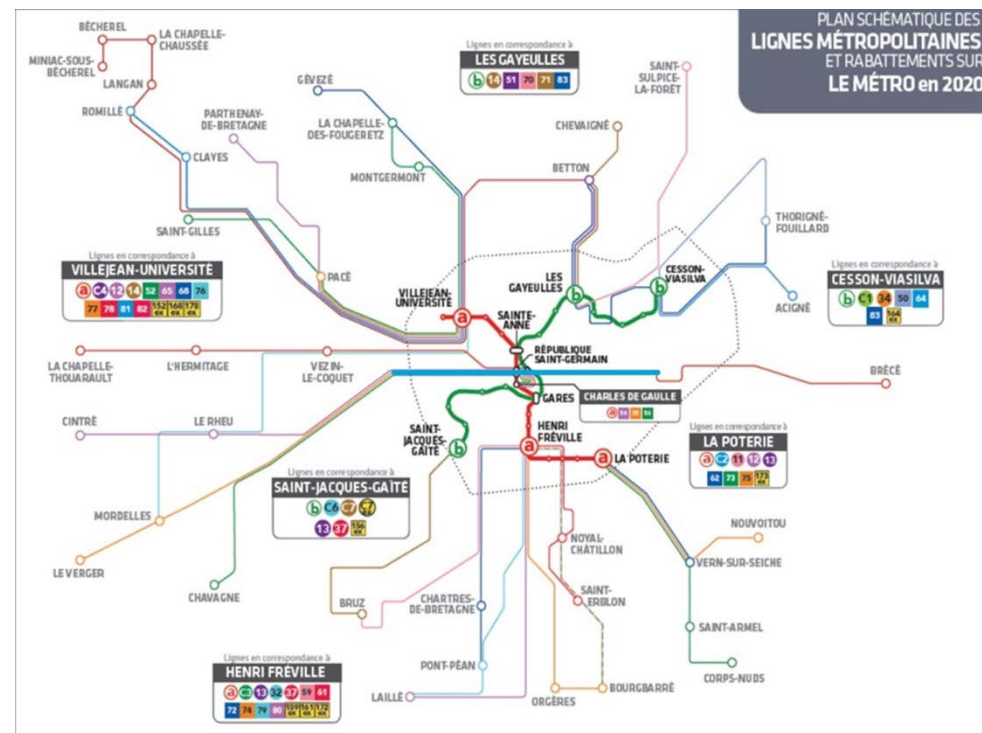
Buses run every 10-30 minutes between the outlying towns and Rennes, with connections to the metro

Metro line B will replace bus journeys totalling 1 million km within Rennes; these can then be redeployed beyond the ring road

Train services to 12 towns, with some fares integrated within the STAR fare structure; however, the network is saturated and would be expensive to improve

The use of electric bikes is booming, including for longer commutes

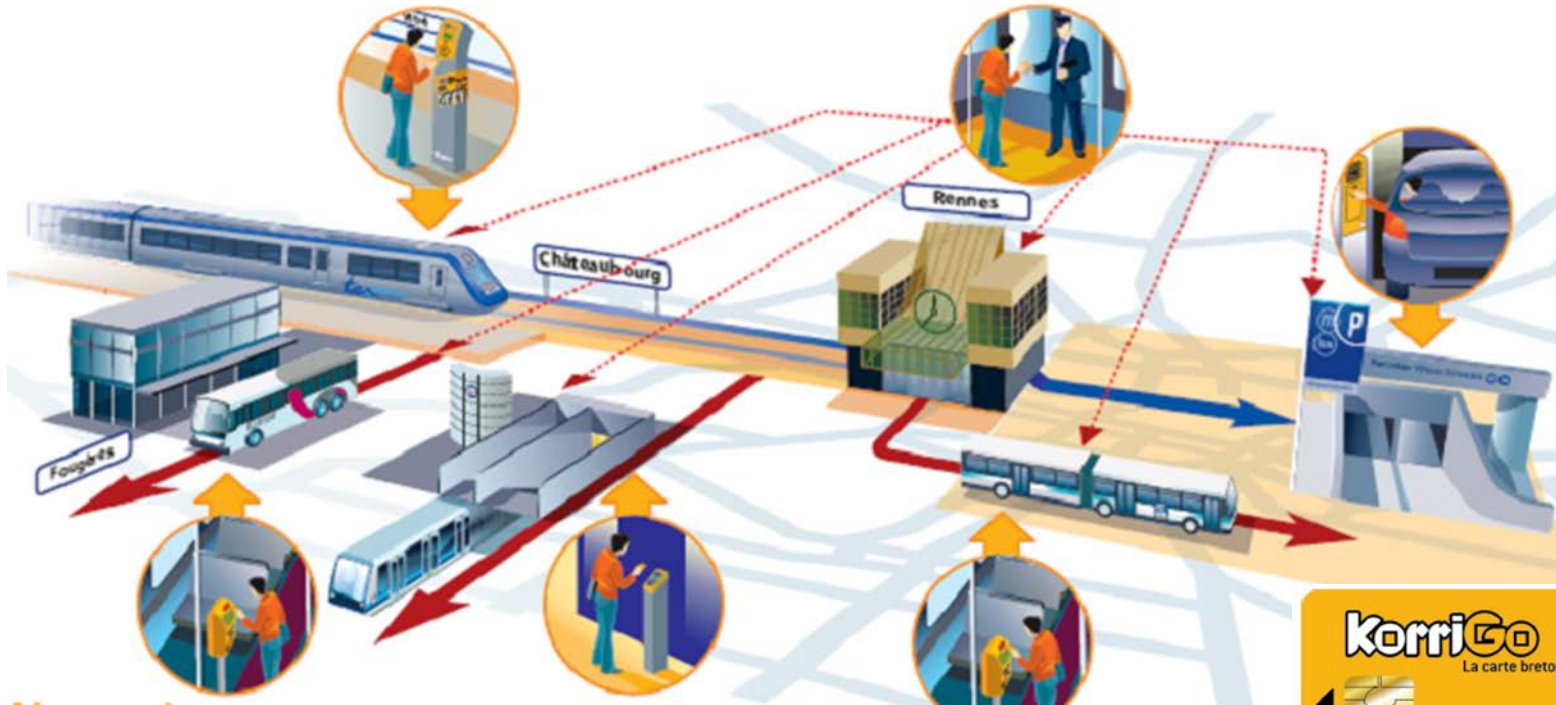
However, in spite of these solutions, the roads into Rennes are still congested during rush hour



Solutions for the outskirts of Rennes

Historic resources:

- coordinated work by regional stakeholders
- the 'KorriGo' interoperable travel card, used throughout Brittany
- integrated fares and an information system covering all public transport networks
- hire purchase of 1000 electric bikes per year



Solutions for the outskirts of Rennes

Not all travel needs in the city or on its outskirts can be met by public transport

There are several potential ways congestion, and solo car use during rush hours, could be reduced:

- Providing mobility advice to nurture new habits on the part of local residents and workers, thereby reducing solo car use
- Promoting car-pooling by allowing shared cars to use bus lanes and reserved parking, together with driver incentives
- Integrating dynamic car-pooling in a multimodal application that also includes the metro, bus, and bike networks
- Developing the use of electric bikes: 1800 hire purchases per year at attractive prices
- Staggering working hours and developing teleworking

