

WP 5

Activity 5.2

VRD strategy for SUMP implementation

1- Executive summary

In 2010, 39 municipalities decided to create an union of municipalities (with more than 200 000 inhabitants) in the field of transports. At a first stage it has been decided to elaborate a diagnosis in the field of transport, both for a SUMP and a territorial planning scheme.

Valence Romans Déplacements (VRD) showed that meetings with elected representatives, technicians and stakeholders allow defining ambitious goals for GHG reduction of urban mobility.

The stakeholders implied in the project were :

- VRD
- Community of communes in charge of territorial planning scheme
- Cities and their communities
- Region, “départements” (~counties)
- Chambers of commerce, union of small companies, union of building companies, business park,
- Transport companies
- Hospital
- State services for territorial policies, national energy agency
- NGO

2- Brief description of the content

The SUMP strategic plan can be divided in several parts :

- Interface between territorial planning and transport
 - Strengthening the relationship between urban planning and transportation with emphasis on intermodality and sustainable mobility support services (mobility agency, carpool services, ...)
 - Densification of urban development around public transport stops and mobility equipments with a high level of supply on the most densely populated areas
 - Control of urbanisation of areas difficult to serve in public transport
 - Implementation of a widespread coordination between actors in the field of mobility and intermodality
 - Strengthening of urban zones of the region and Rovaltain pole (Ecopark) as supports of economic development and/or urban planning
 - Urban renewal and densification of cities and villages, respecting the urban hierarchy defined by the territorial planning scheme to help reduce the length of travel and reduce energy vulnerability of households
 - Integration of dense suburban areas inside urban ensembles in terms of level of services offered
- Intermodality and mobility management
 - Strong support for communication, awareness, coordination between stakeholders
 - Implementation and support for the implementation of several mobility plans and walking buses
 - Implementation of an observatory of mobility and of a mobility platform
 - Development and reinforcement of multimodal hubs
 - Development of multimodal and intermodal fare products
 - Creation of at least 8 park and ride (for all modes)
 - Animations for promoting the development of carpooling
 - Creation of at least 9 areas for carpooling
- Public transport
 - Creation of 2 roadways for high-level service buses
 - Strengthening the offer of public transport, in urban, suburban and rural areas, particularly to the activity and commercial areas, including transportation to the demand for workers
 - Opportunity and feasibility study of enhancing rail services for “Sillon Alpin”, with reopening of railway stops
 - Study for the establishment of a river shuttle

- Alternative modes and accessibility
 - Implementation of a bicycle frame between the densest areas
 - Development of services to promote the use of alternative modes
 - Implementation of a dense network of bike lanes
 - Implementation of many bicycle parks
 - Continued implementation of accessibility of public transport networks
 - Security and accessibility of pedestrian walkways on the main routes
- Parking
 - Fewer parking spaces on roads and establishment of binding rules on restricted perimeters within city centres
 - Improving the attractiveness of park structures
 - Implementation of an offer of residential parking in major centres
 - Sharing of parking (e.g. workers / residents / recreation)
 - Creation of at least 7 park and ride areas (all modes) and 9 areas for carpooling in city entrances
- Road network
 - Greater space for alternative modes
 - Priority for public transport on the road used by high level service buses
 - Studies of opportunity for the creation of a third bridge over the Rhone, a fourth bridge over the Isère, on erasing the A7 motorway, of development of alternative roads
 - Flow separation of transit (by creating an uneven intersection)
 - Limitation of motor speed by dynamic management on major axes
- Goods
 - Studies on issues of deliveries / goods (offices, logistics platform ...)
 - Realization of multimodal platform
 - Creating an urban distribution centre on the Valence area
 - Regulatory harmonization and implementation of access restrictions

Relevant and innovative aspects and elements contained in the strategy :

- Parallel study of territorial urban planning scheme and transportation planning scheme, with strong links between the two procedures
- Based not only on investments, but also on services
- Participative approach of the construction of the SUMP, with milestones validated before to start the next step mainly with technicians and elected people

3- Information on the process

The general planning of the project has been divided in 5 phases:

- diagnosis, setting challenges and formalization of goals
- development of SUMP scenarios and transport part of the territorial planning scheme
- development of SUMP action plan and contribution to the orientation plan of the territorial planning scheme
- validation of SUMP project
- legal consultations and adoption of the SUMP project

The SUMP started with a census of the transports flow (people and goods), the main dysfunctions, the projects, the parking and public transport offers and the alternatives to the car. A study of environment impacts helped to propose different solutions for improvement in the field of transports. A quantification of CO₂ emissions has been used for the final choice of scenarios and actions.

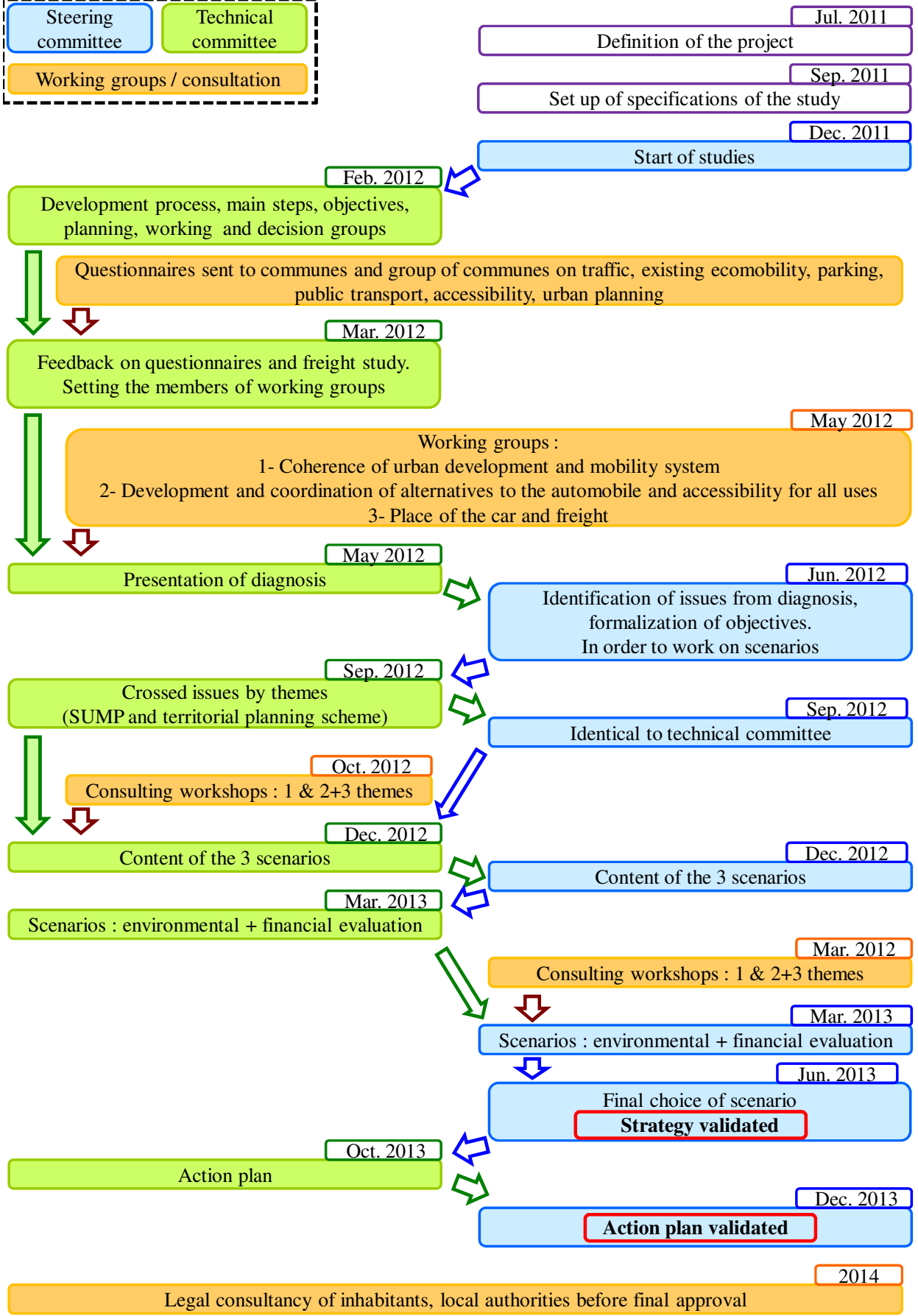
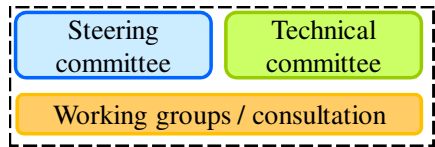
Several dozens of meetings have been organized both to meet elected representatives and technicians of the different municipalities and to gather the steering committee which has currently debated the diagnosis and scenarios. The actions should be decided before the end of 2014. Each meeting of the steering committee gathered several dozens of participants.

After the main goals of the transport plan have been written, the state of art has been defined and discussed. Then three scenarios have been defined on the basis of the costs, environmental impacts and GHG emissions. One of them has been finalised and then selected to be finally declined in actions.

It has been an iterative process between the consultants, the elected people, the technicians and the stakeholders. The main process is described on the next page.

Compliance with Alpstar methodology of the project :

- Improvement of transboundary, cross-sectoral and inter-policy-level cooperation : done by integrating several levels of territorial decision, and by combining the sectors of urban planning and transport.
- Promotion of an integrative and participatory approach : it has been the basis of all the project, from the very beginning to the end.
- Empowerment of local and regional administrative actors and planners to become facilitators of change : by the wide participation to these actors to the process, not only on the participatory approach, but also on the decision process.
- Encouragement of pooling, transfer and implementation of innovative and efficient good practices : it is foreseen that this approach will be disseminated in other regions.



4- Lessons learned

This project showed the large interest of consultancy of stakeholders in this kind of process, in a step-by-step preparation of a strategic document.

There is also a wide interest to work at the same time on both a sustainable mobility plan and a territorial planning scheme, because the two themes are close and interdependent.