

By the year 2012 thanks to the tram, Brest Urban area is on the move



ZONE DE KERGARADÉC
Jumping off point for the first light rail line, the Kergaradec site, where hundreds of jobs are located.

ZONE DU FROUTVEN

The Froutven bypass will provide access to the new shopping center area to the east of town.



FROUTVEN
P+R

PENFELD

The trade fair center provides huge room capacities for annual general meetings, exhibitions, shows, concerts and different venues.

HERMITAGE

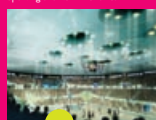


PONTANÉZEN

Continuing the Urban Renewal Operation which will tear down several high rise apartment blocks.

MAJOR SPORTS ARENA

Building of a large arena for sporting events and shows.



CAPUCINS

Building a new neighborhood in downtown Brest.



FONTAINE MARGOT

In an area covering 65 hectares, creating a new neighborhood.



TECHNOPÔLE

Terminus and jumping off point for the light rail line is the Technopôle station.



VALY-HIR

PANIER FLEURI

MONTBAREY

TECHNOPÔLE

RECOUVRANCE

Urban renewal operation (housing, shops, facilities, public spaces, etc.).



DUPUY DE LÔME

ROSCANVEL

PRAT LÉDAN

RECOUVRANCE



BAS DE SIAM

Redevelopment of lower Siam street into a vast pedestrian area.

LIBERTÉ

SIAM

FRANÇAIS LIBRES

HALLES SAINT-LOUIS

Building a new shopping and business center in downtown Brest.



SAINT-MARTIN

Revitalization of Saint-Martin with new homes being built, older buildings being restored, revamping of roadways and public areas, etc.



Océanopolis

The marine theme park explains the oceans to visitors.

The alignment

Station

An enhanced life setting

- Harmonizing the city and making it more attractive. Over 1.5 km of pedestrian walkways from lower Siam street to Saint-Martin, new areas, zones for walkways, terraces and squares, making a friendlier, more pleasant setting
- Significant reduction in pollution : no smoke or gas is released into the atmosphere. Protected air quality (less CO2)
- Electrical power, part of it from renewable sources, is used
- More public space : additional areas for pedestrians and bicycles

Economic development

- Approximately 1,000 jobs (direct and indirect) created annually over the 4 years of the project
- 10 % of worksite jobs are reserved for people in social insertion plans
- Setting up of new shops and franchises
- Re-stimulating commercial activity downtown
- Making home/work commuting easier, better access to services, facilities and businesses
- Improving transportation for employees
- Reducing automobile-related expenses for households

urban renewal

- A drive to revitalize the neighborhoods of Recouvrance and Saint-Martin
- Spectacularly opening up the Europe-Pontanézen neighborhood to the rest of the town
- Creating new neighborhoods : Fontaine Margot, Plateau des Capucins
- An urban revolution in record time
- Giving a new image to public spaces crossed



Lower Siam street in 2012



© Dominique Lacroix

The Tram: a means of leveraging urban development

Alain Masson
Brest métropole océane - France
Energies cities in transition
Salerne - april 29 2010

I am happy to be able to present Brest's light rail system to you today.

A word or two about Brest: Historically, the city was linked to the sea, particularly by the presence of the French Navy. Since then, it has diversified its maritime potential, for instance, by becoming the number one French port for ship repair, by attracting 60% of French oceanography research, major French organizations for safety and security at sea, and more recently Climsat, or the new French technology platform for marine renewable energies... All of these components have made Brest the European Capital for marine sciences and technology and give it regional, national and international visibility.

In technical terms, apart from the shape and colors, perhaps, Brest's light-rail tramway is not that different from other light-rail projects emerging in France and Europe: An alignment of just under 15 km, running from east to west, with 27 stations, 20 trains, 20 km/h average speed, with a planned daily ridership of 49 500. To that must be added 4 park-and-ride locations ... for a budget of 380 million euros, also including the renovation of water, electricity and broadband networks..... 2 years of construction work!

Its specificity lies rather in the various ways that the Tram project will leverage change and development in Brest

1. a way to leverage the current urban regeneration in Brest
2. a way to leverage the development of mass transit on the scale of the Pays (Brest and surrounding region)
3. a way to leverage the various facets of sustainable development and
4. a way to leverage renewed administrative aspects of public-sector procurement

1. An opportunity to support the current urban revolution in Brest

In urban planning terms, Brest is, in a way, a « young » city of 220,000 inhabitants. The city was reconstructed following World War II, after 80% of it was destroyed by the bombing. Since then, it has constantly rebuilt itself as a sort of amphitheatre overlooking the sea, with architecture that some people qualify as austere, stark, or even rough-edged. Deciding to put in a light-rail system was, for us, the opportunity for a deep-ranging urban regeneration, with public spaces, amenities, housing, services, etc.

Indeed, I'd say that the Tramway « sparks », « accompanies » and « gives impetus »

- It begins a thorough renovation of public areas everywhere it goes, from frontage to frontage, with pedestrian areas, bike lanes and 30 km/hr slow zones.
- It supports the creation or development of amenities all along its alignment (theatres, shopping centers, and so on). It also supports the renovation or creation of entire neighborhoods: creating green-housing quarters and opening up so-called « working-class » districts.
- And lastly, it is an impetus for modernity, because in its wake come private-sector initiatives sponsored by shopkeepers, real estate developers or businesses

All the assessments carried out in cities which have chosen a light rail system show that commercial activity downtown experiences a sharp rise in the number of shoppers. As there are more pedestrians, the city becomes more attractive and new shops set up.

2. A driving force to develop public transport on the scale of the Pays de Brest (city and surrounding region)

Building the first light-rail line in Brest métropole océane provides the opportunity to create a new, high-performance, mass transit network. Running east to west, it will provide service to the main residential, business and activities sectors of the town. It will be used by 49,500 riders daily. That means that 27% of the population of greater BMO and 38% of jobs will enjoy direct service at less than 450 meters from the proposed alignment.

However, although Brest has a population of 220,000 inhabitants, its area of daily influence (for employment, services, culture and sports) concerns about 400,000 inhabitants. This is the population of what we call the Pays de Brest area.

The Tramway is thus also the occasion to create a transport system that takes account of mobility on the scale of the Pays de Brest. First, the existing bus network will be restructured and improved, with the objective of increasing the ridership by 27%. The links with county-level transportation and regional trains will be optimized, along with the creation of park and ride areas at the main entrance points to town.

And cars are not left out of the game here. But it is a question of creating safer roadways, and to put a damper on function in terms of successive rings around a hyper-centre.

The general objective is indeed to absorb a significant share of the 900,000 daily movements around the Pays de Brest.

I would add that in terms of developing the mass transit on offer, this first light-rail line will naturally lead to a second one.

3. A way to leverage the various facets of sustainable development

The Tram is an essential means to boost the community's sustainable development policy. It makes an obvious environmental contribution. With better regulated automobile traffic, reduced Co2 emissions play a full role with respect to environmental stakes. All the more so, in that Brest métropole océane has developed an ambitious territorial climate plan seeking to promote both energy savings and enhanced use of renewable energy generation.

This environmental aspect is a pillar of sustainable development as well as being a social dimension. That is why the light rail system is also a social project. It creates a link between neighborhoods in Brest métropole océane and a link between projects to develop the metropolitan area. By creating a drive for regeneration and opening up several quarters, this promotes links and a social mix everywhere in town, while de-compartmentalizing social housing districts and opening up public spaces. It is also a form of transport for solidarity, since it is accessible for everyone. Furthermore, the accessibility of platforms and low-floor trains make it one of the best means of transportation for people with limited mobility or the disabled.

Lastly, the Tramway is a factor for more dynamic economic development, which is another pillar of sustainable development. This is true for local shops and businesses, as well as contributing to the overall development of the Brest's conurbation.

4. An innovative project: creating the first rolling stock order grouping

The meeting of the two Mayors of Brest and Dijon, who each had a light rail project of similar scope and identical time-lines, made it possible to innovate in terms of public procurement.

Taken separately, the orders for 20 light-rail trains for Brest and 32 for Greater Dijon would have been too small for each town to obtain truly competitive bids from the rolling-stock constructors.

The operational schedules and the purchasing of rolling stock for these two projects coincided, so by pooling our means we could envisage a volume effect.

The objective pursued by associating the two conurbations aimed to provide both economies of scale as well as a pooling of public procurement procedures for rolling stock, meaning quantity leading to higher quality. To do so, a grouping agreement between Brest and Dijon was signed and market negotiations were launched.

The successful contractor proposed a price of 2,050,000 euros exclusive of tax per train, bringing the overall cost of the operation to 106,600,000 euros before taxes, **making a savings of 24 %**.

Apart from the purely financial aspect, by associating the cities, it was possible to reconcile the technical aspects and obtain a high quality product at an advantageous price.

In conclusion, I'd say that while light-rail is a vector for developing mass transit and soft mobility, walking and cycling, it is also a significant vector in speeding up urban regeneration of the city in a context where our fellow citizens are concerned about the environment.

Thank you for your attention.