

# Axis contracts ("contrats d'axe") as a French way to make TOD happen?

About some French recent experiences furthering the integration of public transport supply and land development strategies

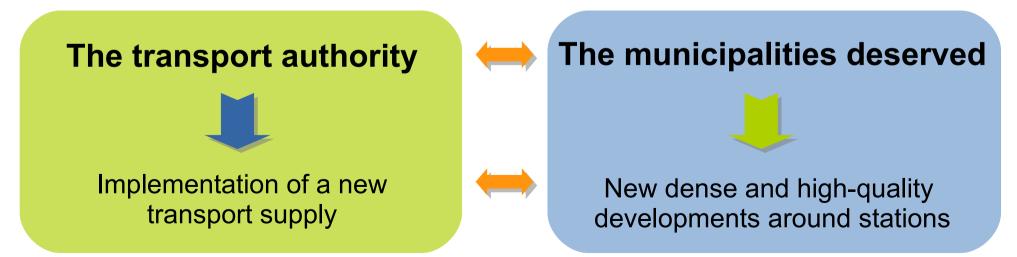
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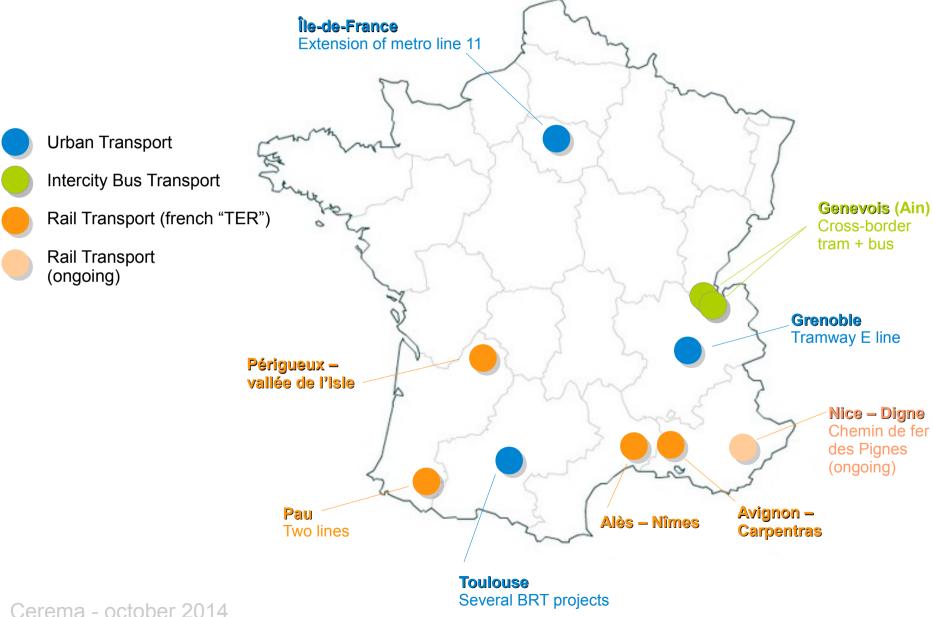
# Axis contracts: a french innovation of public local authorities

# Origins and principles of axis contracts

- First appearance in Toulouse (2002), then Grenoble
  - => Foster the coherent implementation of land & transport plans
- Bottom-up initiatives that have spread in different regions, around diverse public transport lines (tram, metro, bus, train)
- A mutual engagement between:



## Overview of the axis contracts

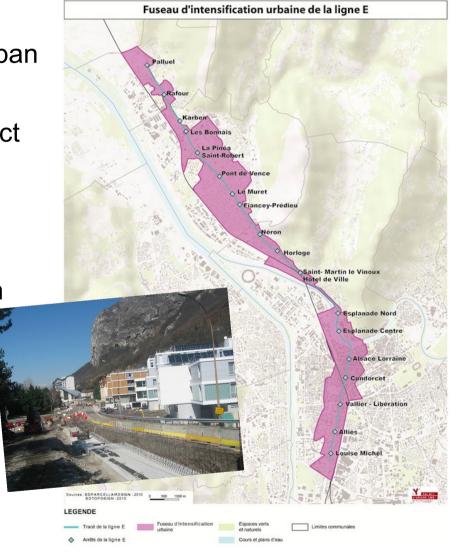


### The case of Grenoble

- Main objective, promoted in a specific charter (2007): linking transport and urban development
- June 2011: signature of the Axis contract of the new E line
- Municipalities benefit from specific subsidies of the transport authority
- All peripheral local plans have yet been modified to favour intensification

around the line

 Several development areas are completed or under construction (≈ 1,500 housing units)



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## The bodies involved in the contract of Grenoble

#### **SMTC**

Transport authority (local transport network, transport planning)

management of the contract

Agence d'urbanisme Urban planning agency

technical support

Contrat d'axe

#### SCOT

Public body in charge of regional planning

#### **EPFL**

Public local land-use agency (land acquisition, purchase strategies...)

#### Communes

Local urban planning, roads, carparking...

#### Grenoble Alpes Métropole

Metropolitan
authority
(housing policies,
economic
development,
public facilities...)

# Département de l'Isère

Intercity bus transport, roads

#### Région Rhône-Alpes

Land planning at regional scale, rail transport...

#### French State

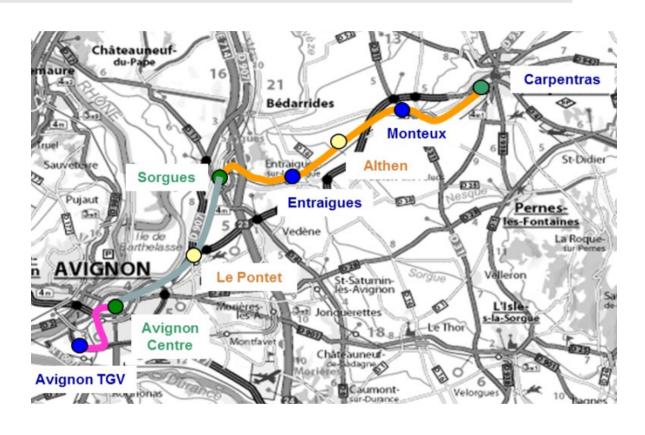
Roads, urban renewal programs...

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# A rail example: Avignon – Carpentras



 2014: re-opening of the railway line



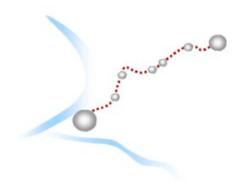
Initiative and leadership:
 "Région Provence-Alpes-Côte-d'Azur" (PACA)

- Around 180,000 inhab.
- 30 km
- 6 stops
- Frequency: 30' (peak time)
- Travel time: 30'

# A rail example: Avignon – Carpentras

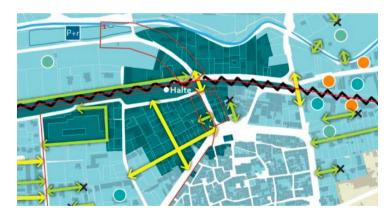
#### 17 partners involved:

French State, Région PACA, Département de Vaucluse, 4 intercommunal bodies, 7 municipalities, public regional land-use agency, public urban planning agency, economic development agency



#### Main strategic orientations of the contract:

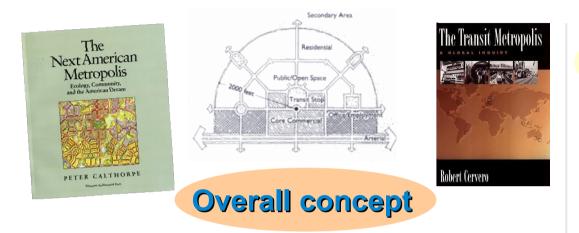
- Improvement of intermodality and access to stations
- Better connections between stations and major city places
- New developments or urban renewal in stations surroundings
- ⇒ Funding criteria provided by the Région PACA



Example of preliminary study of stations areas

# Axis contracts *vs.*Transit-oriented Development: Main lessons of a comparison

# TOD: from concept to implementation

















Complete Communities For All



Handbooks, Guidelines, Method...







# Federal / Local development programs



Transit-Oriented Development Program

# TOD: a wide range of concrete examples



San Francisco (Fruitvale Station)



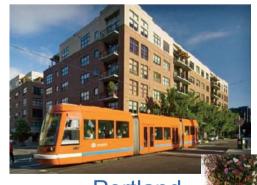
Los Angeles (South Pasadena)



Los Angeles



Rosslyn-Ballston



**Portland** 



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# TOD / axis contracts: a same goal, but...

- Two tools pursuing a same objective
  - Enhancing urban density and compact development near public transport
  - Promoting a sustainable strategy for cities
- Different spreading strategies
  - Axis contracts : bottom-up initiatives conquering new territories (suburban areas)
  - TOD: promoting the images of a "European-like" city, with various local adaptations
- A singular feature of TOD: cross-funding possibilities between land-use and transport fields





# Two ways of linking transport and land development

#### Axis contracts

- Promoting a governance pattern for transport and urban planning policies
- Favouring dialogue between public authorities beyond administrative limits
- Formalise common objectives and an implementation strategy
- but this mainly concerns the frame conditions

#### TOD

- A more concrete land development strategy
- TOD is also a label, meaning attractive real-estate programs!
- Further association of private stakeholders







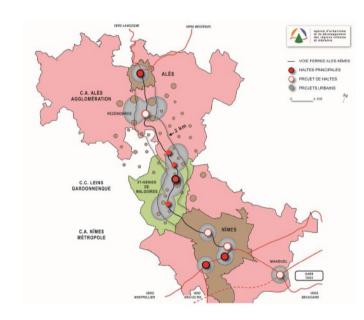
# A first comparative assessment

#### Axis contracts

- Few/recent experiences: too soon to draw more definite outcomes
- Induces a new cooperation frame between transport authorities and municipalities deserved
- A significant change: create coherent development areas at the scale of the public transport corridors

#### TOD

- A real implementation dynamic across the USA
- TOD increases land values... with a strong risk of gentrification / addressing high-income populations
- Mixed results on travel behaviours, but TOD residents own usually less cars, use more public transport, walk more



INCREASED LAND + PROPERTY VALUES = GENTRIFICATION + DISPLACEMENT? YES.



# Some questions still hanging on...

#### For TOD & Axis contracts:

- The necessity to cope with the omnipresence of cars in the booming suburban areas
- Still a rather low effect on the overall urbanization process in the USA as well as in France



Inventory of TOD programs in the USA (source : http://reconnectingamerica.org)





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