

# NEW TRAM



## A WIN-WIN SITUATION!



THE  
INFOTRAM  
TEAM  
BY YOUR  
**SIDE,**  
READY TO  
**LISTEN!**

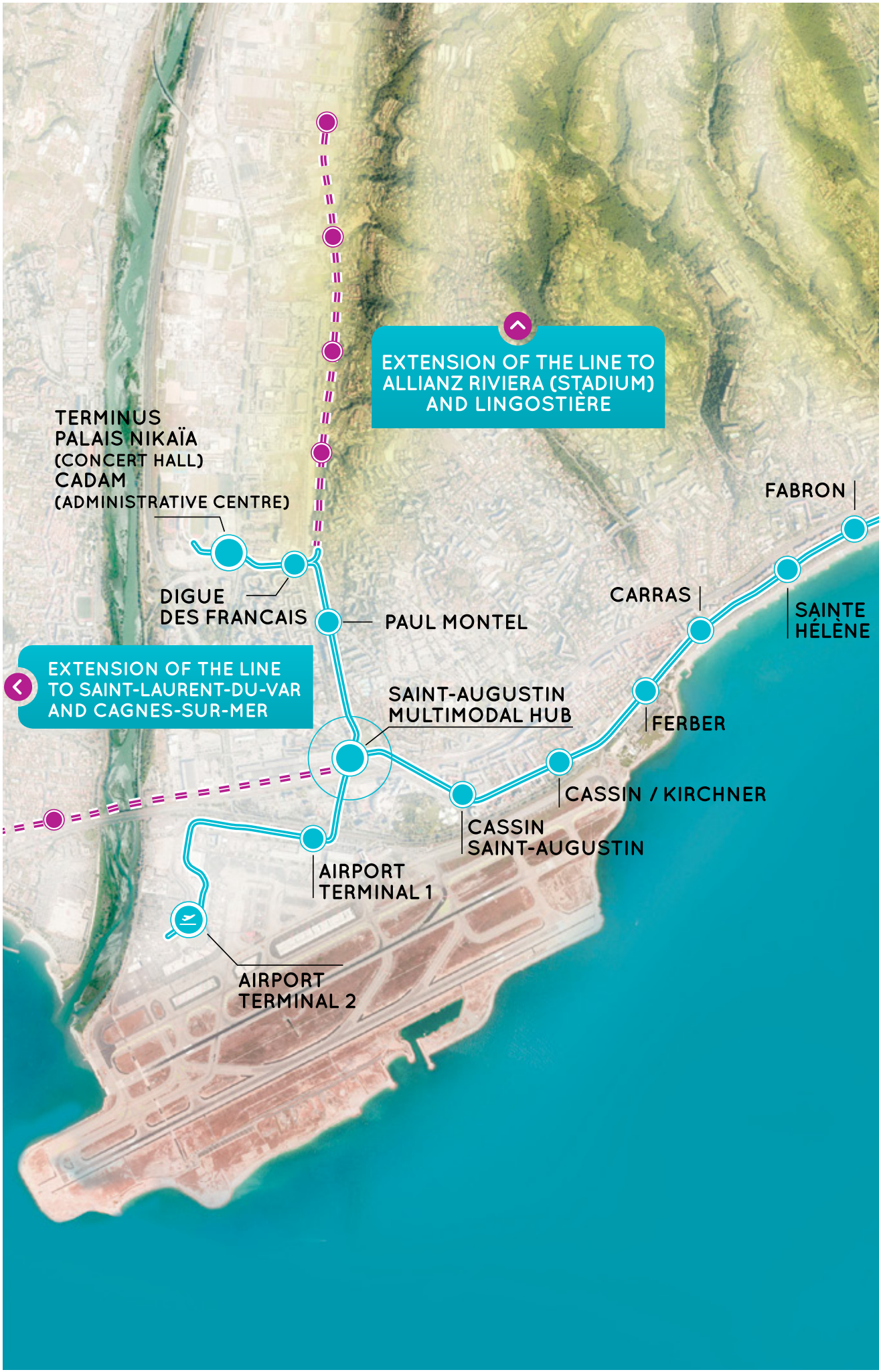
[tramway.nice.fr](http://tramway.nice.fr)



By phone:  
**0800 0800 06**











## EDITORIAL

Métropole Nice Côte d'Azur has made improving transport a priority. Many of you have expressed the desire to be able to enjoy more facilities and comfort in your daily travel.

This is why the Métropole prepared a Transport Master Plan defining its actions for the development of public transport for the next 20 years.

It is based on the creation of a true tram network and connections with all other modes of transport in view of sustainable development to enable our Métropole to become the 'Green Metropole of the Mediterranean.'

Construction of this line clearly fits into this programme.

Christian Estrosi  
Mayor of Nice,  
Deputy in the National Parliament  
President of Métropole Nice Côte d'Azur



► Kirchner

## OBJECTIVES



ON OPENING:

**105,000**  
passengers/day



IN THE LONG RUN:

**200,000**  
passengers/day



► Durandy stop



► Jean Médecin



## THE WEST ◀ EAST LINE: A PRIORITY FOR RESTRUCTURING TRAFFIC ALONG THIS AXIS

The **WEST ◀ EAST** axis will connect the Port of Nice with the Airport and CADAM (Alpes-Maritimes Administrative Centre) in **26 minutes** from the city centre on a partly underground course linking 3 major exchange hubs:

The SNCF Railway Station (Gare Thiers) in the Centre, Pont Michel to the East, Saint-Augustin to the West. Increasing the number of passengers using public transport from 70,000 per day today to 105,000 when the new line opens and 200,000 in the long run is a key goal for this new line.

### A LINE ON A SCALE WITH THE MÉTROPOLE

The **WEST ◀ EAST** Line will provide service to 210,000 people and jobs within 500 metres of the tracks. Thus, the 2 tram lines will convey a total of 260,000 passengers -2/3 of the population of Nice- and provide access to 85% of the city's hotels. This line will also benefit the Métropole's entire population.

### LESS NOISE AND POLLUTION

The **WEST ◀ EAST** Line will help reduce noise and pollution along this axis since there will be 20,000 fewer vehicles entering Nice every day ( 5.3% of traffic), less atmospheric pollution (-15 to -17.5% pollutants) and noise (cut by half along Line 1).

### FACILITATING TRAVEL

The opening of the new tram line will be accompanied by reorganisation of the network of buses, facilitating tram-bus connections, some on the same platform at the Ferber and Magnan stops in particular.

The Saint-Augustin multimodal hub will open up new connections: tram-airplane (direct access to the Airport), urban and interurban tram-bus, tram-train (TGV and TER), tram-car (park-and-ride facilities and Autobleue municipal car rental), tram-Vélobleu (municipal bicycle rental).



**26 minutes**  
Port ► Airport





## AN EVER MORE BEAUTIFUL AND EVER GREENER CITY

The landscaping of public areas is designed to enhance the neighbourhoods along the tramway (no overhead contact system, new street furniture, new public lighting, new pavement), promote a 'gentle' approach (wider pavements) and create a true 'green ribbon' on the aboveground part of the tramway (grassy platform, new trees planted and creation of new parks and gardens).



> Lenval Hospital



## AN UNDERGROUND TRAMWAY TO SAVE MORE THAN JUST TIME

The construction of part of the tramway underground satisfies several requirements:

- > **Respecting the heritage** and the city's architectural character.
- > **Preserving public space** to ensure harmonious cohabitation between the different modes of transport (tram, bus, automobile, two-wheel vehicles, pedestrians...).
- > **Guaranteeing the tram's performance:** journey speed, frequency of trams, travel time.
- > **Preserving the local economy** and shops by controlling impact of the works in the city centre.

### A SAFE, PROVEN CONSTRUCTION TECHNIQUE

The subsoil of Nice, made up mainly of alternating silty or sandy clay and gravel, is perfectly compatible with construction of a tunnel.

The excavation technique using a waterproof tunnel-boring machine with confining pressure (earth or mud pressure) is well controlled and used in cities the world over to create similar works (the latest examples in France: extension of Line B of the Metro in Lyon under the Rhône River to Oullins and of Line 12 of the Paris Metro).

### FOUR UNDERGROUND STOPS ON A HUMAN SCALE

Alsace-Lorraine, Jean-Médecin, Durandy and Garibaldi: these four tram stops optimally located for efficient service, will guarantee the new line's performance.

They will be built using the same architectural principle privileging natural light to the heart of the stops. Lifts will provide access to all levels from the street for persons with reduced mobility and parents with pushchairs. Video surveillance cameras will ensure passenger security.



› Carras



› Californie



## GREATER MOBILITY TO REINFORCE ECONOMIC ACTIVITY

The tram will connect the major activity hubs in the Métropole and facilitate access to shops and services in the neighbourhoods concerned. It will reinforce the Métropole's attractiveness for tourism and the location of businesses. With several million euros

invested, the works will boost economic activity in the area of public works, including for local contractors. The project will also be economically profitable for the Métropole by attracting executive staff and construction workers to our territory.

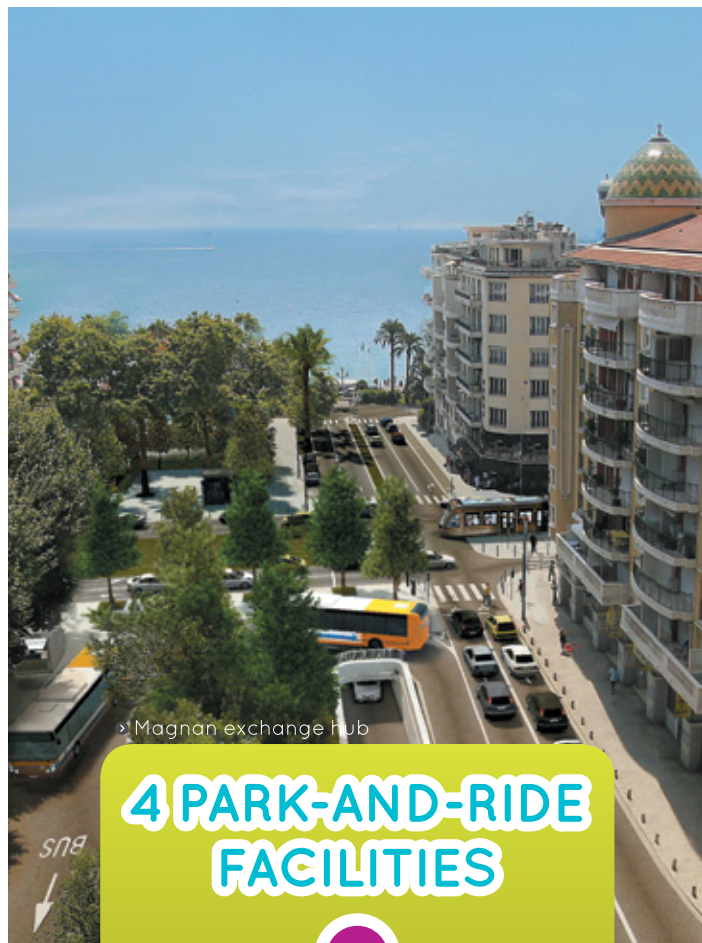
- › **Specific measures for shopkeepers** will be instituted during the works to support economic activity in partnership with the City of Nice, the Nice Côte d'Azur Chamber of Commerce and Industry, as well as the Chambre des Métiers et de l'Artisanat des Alpes-Maritimes and the Office du Commerce et de l'Artisanat Niçois.



## SHARED FUNDING

**The total cost of the project €650m (excluding VAT) includes nearly €140.8m in subsidies:** State, €52.8m; General Council of the Alpes-Maritimes, €50m; PACA (Provence-Alpes-Côte d'Azur) Region, €35m (including €9m, to be confirmed); Europe (FEDER), €3m)





> Magnan exchange hub

## 4 PARK-AND-RIDE FACILITIES



## WORKS SCHEDULE

# OCTOBER 2013

### Start of preparatory works

- > archaeological survey and deviation of utility networks **on the Eastern side**,
- > construction of the Saint-Augustin railway bridge **on the Western side**.

Expected opening of the line

## END 2017

# 1,250

## PARKING SPACES

### SAINT-AUGUSTIN

700 and 3,000 spaces in the long run



### FERBER

250 spaces

### CADAM

250 spaces



MAGNAN 50 spaces

A fifth park-and-ride facility is being studied following a public inquiry: at Les Bosquets, with a direct connection with the Carras stop, moved closer to the neighbourhood shopping hub.



# THE LINE

## IN A FEW FIGURES



 **11.3** km (7 miles)  
of tracks **INCLUDING** a **3.2** kms (2 miles)  
tunnel

 **26 minutes**  
Port > Airport

**44** metres

 **x 19**  
trams

 **300** passengers conveyed  
in comfortable conditions

 **20** stops **INCLUDING** **4**  
underground stops

IN THE LONG RUN

 **3 minutes**  
between each tram

 **2,400**  
new trees  
planted

  
**77,000m<sup>2</sup>**  
of platforms planted with grass



## THE INFOTRAM TEAM

A dedicated team, in constant contact with the neighbourhood people and shopkeepers, will be responsible for informing the public on a daily basis and for direct relations with the companies undertaking the works.

## ANY QUESTIONS?



For information on the project and works on the **WEST > EAST** tram Line, you can ask:

► Online at **tramway.nice.fr**

► The INFOTRAM TEAM:



by e-mail:  
**tramway.contact@nicedazedur.org**



by phone: **0800 0800 06**

**tramway.nice.fr**

Conception : ops2.com - Crédits photos : © Métropole NCA - © Enodo - Ne pas jeter sur la voie publique.

