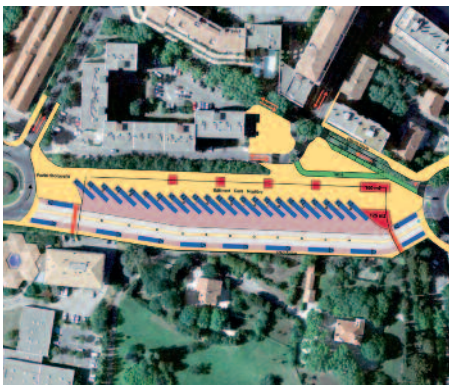


# Transportation, and land-use planning



*Understanding the reasons for travelling and the underlying behaviour patterns, testing scenarios, assessing traffic levels, assessing the effects of altering the infrastructure and transport systems offer, proposing and supervising adapted solutions: complete assistance provided to public and private decision-makers for the development of all modes of transportation.*

Traveling is central to the daily lives of our fellow citizens. It structures economic activity, guides urban development and land-use planning and has major effects on our environment.



The planning, organisation, construction, maintenance and operation of our various transport systems and infrastructure networks represent a significant and growing proportion of public and private spending.

Consequently, travel is central to social and quality of life improvement policies. It is closely linked to land planning policies, local and national economic development, public health and safety strategies, as well as a large number of environmental issues (greenhouse effect, the effect of runoff water in the urban environment and the conservation of our landscapes).

## KNOW-HOW

GINGER Environnement & Infrastructures works with clients, elected representatives, transport authorities and public and private developers from the beginning of their initial studies through to the completion of the projects. It carries out studies and consultancy assignments ranging from client assistance through to project management.

On the one hand, our teams of engineers and specialists seek to optimise mobility and, on the other hand, increase the safety and efficiency of road use and transport systems by privileging a multimodal approach to travel movements.

While consultation, information and communication are core concerns to their approach, they also work on the multimodal planning of travel movements at different territorial levels. They involve the technical, economic and environmental aspects, consult with public transport authorities, operators and administrators, carry out traffic forecasts for given areas or resulting from specific infrastructure projects, perform upstream studies concerning services to users and operational strategies, and prepare operational travel frameworks studies.

## OUR MISSIONS

### • Diagnostics and expertise

- Performance of automatic traffic countings: flow, speed, type of vehicles,
- Performance of origin/destination surveys,
- Performance of surveys, interviews with all users (car drivers, HGV drivers and pedestrians),
- Performance of parking surveys,
- Various types of census surveys:
  - manual counts on intersections and standard road stretches,
  - use of public transport, pedestrian flows, quality surveys,
- Safety and accident diagnostics,
- Signalling and road marking diagnostics,
- Public transport network quality audits.

### • Planning

- Assistance in preparing planning documents,
- Territorial cohesion plans,
- Urban roadway files,
- Urban travel plans,
- Outline route proposals,
- Traffic plans,
- Road markings plans,
- Master plans,
- Traffic plan layouts,

- Traffic impact assessments, multi-criteria socio-economic evaluations of transport projects (LOTI dossier),
- Organisation of “major” events,
- Multi-criteria evaluations,
- Development of data bases and Geographical Information Systems.

## • Design

- Traffic projections and forecasts using static and dynamic modelling: tests and analysis of potential scenarios,

- Attractiveness study (motorway interchanges, ring roads, deviations, bypasses),
- Functional analyses of motorway intersection zones,
- Location studies for designated development areas, shopping centres, activity zones and connection of access points,
- Urban treatment: 30 zone, traffic calming, pedestrianised streets,
- Redefinition of urban, peri-urban and rural roads.

## • Project management

- Project management for all types of transport infrastructures: road, rail, exclusive right-of-way, tramway, non-motorised routes, cycleways,
- Lit signalling and traffic lights, road markings and signage,
- Safety systems,
- Roadway and operational system control.

## REFERENCES

**Urban travel plans:** Toulon Provence Méditerranée, Communauté du Pays d'Aix, Nîmes, Aix-en-Provence, Cannes, Fréjus / Saint-Raphaël, SITCA (Aubagne).

**Urban roadway dossier:** Ajaccio.

**Territorial cohesion plan:** Saint-Tropez, la Dombes.

**Traffic plans for:** Aix-en-Provence, La Seyne-sur-Mer, Rodez, Bollène, Cavalaire, Istres, Simiane-Collongue, Sommières, Eguilles, Céreste, Volx, St André de Sangonis, Saint-Gilles, Carnoux-en-Provence, Sophia-Antipolis, Lambesc, La Valette-du-Var, Frontignan, Mandelieu, Bastia, Salon de Provence, Le Suquet district in Cannes and Le Thor, Morières les Avignon.

**Preliminary studies and impact assessments** for adapting the RD 9 between Aix-en-Provence and Vitrolles to 2 x 2 lanes, the new link between Sisco and Bastia, a West half-interchange on the A 8 motorway between Aix-en-Provence and Saint-Maximin, the RD 973 bypass between Pertuis and Cadenet, the Pertuis bypass, the Rognes bypass, the Saint-Cannat bypass, the Balance-Asile / Hôpital link in Saint Pierre de la Réunion, the RN 20/RN 152 link in Perpignan, the EM slip road in Fréjus, the Saint Joseph bypass, the redefinition of Chemin de la Foux in La Garde.

**Accessibility and impact assessments** for the construction of an AUCHAN hypermarket in the Avignon Nord commercial zone, the Sextius Mirabeau designated development area in Aix-en-Provence, the Gargues designated development area and Palud industrial zone in Aubagne, the extension to the Beausset Floride designated development area in Marignane, the Mas de Vignoles designated development area in Nîmes, the St Just designated development area in Marseille, the Tubé designated development area in Istres, the GrandVar shopping centre and IKEA store in La Valette-du-Var, the future Taaone hospital in Tahiti, the new Saint Roch district in Montpellier, the Bréguières logistical zone (200,000 m<sup>2</sup> net buildable floor area) in Puget sur Argens, the extension to the Plan de Campagne shopping centre and the economic zone in Saint Martin de Crau.

**Roadway layout and reorganisation:** route de Nîmes in Montpellier, RD 22 in Menton, avenue Baumone in Aubagne, town centre intersections in La Crau, Cours Gambetta in Aix-en-Provence, RD 74 between Plan de la Tour and Sainte-Maxime, RD 98a in Gassin/Saint-Tropez, RD 400 in Tampon (Reunion Island), layout of the RD 268 in the Zone Industriel Portuaire de Fos-sur-Mer (over a length of 13 kilometres).

**Safety studies:** Route plans for concession-held national highways in the Bouches-du-Rhône department (a length of 220 kilometres), safety studies on the RD 6 in Trets, the RD 14 in Puyricard, the Ader high school in Bernay, the railway crossing in Casatorra.

**Feasibility studies and junction layout recommendations:** Essor junction in Papeete, Place Nelson Mandela in Aix-en-Provence, Avenue Mouret/Avenue de l'Europe junction in Aix-en-Provence, RD 5/Chemin des Vergers junction in La Roquebrussanne, Avenue Limans/Av.Gare junction in La Crau, Lucioles and Route des Crêtes junctions in Sophia-Antipolis, RD 559/Rue Gasquet junction in Toulon, RD 559/RD 89 junction in Gassin, Avignon Nord motorway interchange, Nice Est interchange, A 55/RD 568 interchange in Châteauneuf les Martigues.

**Public transport:** participation in the project management for the Montpellier tramway (line 1) and Nice tramway (line 1), study for the line 1 extension to the tramway in Clermont-Ferrand, reorganisation study for the Grand Projet de Ville de Marseille public transport lines.

**Exchange hubs:** reopening of the Muy railway station, reopening of the Pertuis/Cavillon railway line to passenger traffic, multimodal exchange hub layout study for the Salon-de-Provence railway station, positioning and operability of a multimodal exchange hub on a metropolitan scale (access to Marseille airport), functional and technical programming study for the multimodal exchange hub in Aix-en-Provence.

**Travel observatories:** A 75 and Millau viaduct (150 surveyor/days), Chambéry (240 surveyor/days).

