

## English version

### **Edito: we broke records and we have to change gear!**

September just ended and we broke records of heat and ... influx of cyclists on Airbus sites. For example for the M01 in St Martin we exceeded the 10% (200) of cyclists throughout the month of September, and it continues in early October.

Many car drivers have switched to cycling but that is not enough: the traffic jams are still common, a sign that too many people still take their car alone to come to work, which generates about 40 T of emission of CO2 per day (not to mention particles).

The latest IPCC (Intergovernmental Panel on Climate Change) report just released is here to remind us of the urgency to change our behavior and reduce our GHG emissions. We can all act!

Cycle to work still has a lot of room for improvement because many Airbus employees live within 10km of their place of work. But since not everyone can / does not want to commute by bike, public transportation or carpooling are alternatives to the use of car alone, and to move the lines, we decided to expand this newsletter to these modes of transport.

Thus you will now also find information on other means of transport that the bike (which will keep its place!) to help you change the way you commute to work and perhaps reduce our GHG emissions.

Do not hesitate to send this newsletter to your fellow drivers or others.

Happy reading and good road!

### **Public transportation: some good and bad news**

In general, the service offered to get Airbus sites by public transport is not up to the challenges: for example, no public transport solution exists for employees working on Clément Ader's site (CA) especially for those who live north of Airbus.

#### **3rd metro line (TAE) :**

Tisséo announced recently that the entry into service of the 3rd metro line (TAE line) was shifted to 2025 (it was initially 2024), while the first pickaxe was not even given!

#### **Tisséo buses network:**

After several years of delay the connection Ramassiers (Ramassiers railway station) and the Avenue de Luchon will finally be put into service within a few weeks to believe the progress of work:



On this section the bus will have its own line which will improve the services of Tisséo bus line No. 63 which serves Airbus St Martin via Avenue de Luchon and Chemin de l'Espeissière.

Early 2019, the bus line Linéo 3 (between Plaisance du Touch and Toulouse) will enter into service. This bus line will connect Airbus by public transport with only one change via line 63 (improved service: see above).

### **SNCF Trains /Line C:**

Changes are planned from 2019 on the SNCF line Toulouse-Auch / Line C: unfortunately trains from Toulouse and to L'Isle Jourdain will be deleted.

These changes are the consequence of a request from Occitanie Region to enhance the reliability of the timetables. Indeed, facing a strong timing of up to 15 minutes on the Toulouse section, the single track is no longer able to support such traffic. It is regrettable, however, that SNCF's response will involve train deletions rather than an evolution of the infrastructure, especially as it is planned in the framework of the CPER 2015-2020 (State-Region Contract Plan / Contrat de Plan Etat Région) to complete the doubling railway line of the Arènes-Colomiers section. This operation would improve the regularity of the line without reducing the offer and even improve the rate of shuttles on Line C (Arènes-Colomiers). But unfortunately the works are slow to be realized and there is no official calendar for the moment...

It is a pity because this line could be a very interesting alternative solution for the inhabitants of the west of Toulouse. This would alleviate the N124 which is very busy nearly every morning and every evening. This axis (N124) is also widely used by Airbus employees who live west of Airbus: thus an improvement of the SNCF line between Toulouse and Colomiers would have a very important impact for the employees working in the aeronautical zone.

### **Travel time survey of public transport to Airbus**

The AUTATE (Association of Transport Users of the Toulouse Agglomeration and its Surroundings) is launching a survey on travel time by public transport.

This parameter (and in particular its reliability) is essential to switch to this mode of displacement.

If you are a user of the Tisséo bus lines, the Tramway, the SNCF lines, the Arc-En-Ciel buses, to come and work at Airbus, please answer this survey and pass it on to your colleagues who are also using them.

Your details are requested to be able to constitute a group of users of public transport at Airbus and to be able to better raise the voice of public transportation users.

Link to the survey: <https://goo.gl/forms/Fd1VeTbE4Tv5Ob3B3>

Finally, do not hesitate to send this newsletter to your colleagues interested in public transport. They can easily register via the links below :

**Contact:** [iode@ceairbus.com](mailto:iode@ceairbus.com)

<http://www.iode-du-lac.org/blog/>

<https://www.facebook.com/IODEAIRBUS/>

## **Carpooling: An application to finally take off?**

Carpooling is also a solution that is not used much at Airbus.

The COMMUTE project aims to implement actions to reduce emissions of pollutants and greenhouse gases as part of the law on energy transition and green growth.

It is the mobility component of the DEMETER initiative, which brings together 30 partners (including Toulouse Métropole, Tisséo Collectivités, Airbus, ATR, Toulouse Blagnac airport, Safran, Sopra Steria, Afnor, the "Réussir" business club) around projects which aims at improving commutation in the airport and aeronautical area, to preserve the quality of life of users and inhabitants while supporting the economic dynamics of the sector.

COMMUTE is 80% funded by the European Union for a total cost of 5.2M€.

More information about the "Commute" project: <https://www.toulouse-metropole.fr/projets/commute>

In this context the carpool application KAROS was launched on the 25/09/2018.

For the moment we can regret that there is no incentive to carpool. So far the management has always refused to reserve parking spaces for carpoolers. On the other hand, this new application makes it possible to manage incentives (financial or other).

Feel free to test it, use it and make your feedback on the HUB : community « + Come&Go » : [https://communities.intra.corp/sites/transport\\_toulouse/default.aspx](https://communities.intra.corp/sites/transport_toulouse/default.aspx)

Dedicated page for carpooling on the HUB community « + Come&Go »: [https://communities.intra.corp/sites/transport\\_toulouse/SitePages/Covoiturage.aspx](https://communities.intra.corp/sites/transport_toulouse/SitePages/Covoiturage.aspx)

## Cycling: The novelties of summer and autumn

### Entry-exit Airbus gate through La Crabe roundabout:

Following a site visit with representatives of Toulouse Métropole and Facility Management, it was decided several actions to improve the entry and exit of Airbus by La Crabe roundabout either coming / leaving le Chemin de La Crabe, or Chemin de l'Espeissière. The first action was a significant cut of the hedge of the Espeissière car park (see photo below). This allows seeing cyclists and pedestrians arriving from the le Chemin de l'Espeissière.



Before



After



The second action is a study for the creation of a "SAS" for cars leaving the site of St Martin allowing the storage of 2 vehicles between the bike lane and the entry line on the roundabout. A raised crossing plateau is also being studied in order to slow down the vehicles entering and leaving the site of St Martin. This study is likely to be carried out next year for a realization in 2020. In the meantime, be careful and do not engage on the green band that crosses the entry / exit lanes without being sure that the drivers have seen you.

### Government Bike plan:

On September 14, the (French) Prime Minister presented his plan to increase the use of bicycles and move to 3% of modal share (in travel) to 9% by 2024.

You can find the Prime Minister's speech: <https://www.youtube.com/watch?v=WSpp23oiabE>

Here are the main measures of this plan:

- the creation of a national "active mobilities" fund of € 350 million over 7 years to support projects for the creation of cycle path networks, with the launch today of a call for projects from ADEME to help public authorities to apply for the bike fund from 2019
- the development of a cycling culture, including a systematic learning of bike mobility before entering secondary school,
- the implementation of a global plan to fight against bicycles theft and possession of stolen bikes thanks to the generalization of the marking of new bicycles (and subsequently for used bicycles)
- the introduction of tax incentive measure: notably the creation of a sustainable mobility package of up to 400€ per year, accessible to all employees, including civil servants.

You can find the complete press kit on this plan by following the link <https://communities.intra.corp/sites/Cycletowork/Wiki/Toulouse/Plan%20V%c3%a9lo%20Gouvernemental.aspx>

The fund of 50M € / year should be used to reduce major urban disruptions. On Toulouse Métropole it is one of the main brakes on the use of the bike. Around Airbus, we can cite in particular the La Crabe interchange, crossing "Fil d'Ariane" motorway, crossing the N124 (M30), crossing the SNCF Toulouse-Auch railway line, ...

The IKV (Indemnité Kilométrique Vélo / Kilometric Bike Allowance) will therefore be replaced by an (stil) optional "Sustainable Mobility": package. On this subject you can give your opinion on the post (sent on the HUB) at Tom Enders. If there are a lot of comments, there may be an answer...

Here is the link:

[https://communities.intra.corp/sites/Cycletowork/\\_layouts/ng/ActivityStream.aspx/id/A377CAB6C59DE3F2B04AE97460386CBF/Post?/Lists/PublishedFeed](https://communities.intra.corp/sites/Cycletowork/_layouts/ng/ActivityStream.aspx/id/A377CAB6C59DE3F2B04AE97460386CBF/Post?/Lists/PublishedFeed)

### **Bike shelters:**

Following the inventory of bicycle garages carried out with the "bike station" (Point vélo) in 2017, the Facility Management has started to replace the old "pince-roues" bikes racks with inverted "U" ones.

The "pince-roues" racks can damage the wheels, and it is almost impossible to attach the frame.

This was done in the spring at the Aneto car park, in Lagardère and St Eloi and it continued this summer thanks to the racks bought by Facility Management on the occasion of the "Cycle to Work" day.

Moreover, for cyclists working at the M01, it is recalled that some places were installed last year in front of the main entrance (east side). There are 60 places, 40 of which are covered.

We can in particular mention the installation of racks with bicycles on the following parking lots:

- M01 South (near the pedestrian bridge between M01 and M30)
- Espeissière car park
- ML3
- M30
- Clément Ader
- FAL A350 (between M90 and M50)
- D22 (with installation of a covered shelter)



Replacement could not be done for all sites, but requests were made to replace wheel clamps and to increase the number of places when needed.

### **Cycling facilities around Airbus:**

- After almost a year of closure the Airbus private tunnel that allows to pass under the N124 is again open since October 15<sup>th</sup>.



- Velasquez bridge: 2 of the 4 olive trees have been removed to improve the passage for cyclists



- The works for the creation of a bi-directional bike path along the chemin de Chèvrefeuille (between the Avenue de Luchon and the entrance to Breguet site) have just begun (see photo and map below): this track is part of the bypass of the airport area.



- In addition, the work of the Ramassiers TCSP (Ramassiers station-avenue de Luchon section) is almost complete: here too, a bi-directional cycle lane runs alongside this bus lane right up to Avenue de Luchon; this means that by the end of the year it will be possible to come from Tournefeuille (or even from Cugnaux or Villeneuve Tolosane) by taking exclusively bike paths separate from car traffic. The passage under the railway is already operational, until rue de Caulet



- Also in the Ramassiers area, a bi-directional bike path has also been created up along rue de Caulet; unfortunately it does not go up to the junction with rue Max Fischl



Regarding the cycling lanes bypassing the airport area, other cycling sections should be completed in 2019 and 2020 on Monnet and Latécoère avenues in Colomiers, but unfortunately, not all will be completed to join Airbus since Cornebarrieu in 2020. As part of the 2020-25-30 Mobility plan, Tisséo (which is the entity responsible for implementing this plan) is responsible, among other things, for establishing the Cycling Master Plan for Agglomeration (Schéma Directeur Cyclable d'Agglomération: SDCA) by the end of 2019 (to raise inquiry commission reservations on the Mobility plan). To do this, Tisséo consults associations working on the development of cycling, namely "La Maison du Vélo", "Vélorution", and "2 Pieds 2 Roues".

The association "2 Pieds 2 Roues" decided to build a SDCA which will contain the proposals of the users. However some areas are little or not covered for lack of members. If you want to contribute do not hesitate to send a message to [toulouse@fubicy.org](mailto:toulouse@fubicy.org) or to [iode@ceairbus.com](mailto:iode@ceairbus.com) and we will transfer.

### **Agenda:**

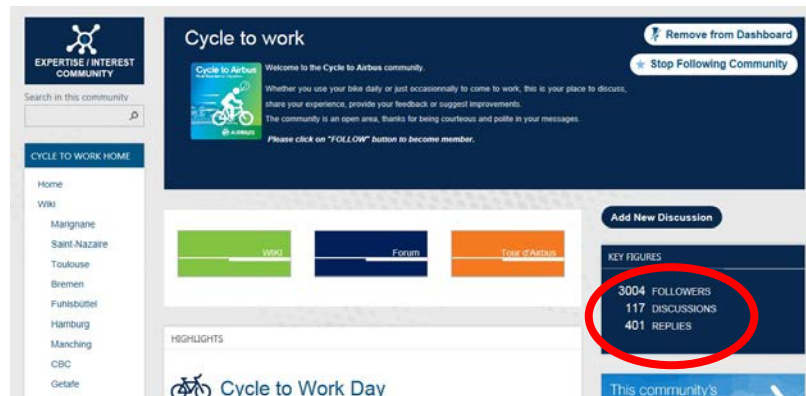
The only date to remember for the moment is the **15/11/2018 for « Cyclists be bright »**

As every year this event is organized by the service of road risk prevention. Volunteers are being sought to assist in the distribution of yellow jackets and to make cyclists aware of high-performance lighting and to be dressed in light colored clothing and with reflective parts.

If you want to participate in this distribution do not hesitate to send an email to the following address: [iode@ceairbus.com](mailto:iode@ceairbus.com)

### **Cycle to work community on the HUB**

We passed the "symbolic" bar of the 3000 "followers" on the C2W community on the HUB! Do not hesitate to post messages; it is a powerful vector of communication and exchange of information!



### **Collaborative map:**

For 2 years a collaborative map has been created to help bike commuters to:

- Find parking lots and bike shelters at Airbus sites
- Showers and locker rooms
- The location of the "bike points" (people who can give advice and help to make a small repair to be able to return home in the event of an incident on his bike): the list has been updated recently following movements and arrivals:

<https://communities.intra.corp/sites/Cycletowork/Wiki/Toulouse/La%20liste%20des%200Points%20vélo.aspx>

However in some areas like Clement Ader or the FAL A350 (M5x) it would take a few more bike points

Do not hesitate to propose if you work in these sectors: [iode@ceairbus.com](mailto:iode@ceairbus.com)

- Recommended routes (Cycle to Airbus Paths) to come to Airbus
- And a lot of other information!

→ **Feel free to spread the news and contribute** (a tutorial is available on the wiki/Toulouse) :

Link to the collaborative map:

<https://communities.intra.corp/sites/Cycletowork/Wiki/Toulouse/La%20Carte%20collaborative.aspx>

### Unusual:

You may have noticed these bikes (see photos below) if you cycle along the Canal du Midi between Les Ponts Jumeaux and Matabiau railway station. They were installed in June, but unfortunately 2 of the 3 bikes were quickly removed by the local authorities: there remains only one. So try to find it!



These 3 bikes had been set by Mr. BMX a street artist from Montpellier.

Cyclistement,

L'équipe Airbus Cycle To Work d'Airbus et IODE/GREENEES

Airbus Cycle to Work Team and IODE/GREENEES association

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