

- **Bienvenue !**
- **Degemer mat !**



Peak hours management on the metro in Rennes

Time Academy Session : Time Policies for Climate Action
3th July 2025



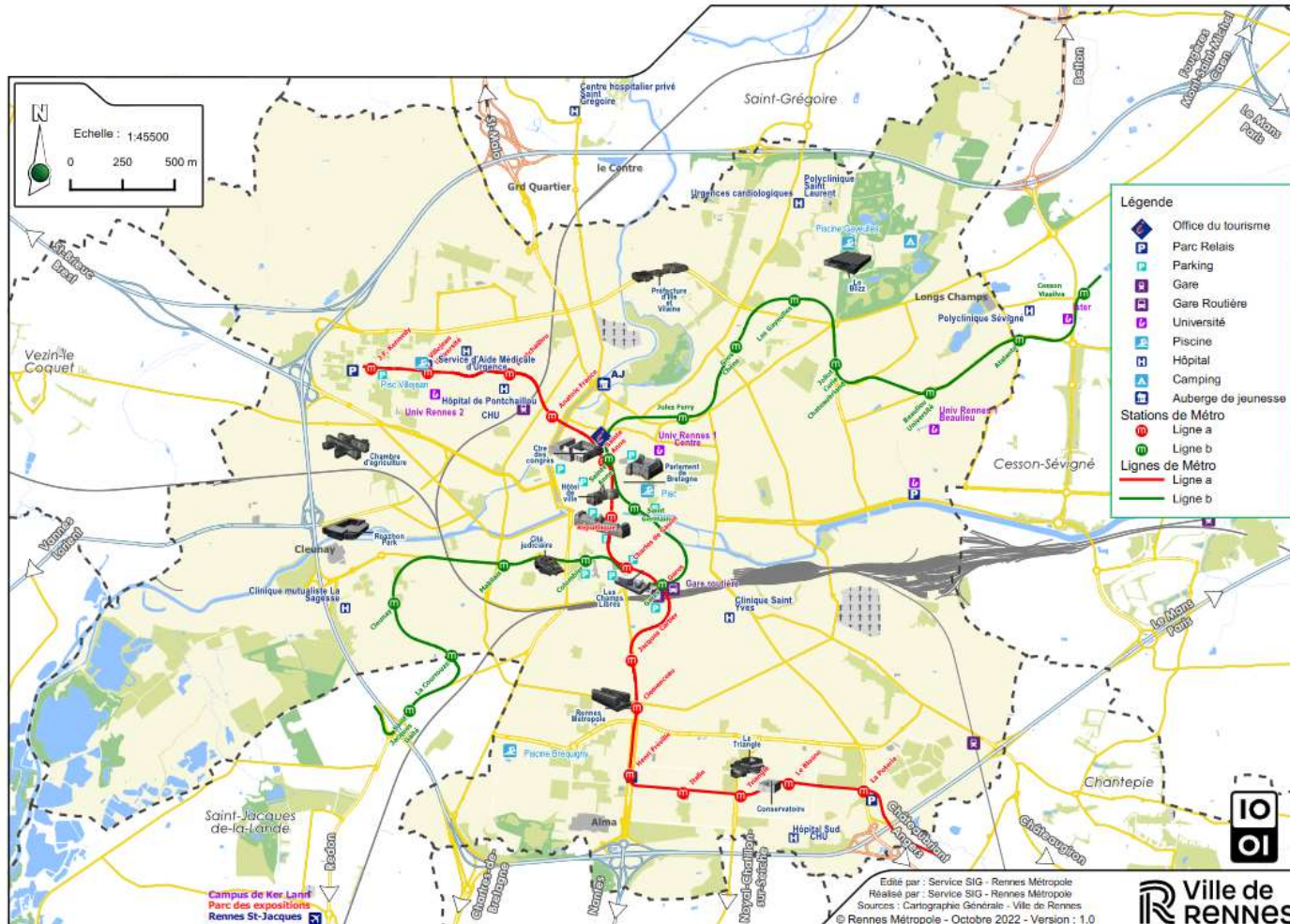
Introduction



Rennes city and metropolis



Rennes



City : Rennes
Country : France
Number of citizens : 230 000

Metropolis : 43 cities / 480 000 citizens

Network : 430 000 travel a day

2 metro lines (A and B), 150 bus lines, 8 parks and ride, bike rental service, car sharing



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Sources : Cartographie Générale - Ville de Rennes
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The Rennes Time office

1. Approach to time policies

- Parliamentary report on 'urban time' by Edmond Hervé, creation of Rennes Time office in 2002
- Intensification, acceleration, congestion...: organising the territory through time to adapt to societal changes
- Founding and emblematic actions : timetables for maintenance workers and staggering timetables to smooth out rush hour on the metro lines
- Structure : shared service consisting of 2 officers with 2 elected representatives as referents.

2. Political objectives

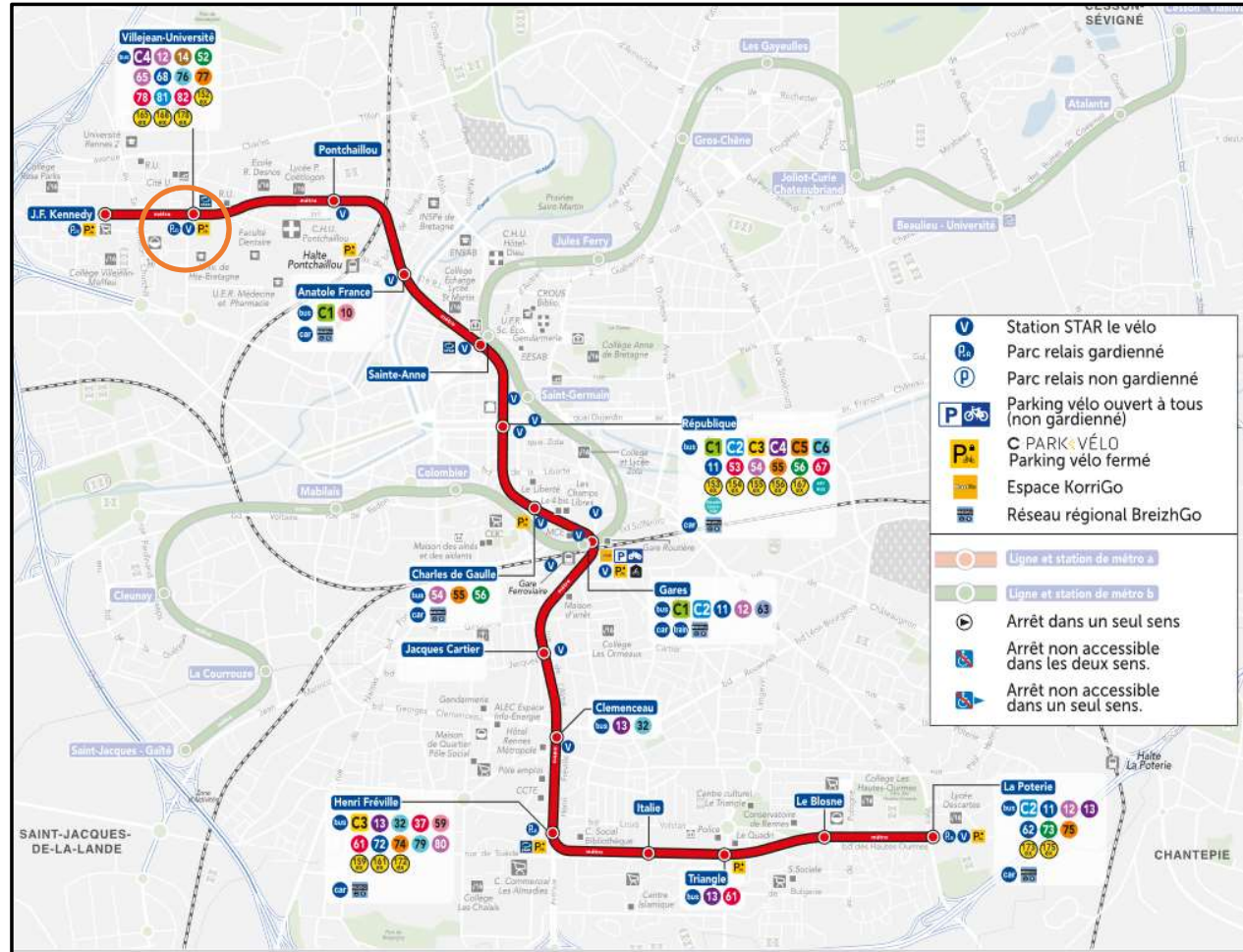
- Promoting greater social equality
- Making the area more fluid
- Act in favor of ecological and social transitions



Rush hours policy on the metro line A



Line A : plan





Line A : the genesis

- 2009 on line A : platform is packed during the « rush hour pick » phenomenon, and it happens in Rennes between 7:40 and 8:00 o'clock in the morning.
- Technical solutions have been tested : increasing the frequency of service, purchasing next trains, reconfiguring trains to increase the number of passengers carried...
- These initial solutions will increase transport capacity by 30% (at a high cost of 30 million euros)
- But these solutions are proving insufficient in the face of the constant increase in metro ridership



Line A : structuring a partnership methodology

- Time office proposed taking action not on the transport offer and network but directly on demand and users.
- For a period of 4 years (2009–2013) : 3 actors such as Time office, in conjunction with the Mobility and Transport Department of Rennes City & Metropolis and the operator Keolis worked together to develop a partnership methodology
- Time office first carries out a temporal diagnosis to identify the « time generators » : structures whose timetables generate large flows of traffic at specific times, using ticketing data, counts, field observations...



Line A : partners

- A consultation process was initiated around Villejean metro station with the University of Rennes, major secondary schools and the hospital centre, all of which are served by the station and affected by this hyperpeak.
- The aim was to show the players their participation in a « timetable system » and the impact of their individual timetable decisions on the rythm and accessibility of the whole area.
- University catering service, student mutual societies and student representatives are involved in the consultation process



Line A : experiment

- In 2012 : an experiment was launched with partial staggering of classes and a two-wave start to the new academic year :

6,000 students in Licence 3 and Master start at 8:15am

8,000 students in Licences 1 and 2 start at 8:30am

- **Signing of a charter** : each partner undertake to inform each other of any changes to their timetables that may affect the whole zone.
- **It's working !** Right from the start of the experiment, the hyper-peak was smoothed out = improve the metro service and the quality of life of students



Line A : results

- The strength of this approach relies in the fact that **collective interests** are taken into account in a decision that is usually based on individual choices.

The figures for this project are :

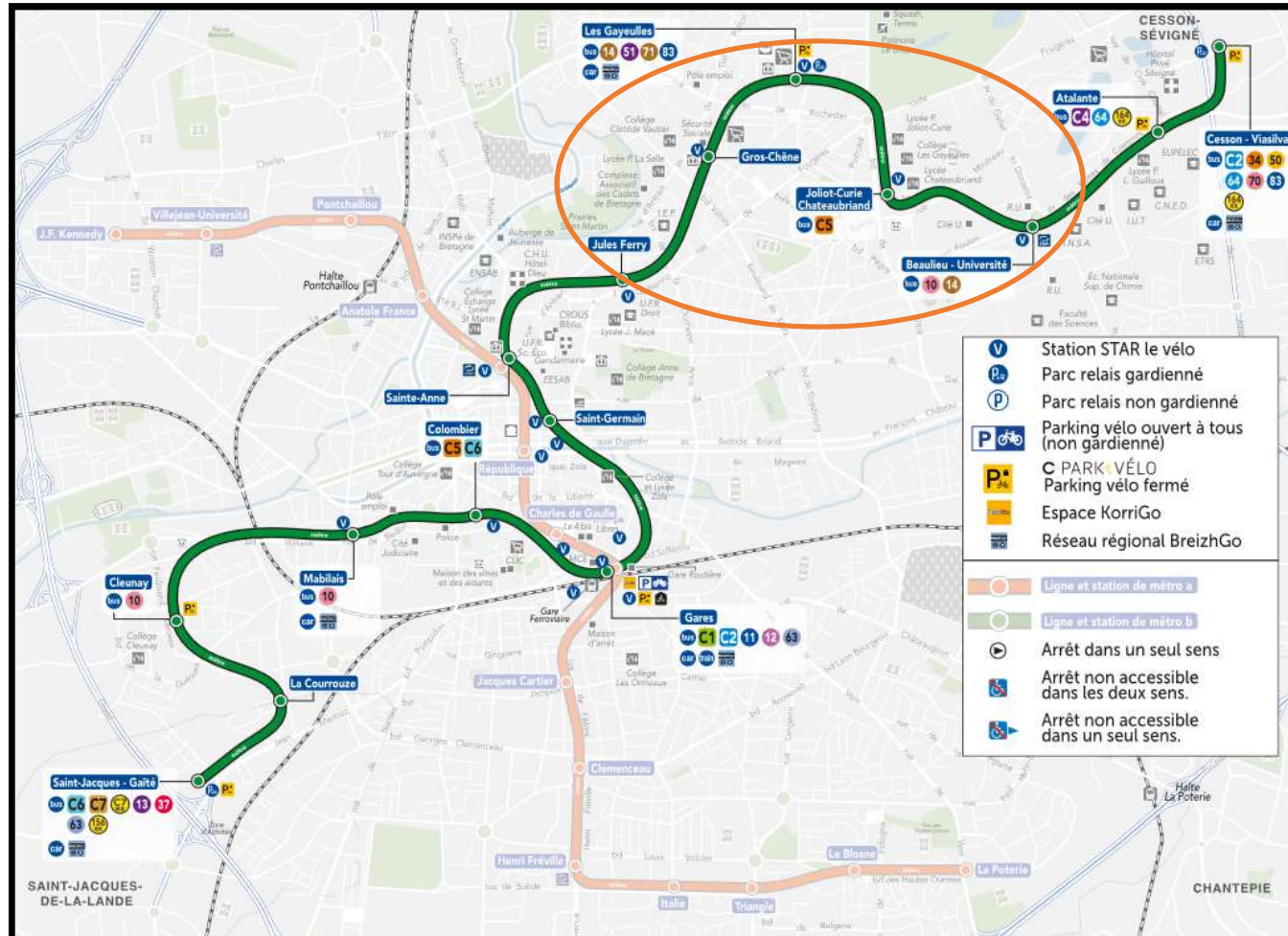
- A 17% reduction in the average train load between the most congested stations
- 5% reduction in metro flows at morning peak times
- 30 million € saved, staggered investment in infrastructure (Kennedy station from 2025)



Rush hours policy on the metro line B



Line B : plan



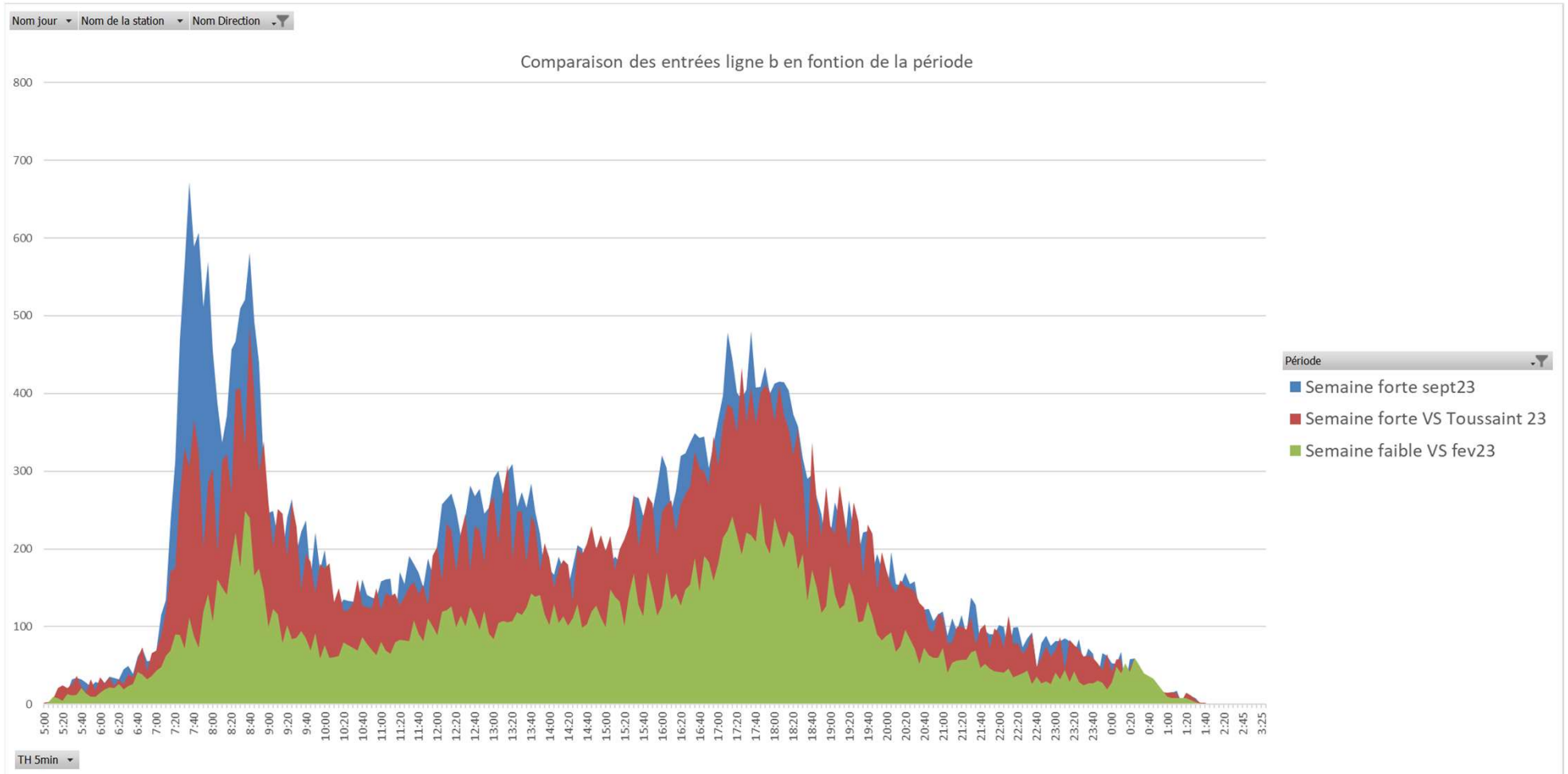


Line B : new context and similar challenges 10 years later

- Line B of the metro, which opens on the 20th September 2022, is also overcrowded at peak times in 2023, leading to saturation of trains and stations between Sainte Anne and Beaulieu Université stations ;
- Two peaks : between 7:30am and 8am, and between 8:30am and 9am. The same situation as on line A !
- These peak times coincide with the start times of classes : in this case they are 18 schools and universities in the area.
- Following the example of the work carried out on line A, our Time office proposed a **partnership working method** to reduce the peak and restore a smooth and safe service for all users.



Boarding on line B, to Viasilva





Line B : objectives

- On the basis of time and mobility diagnostics, characterise the structure(s) that have the **greatest impact and generate the most traffic** in the hyperpeaks observed on line b ;
- Characterise the timetables in the peaks and identify collective targets ;
- Take measures to change behaviour in a medium term ;
- Target : limit the number of trains with more than 160 passengers, fewer than 500 runs in 5 minutes, limit waiting times in stations.



Line B : diagnosis

The diagnosis leads to a number of observations :

- There are two hyperpeaks in the morning (7.35 and 8.40) ;
 - Overlapping of a school peak and a university peak on the northern corridor of the line b at the first peak ;
 - The two most congested stations are Beaulieu Université (7.30am) and Joliot-Curie Chateaubriand (7.40am), with a slight delay for the descent ;
- One way of smoothing out these two peaks (7.35am then 8.40am) would be to shift part of the load to the 8.00-8.30 am period to optimise this gap ;



Line B : experiment

- Consultation with all the academic bodies, local authorities, lycées and University.
- 59 scenarios were developed and modeled to find a temporal solution
- A first experiment will be launched in 3 lycées on the 1th September 2025 after an agreement to test a time-shift scenario (5 700 students will change their timetables).
- Signature of a charter by all stakeholders in August
- The University could also experiment new opening hours in 2026.



Thanks !

- Merci pour votre écoute 😊☀️🇫🇷