

Interurban commuting in France

A growing challenge for mobility governance?

Anna Voskoboynikova, Anne Aguilera and Mariane Thebert

LVMT, Université Gustave Eiffel

anne.aguilera@univ-eiffel.fr

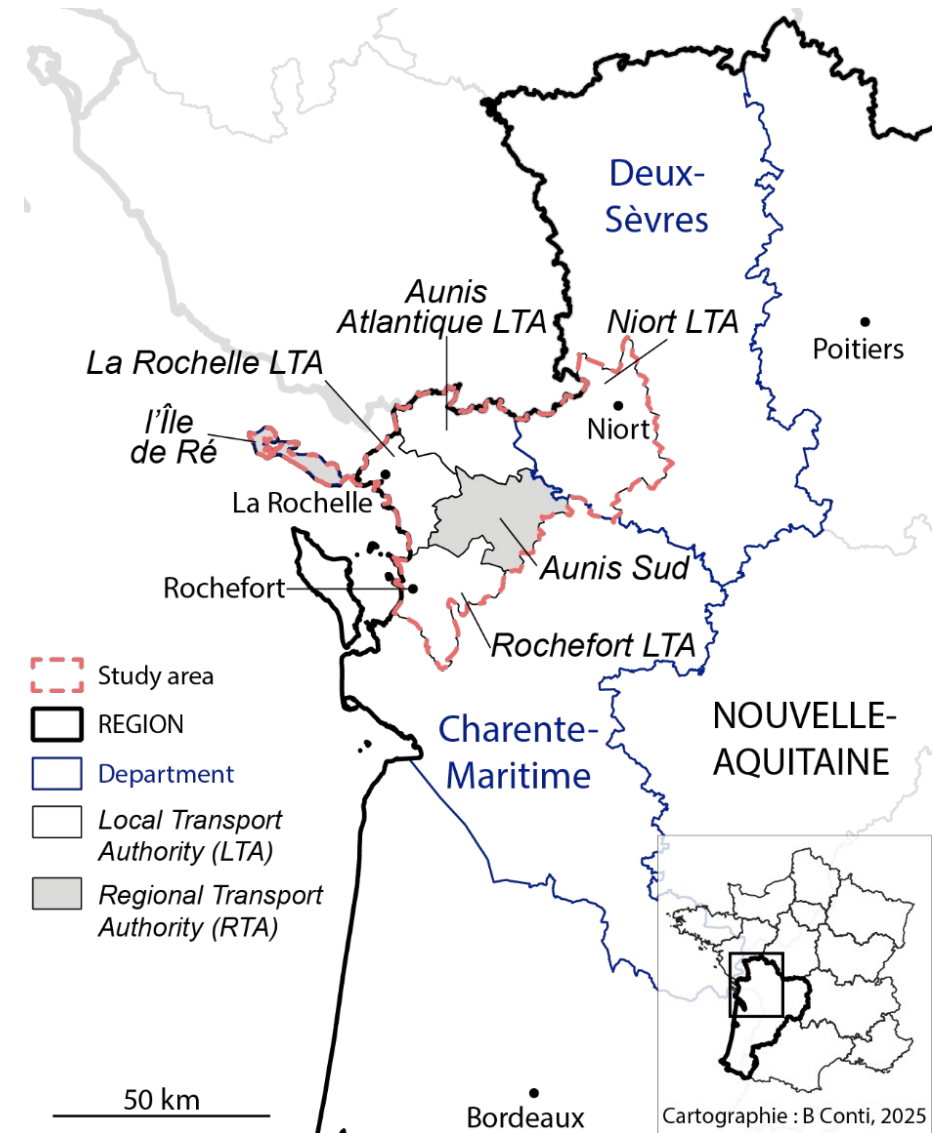
www.lvmt.fr

Context and objective

- Interurban commuters = People who work outside their urban area of residence
 - 3 millions people in France - 10% of working population (2008 census data)
 - +50% since 1990
- Strong car dependency
 - 90% of commutes are made by car
 - **30% of GHG emissions from commuting**
- Overlooked by researchers and public authorities
- Objective of this research: To explore the role of interurban commuting in stakeholders' reflections, the implementation of mobility solutions, and the enablers and barriers to modal shift

Methodology (1/2)

- Nouvelle-Aquitaine region (South-West of France)
- Study area: neighbouring urban systems
 - Île de Ré, La Rochelle, Rochefort and Niort



Methodology (2/2)

- 27 interviews in Spring 2025 (see Table below) conducted with local and regional transport authorities, major local employers and carpooling service providers

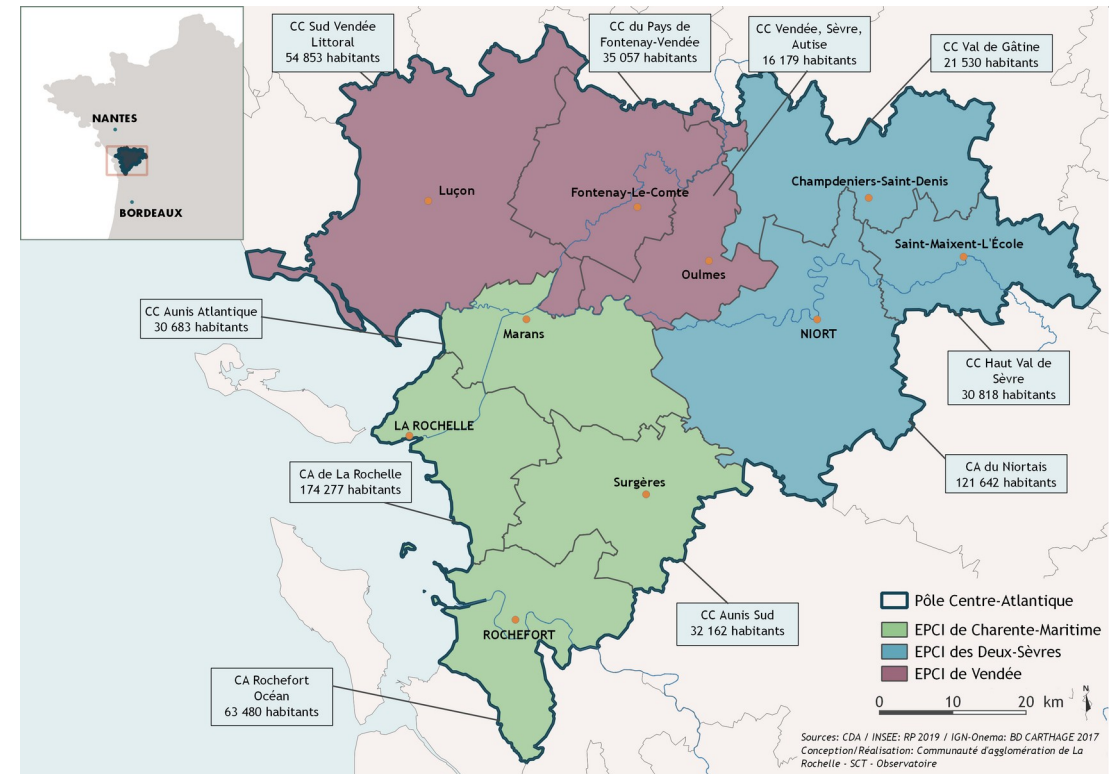
Public authorities			Employers	Carpooling
Aunis Atlantique LTA Aunis Sud La Rochelle LTA L'Île de Ré Niort LTA Rocheftort LTA	Dept. Deux-Sèvres Dept. Charente-Maritime	Nouvelle-Aquitaine region Nouvelle-Aquitaine Mobilités DREAL	La Rochelle : 2 Niort : 4 Rocheftort : 1 + all local public authorities as employers	BlaBlaCarDaily Kovoit Mobicoop

A growing concern for public authorities

- Identification of « incoming flows » through the impacts on road congestion (peak hours) and parking issues in and around city centers
- Influence of the new transport competencies by local entities since the Mobility Orientation Law (2019)
- Despite lack of data on interurban trips due to the limited scope of local Household Travel Surveys, public authorities provide several explanations to the growth of interurban trips
 - Shortage of affordable housing in La Rochelle
 - Urban sprawl (population and activities) and lack of coordination between urban planning and transportation

Role of new arenas and employers in putting interurban mobility issues on the political agenda

“I’ve been here for 12 years, and it was only last month that I had my very first contact with someone from Vendée (a neighbouring territory) to discuss carpooling. And this only happened because the Metropolitan Pole now exists!”
(Local transport authority)



The Centre-Atlantique Metropolitan Pole

Specific but experimental mobility solutions to reduce interurban car traffic

L'agglomération de la Rochelle
finance vos covoiturages quotidiens




Téléchargez
l'application



Informations pratiques


Car Express
LEONE
140€

Car Express
Niort ↔ La Rochelle

**Le Car Express,
il va là où
vous allez !**

Où se renseigner ?

- Sur transport.nouvelle-aquitaine.fr
Tarifs, horaires et itinéraires
- Au **0970 870 870**
du lundi au samedi de 8h à 18h
- Agences régionales Nouvelle-Aquitaine :
LA ROCHELLE : Maison de la Mobilité, place de Verdun.
NIORT : Agence **tanis**, place de la Brèche.
Plus d'infos : tanis.com

Où acheter son titre ?

- > À bord du car
- > Direct sur l'appli **MODALIS**
- > Dans les agences régionales Nouvelle-Aquitaine :
LA ROCHELLE : Maison de la Mobilité, place de Verdun.
ROCHEFORT : Agence commerciale, place François Durléac.
> Dans les points de vente :
MARANS : Bureau de Tourisme, 1 place Ernest Cognac.
COURÇON : Cava, place du marché.
SAINT-SAUVEUR D'AUNIS : Vinet, 11 rue de Liguère.

Niort
Pôle Universitaire
Pôle Atlantique

Ferrières
ZA de l'Aunis
Périgny

La Rochelle
Gare



À PARTIR DU 2 SEPTEMBRE
2,50€*
le trajet

**6 allers
retours
par jour**
aux heures de pointe

*D'ici au 1er octobre, le tarif est de 3,50€ le trajet.

transport.nouvelle-aquitaine.fr
MODALIS

niort agglo
La Rochelle
Nouvelle-Aquitaine

Nouvelle-Aquitaine
Département de la Gironde

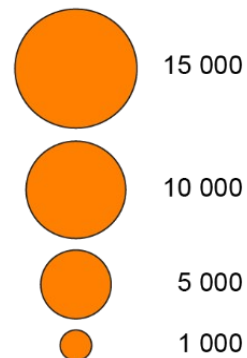
© 2023 Nouvelle-Aquitaine

Conclusion

- Interurban commuting is not a priority for public authorities
- However, we observe a growing concern that has benefited from shifts in competencies - from the departments to the region - and the expansion or acquisition of responsibilities by smaller local authorities
- These developments have created new arenas for negotiation and cooperation at non-local scales
- We also observe a growing influence of local employers
- Overall: Fragmented responsibilities and limited coordination across administrative levels □ Long-term solutions remain uncertain
- Key questions around funding and political leadership
- Work in progress □ Comparison with a second case study around Rouen (Normandy region)

Actifs sortants et flux principaux dans les aires d'attraction de 50 000 à 700 000 habitants de Nouvelle-Aquitaine

Nombre d'actifs sortants



Nombre d'interurbains



Limites géographiques

- Limites régionales
- Limites des aires d'attraction des villes

Tranche d'aire d'attraction des villes (Insee)

- Commune hors attraction des villes
- Aire de moins de 50 000 habitants
- Aire de 50 000 à moins de 200 000 habitants
- Aire de 200 000 à moins de 700 000 habitants
- Aire de 700 000 habitants ou plus (hors Paris)
- Aire de Paris

Flux orientés de plus de 500 actifs.

Source : MOBPRO 2018, Insee, 2020.

Cartographie : Benoit Conti & Sylvestre Duroudier, 2023.

