The West-East tram line is your tram line. It will make it easier for you to get around, even in rush hours, and it will revolutionise mobility in the local area. Multimodal transport has been given priority, with 3 interchanges and 1,250 spaces in park-and-ride facilities, while the line itself will be fully pedestrianised. The hill areas in both the West and the East will feel better connected.

More than a transport initiative, creating this new line will contribute to urban renewal, thus resulting in better standards of living across our Metropolis. More nature and green spaces, fewer cars on the roads (and so less noise and pollution), improved sharing of public spaces: our city is well and truly striking out as the Mediterranean's greenest Metropolis!

Christiane Estrosi
Deputy Mayor of Nice
President of the Nice Côte d’Azur Metropolis

A team dedicated to continuous dialogue with local residents and shop owners is continuously on hand to keep you up-to-date and support companies carrying out works.

Check opening times for the different INFOTRAM points at http://tramway.nice.fr/nous-contacter.

By email: tramway.contact@nicetnicedazur.org
By phone: 0800 0800 06

THE INFOTRAM TEAM ANSWERS YOUR QUESTIONS:

GOT QUESTIONS?

Scan this QR code to get all the answers to your questions at tramway.nice.fr
The West-East tram line will hold the residents of Nice get around in record times!

**SAVED TIME**
With an average frequency of up to one train every three minutes, the West-East line will become a real alternative to driving. This means that the whole tram journey from Port to Magnan will take just 6 minutes (instead of 7). The next journey to Magnan will be just 3 minutes later, so the tram will be able to drive at up to 70 km/h through the underground sections, with a service speed of 50 km/h, one of the highest in France, and a great way of helping Nice residents save precious time.

**EVER STRONGER ECONOMIC DYNAMISM**
T for Nice, the West-East tram line will be the fourth main link of activity in the skyport region, after the Palais des Congrès and the Palais des Expositions, as well as the historic old town and area of growth such as the Gin Hélène-Graal (Metropole of Nice Côte d’Azur). The Metropolis aims to merge the four main hubs of activity to preserve our architectural heritage and reduce noise pollution related to works. To do this, the Metropolis will study six different tree types for planting along the tramway, over 77,000 m² of green stretches and 2,400 trees. In addition, Vélobleu bike-sharing stations set up close to the trams and walking paths along the Promenade des Anglais by 20 %, resulting in less pollution and noise. In addition, vehicles shared by the bus network with a view to providing better service to the tram and rail lines, as well as to the airport, will help reduce traffic and pollution and will help Nice residents get an even stronger economic dynamism.

**MAKING IT EASIER TO GET FROM WEST TO EAST**
Taking over an aerial view of the city in the West-East, several tram lines have been planned, with the Saint Augustin interchange in particular, which will connect the tram directly to other modes of transport (plane, train, bus, car, bike).

**50,000 hours of on-site employment**

**77,000 m²**
Planted trees

**-20,000**
Cars

**30,000 m²**
Of redeveloped public spaces

**85%**
People and jobs served

**2,400**
Planted trees

**210,000 people and jobs served**

**-20,000**
Cars

**30,000 m²**
Of redeveloped public spaces

**50,000**
Hours of on-site employment

**140,000**
Passengers per day once in full operation

**120%**
Increase in transport capacity

**2 connections**
With line 1

**6 minutes**
Port > Magnan

**3 minutes**
Port > Airport

**27 minutes**
Port > Nice-Ville

**EVER MORE EFFICIENT BUS NETWORK**
Getting the tram and bus network will go hand-in-hand with restructuring the bus network with a view to providing better services in the city. This network will be extended by nine new lines, in particular to serve the tram network, as well as to ensure a better flow to the city centre, particularly thanks to the concept of zonal tickets, allowing more seamless travel for commuters in less pollution and noise.