

Action Plan

City of Bram and CCPLM



URBACT



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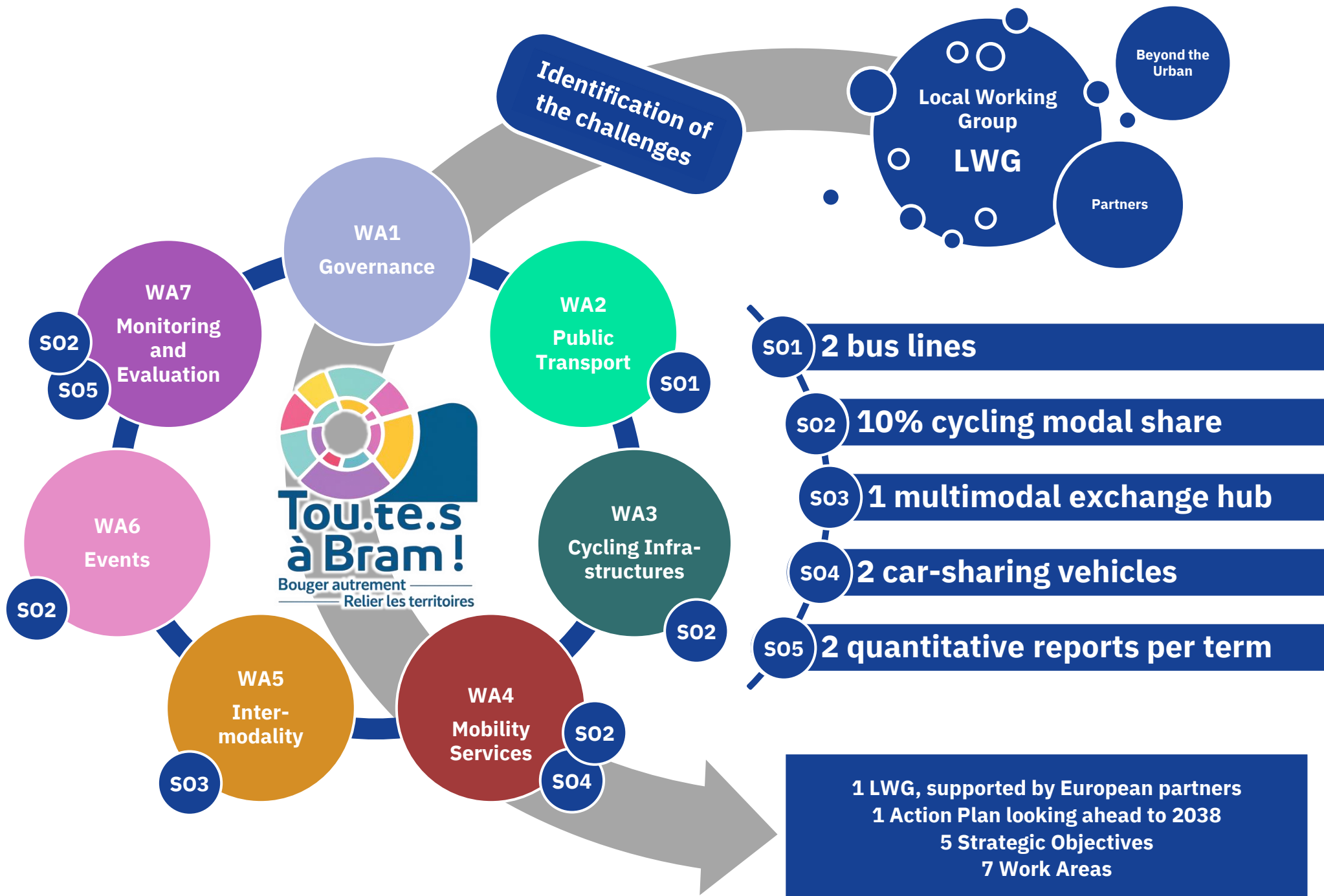
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Executive summary

Bram: a central hub linking rural areas with major metropolitan centres.





1. Local Context

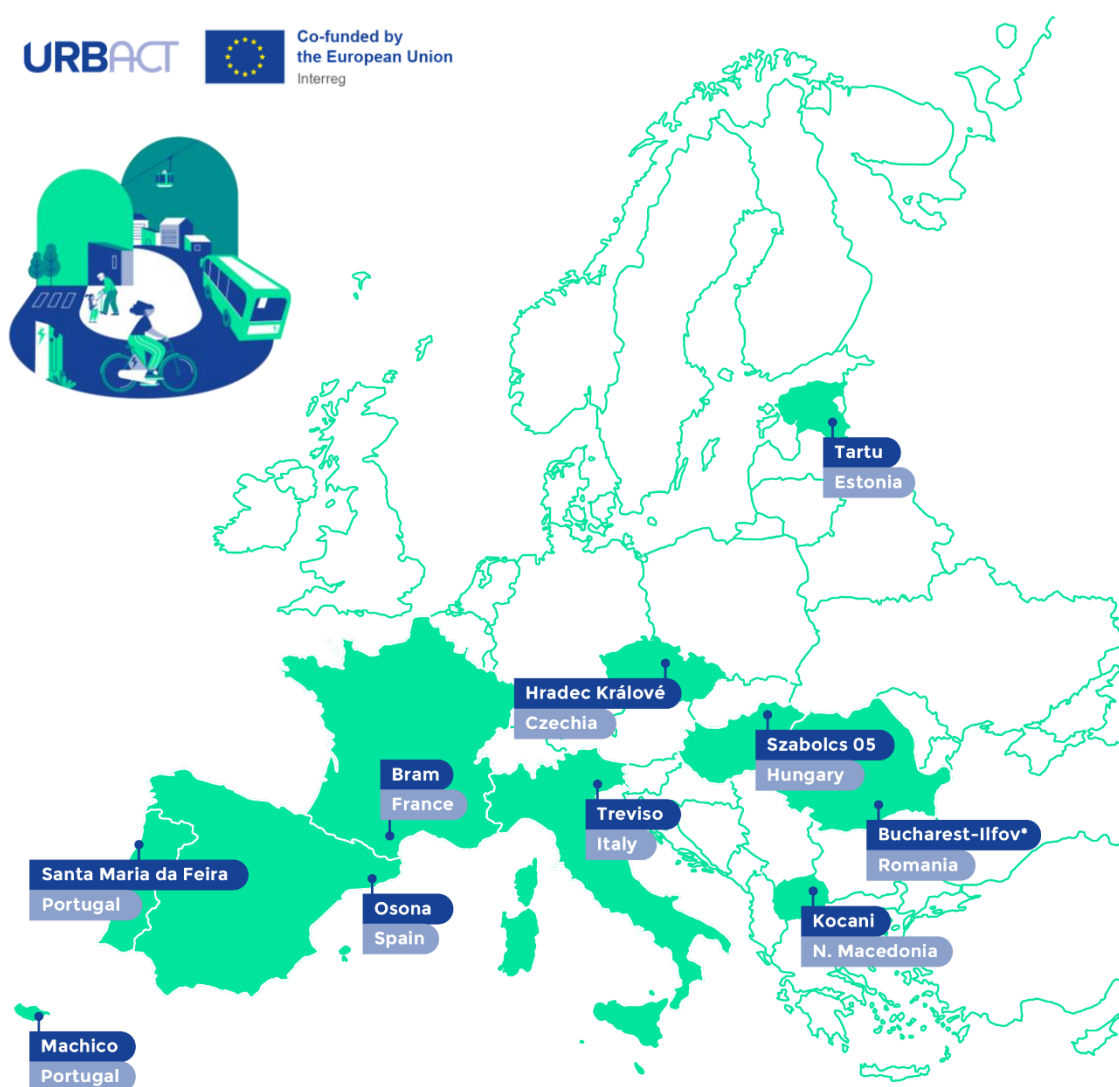
Impetus and a vision for the future.



1.1. Method

Strength of a European Network

The *Beyond the Urban* network, created in May 2023 as part of the European URBACT programme, is made up of ten European cities or regions that share **the ambition of improving urban and rural mobility**, as well as strengthening links between urban centres and sparsely populated areas through experimentation and the implementation of sustainable mobility solutions. These solutions focus particularly on issues such as intermodality, partnership-based governance, inclusion, gender equality, and the development of digital tools.



This network is based on exchanges and meetings, an open-access platform for sharing feedback and case studies from diverse contexts, support from international experts, the national URBACT networks, and a local working group within each city.

The City of Bram, in partnership with the Piège Lauragais Malepère Community of Municipalities (CCPLM), has chosen to join this network to benefit from the richness of the training and shared experience provided through this programme, and to apply it to its own mobility challenges.

Strong Partnerships

This approach is consistent with the carbon-neutrality objectives set for 2050 in the Paris Agreements adopted at COP21, with the 2023–2027 National Cycling and Walking Plan led by the Ministry of Transport, with the Green Pact of the Occitanie Region, and with the Territorial Coherence Scheme currently being revised by the PETR Pays Lauragais.

It is also part of the continuity of the “Bram on Bike” cycling plan and strongly connected to other calls for projects or programmes relating to mobility for which the City of Bram and/or the Community of Municipalities have been selected:



Active Mobility Fund

- Cycling infrastructure implementation
- Funding: France



Small Towns of Tomorrow

- Redevelopment and revitalisation of village centres
- Funding: ANCT



AVELO

- Cycle Infrastructure Master Plan, pilot projects and activities
- Funding: ADEME



TIMS

- Roadmap for Sustainable and Inclusive Mobility
- Funding: Cler



Innovation et Experimentation Grant

- Mobility services development
- Funding: Région Occitanie



Cycle tourism call for projects

- Cycle tourism infrastructure and rest areas
- Funding: ADEME

Through these local, national, and international objectives — and considering governance issues — **all institutions in the territory** are directly involved: those participating in local governance, as well as the State through its departmental and regional prefectures and agencies.

All these stakeholders, particularly the local institutional actors, commit to **taking an active role** in drafting and implementing the action plan, which forms part of the collective response to the environmental challenges and commitments mentioned above.

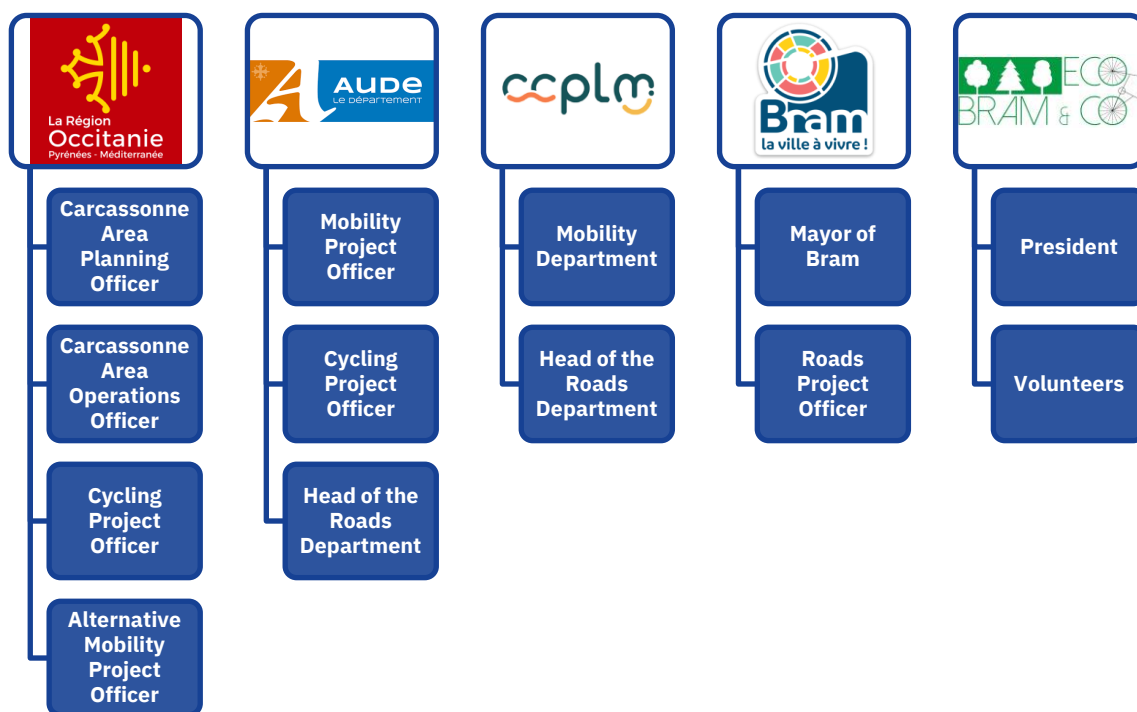
Strong Local Foundation

Within the *Beyond the Urban* network, the City of Bram established a **Local Working Group (LWG)** whose work led, on one hand, to local experiments — short-term, small-scale actions — and on the other hand to deeper, long-term reflection to develop a shared vision, long-term objectives, and the associated action plan.

Although the City of Bram has led and continues to lead many actions promoting sustainable and inclusive mobility, it has reached the limits of what it can implement alone as mobility issues increasingly extend beyond municipal boundaries. Since October 2024, the CCPLM has created a mobility department and is therefore naturally and progressively assuming the role of coordinating mobility at the scale of the wider territory.

It is therefore the CCPLM mobility department that is responsible for coordinating the Local Working Group (LWG) and for drafting this document.

The LWG consists of 17 members from various entities, is **proud to be gender-balanced with 53% women**, and functions as a space for discussion without hierarchy: every member's opinion is given equal weight, including that of the CCPLM mobility department, which acts solely as a facilitator.



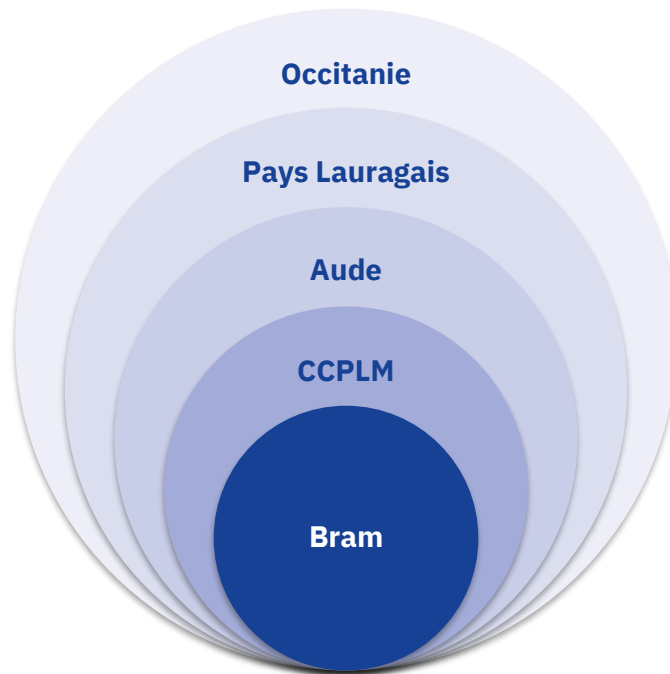
This action plan is thus the result of three years of reflection on **more sustainable, more intermodal, more inclusive, and more digital mobility**, enriched by the contributions of the LWG in which all local stakeholders are represented.

Finally, in the future **the LWG will ensure the monitoring and evaluation of the action plan**, as well as its evolution as actions are completed, new challenges emerge, and measurable results are obtained.

1.2. Current Situation

Governance

The City of Bram is a municipality of around **3,300 inhabitants, covering an area of 17 km²**. It is a member of the Piège Lauragais Malepère Community of Municipalities (38 municipalities and 16,200 inhabitants across 173 km²) and hosts its administrative headquarters. Bram is part of the PETR Pays Lauragais, the Aude Department, and the Occitanie Region.



Under the Mobility Orientation Act (LOM) promulgated on 24 December 2019, **the mobility authority for the area is the Occitanie Region**, as the Community of Municipalities did not choose to take on this responsibility.

The management of public transport and mobility services, broadly defined, therefore falls under regional jurisdiction. **However, the City of Bram and the CCPLM are involved in mobility-related issues** through their responsibilities over road infrastructure (e.g. cycling facilities), childhood and youth (e.g. cycling skills programmes), and the promotion of more sustainable and more inclusive mobility (events, awareness-raising). Moreover, policing powers (traffic circulation plans, etc.) remain the exclusive competence of the mayor.

The Aude Department is also directly involved due to its **responsibility for departmental roads** and through the development of a departmental cycling master plan and carpooling areas, delegated by the Region.

Finally, the PETR Pays Lauragais has no direct competence related to mobility but remains a key partner, particularly to ensure territorial coherence at the scale of the living area, through the Territorial Coherence Scheme incorporating the Climate-Air-Energy component, for which it is responsible.

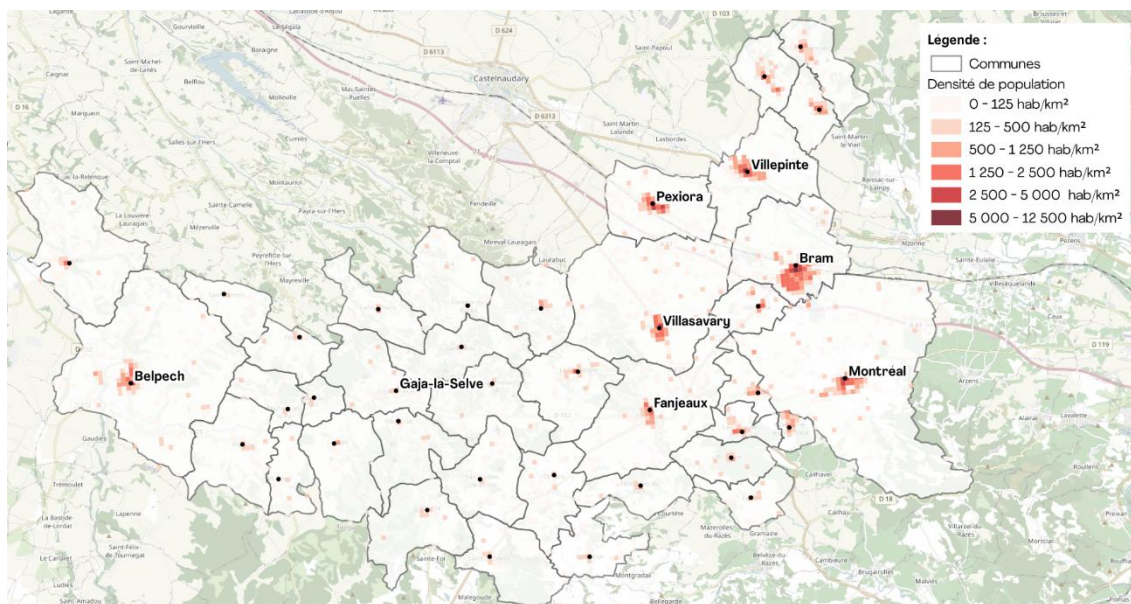


This distribution of responsibilities, which is relatively common in France, reveals a fundamental paradox: although mobility policy is overseen by the Region, it does not have competence over the road network, which nonetheless constitutes the infrastructure used by part of the transport offer (bus routes, cycle routes). **Cooperation between institutions is therefore a major challenge** to create an effective mobility system.

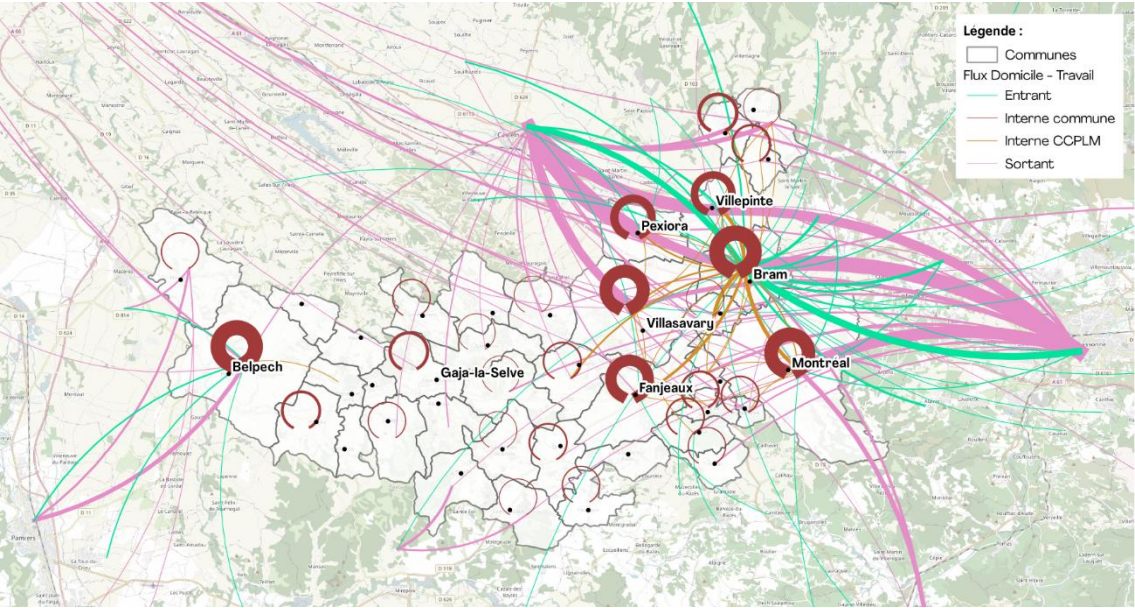
Mobility Behaviours

At the scale of the CCPLM, the population is composed of 50% working-age adults, 30% retirees, and 20% pupils and students. This population is organised into **7,000 households, 92% of which own at least one motor vehicle.**

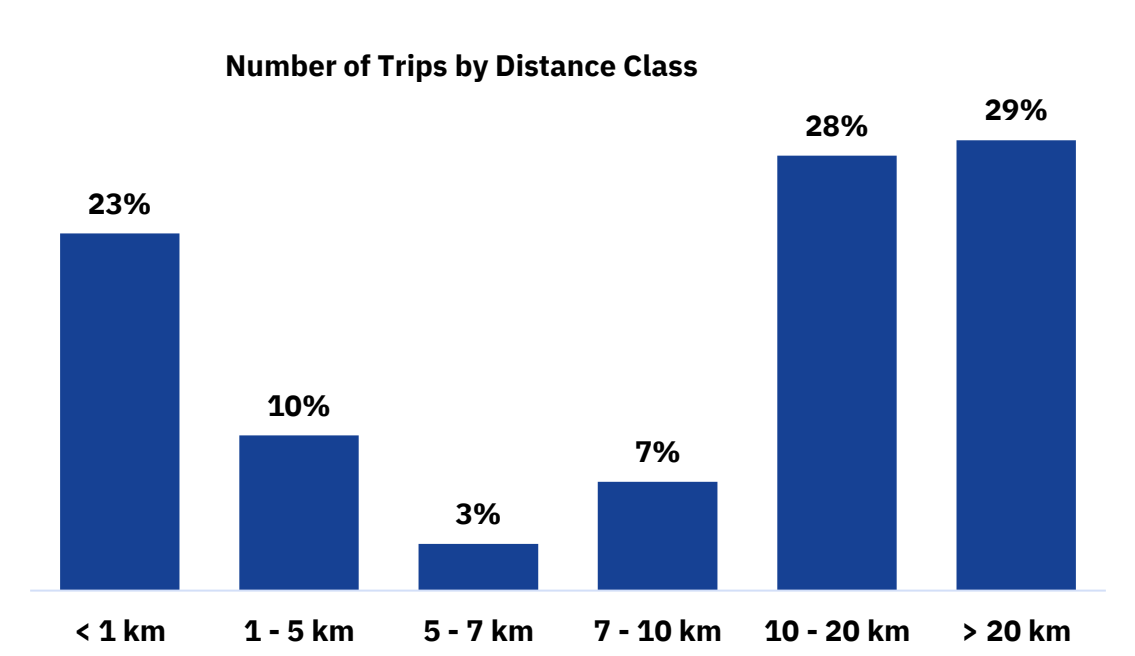
Population distribution is highly uneven, with significant concentrations in the eastern and western parts of the territory. Between these two poles, **the Piège hills consist of very rural municipalities.**



This distribution is reflected in commuting patterns, with **substantial internal flows in the eastern part of the territory and strong links with the municipalities of Castelnaudary and Carcassonne**, and at a wider scale Toulouse, while in the west mobility flows are more oriented towards the Ariège (Pamiers).

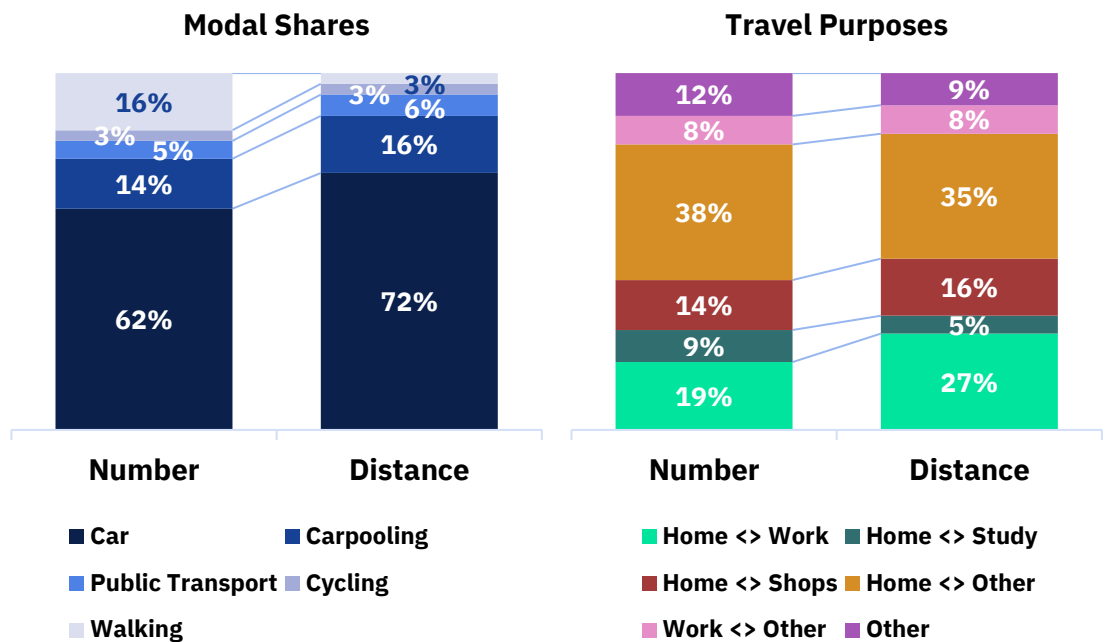


For this reason, distance-based trip distribution shows that **nearly 45% of journeys are under 10 kilometres** — yet the modal share of private cars remains extremely high at 87%.







Across all trip purposes, approximately 50,000 daily journeys are made within the territory — equivalent to an average of **3.3 trips, 30 kilometres travelled, or around 1 hour of travel time** per person on a weekday.

Mobility needs are also extremely diverse in terms of trip purposes, with commuting representing only 20% of all trips. Beyond major flows, **it is essential to consider the full range of daily mobility loops** to propose realistic alternatives to private car use.



Based on these statistical insights, 4 major conclusions have been identified:

-  The car remains the main mode of transport, used for more than 75% of all trips.
-  Walking is widely used, despite undersized or even non-existent infrastructure.
-  Cycling accounts for less than 5% of trips, even though nearly 45% of all journeys are under 10 km.
-  Public transport represents 5% of trips, even though the concentration of mobility flows in the Lauragais corridor is conducive to its development.

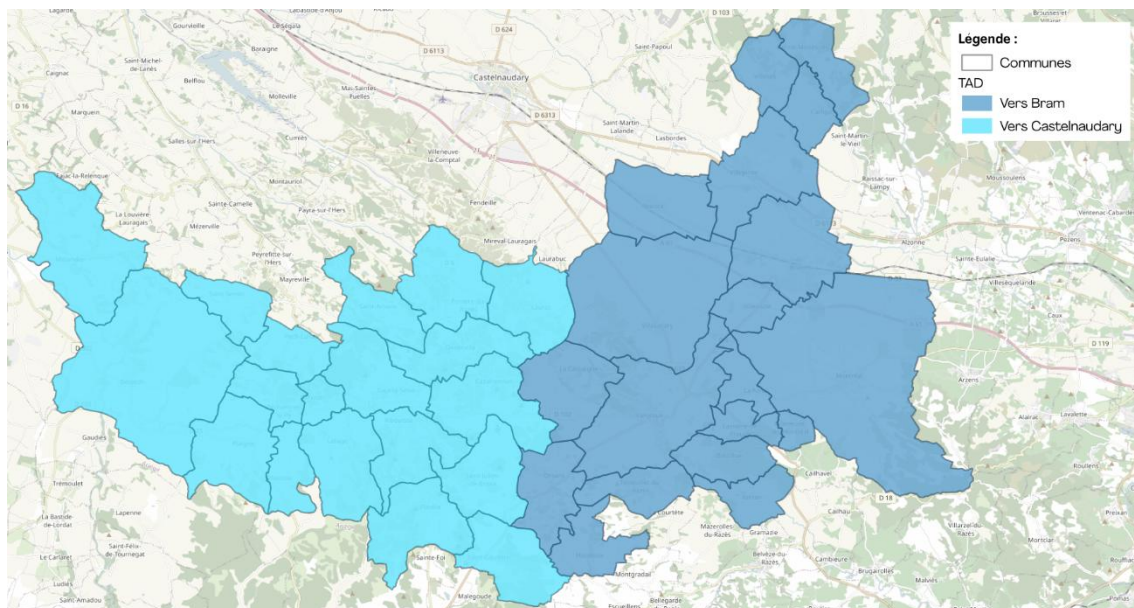
Public Transport

The city of Bram is served by a railway station with **23 regional trains per day in each direction**, towards Toulouse or Narbonne. These termini, together with the station at Carcassonne, ensure connections with national high-speed *TGV* and *Intercités* services.

The regional coach network comprises 3 lines (403, 405 and 411), but only one of them serves Bram, with just three services per day.



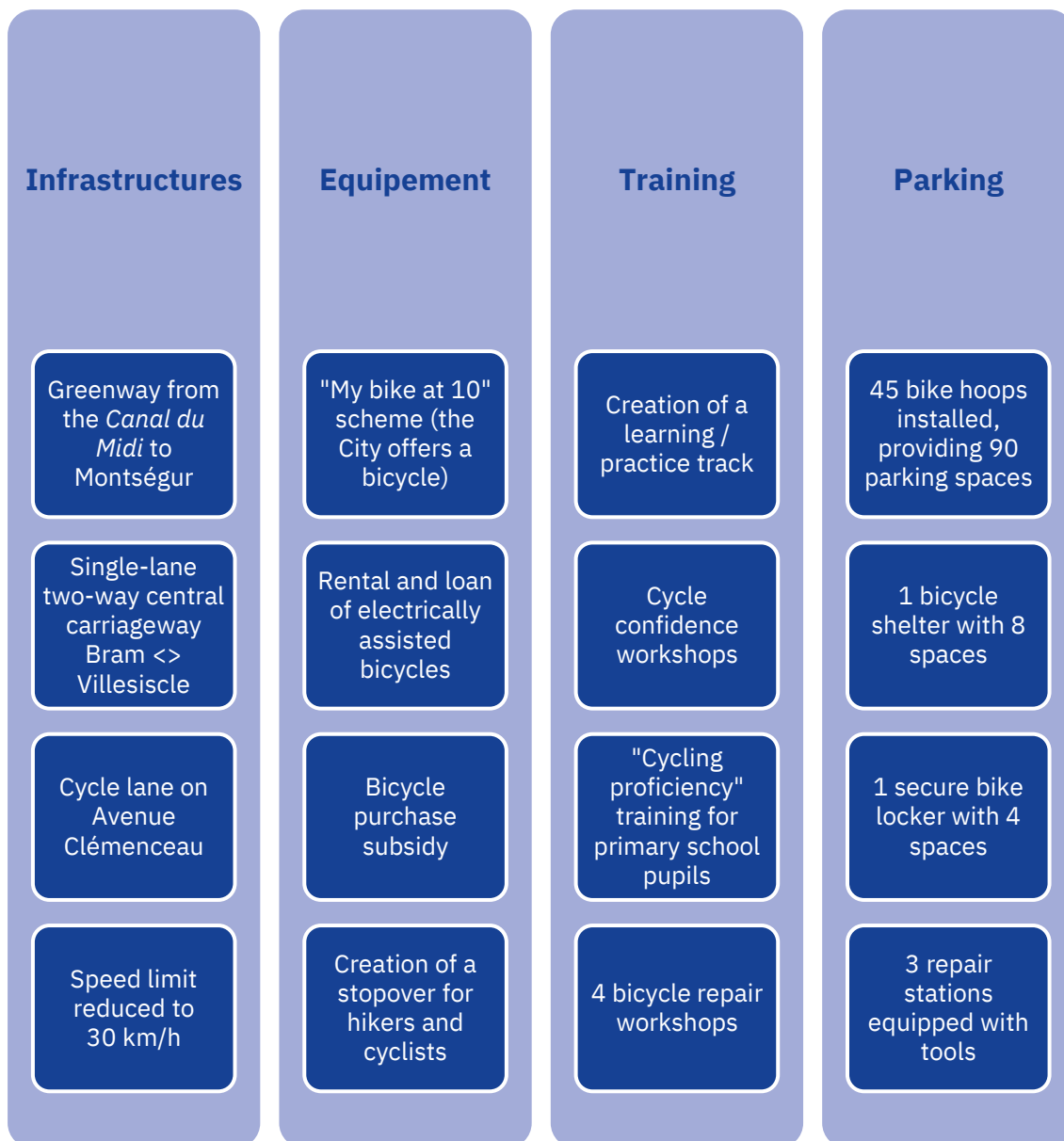
The CCPLM offers a Demand-Responsive Transport (DRT) service in partnership with the Region, allowing a return journey to Bram or Castelnaudary once per week in the morning.



Public transport provision in Bram therefore relies almost entirely on regional trains, with other services mainly responding to the needs of “captive” users – those without access to other modes.

Cycling

Although cycling mode share remains very low, the city of **Bram** was ranked the most cycle-friendly city in the Occitanie Region in the 2025 Cycling Barometer! This remarkable result — especially given Bram's size compared with large metropolitan areas like Toulouse or Montpellier — derives from natural advantages (flat topography, etc.) but above all from the results of the “**Bram on Bike**” programme (2020-2026), built on 4 pillars:

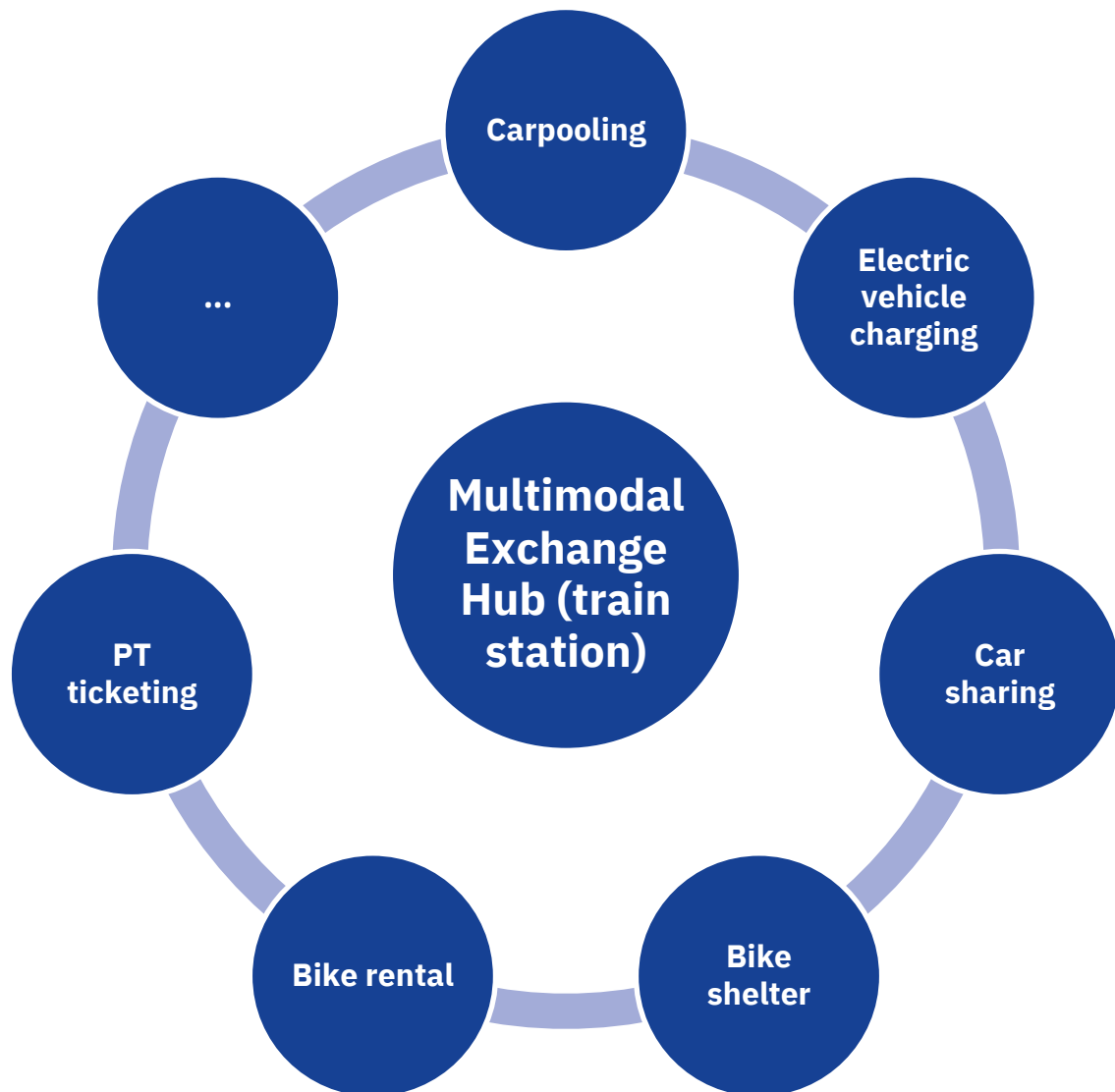


Although ambitious and largely completed, this programme remains a first step that must be consolidated and expanded through this action plan — particularly through initiatives such as the “vélobus” (cycle bus), which may also inspire other municipalities (see dedicated section).

Cycling in Bram is therefore developing thanks to the ambitious policies implemented to date and continued through this action plan, allowing the subject to be addressed at the intermunicipal level.

Other Mobility Services

The City of Bram has created, in partnership with other territorial institutions, carpooling and/or electric vehicle charging areas. Other projects are under development, such as shared-car stations or a fully-fledged **multimodal interchange hub around the railway station, bringing together all mobility services.**



However, the use of these alternative mobility services — particularly carpooling — remains very low. **Coordinated action between institutions** appears necessary to achieve a coherent proposal at territorial scale and aligned with mobility challenges.

Experiments

Vélobus

Since May 2024, the City of Bram, the CCPLM and the EcoBram&Co association have been experimenting with a *vélobus* service to take pupils to school.

The *vélobus* consists of 2 lines, each operated by a volunteer parent using a 9-seat pedal-assisted quadracycle, followed by children on their own bikes and a second volunteer parent acting as rear safety support.



Each line carries around 15 children to school every day – a number that continues to grow steadily! Contrary to initial concerns, weather conditions have not posed a significant problem: a slight decrease in ridership was observed in February and the service was cancelled only once due to heavy rain.

Teachers have highlighted an unexpected benefit: **children using the *vélobus* arrive at school much more ready to learn.**

Beyond the *vélobus*, the pedal-assisted quadracycles are also made available for other projects led by the City of Bram or local associations (tourist shuttle between the town centre and the Buzerens leisure centre, participation in Bram's carnival, etc.).

Three main lessons have emerged from this experiment:

The <i>vélobus</i> : an innovative mode of travel	The <i>rosalie</i> : a powerful communication tool	Sharing: a way of life for the future
<ul style="list-style-type: none">• 2 routes used daily by 35 children• Volunteer parents operate the service• Only 1 cancellation due to weather during the 2024-2025 school year	<ul style="list-style-type: none">• Immediately recognised by children and parents, sparking conversations• 2 current areas of use: <i>vélobus</i> and tourist shuttle	<ul style="list-style-type: none">• 3 <i>rosalies</i>, used by 3 different associations at different times, with more to come• 1 agreement for each user, necessary to ensure proper operation

Cycling Transhumance

From 10 to 24 May 2025, the *Mobilité en Lauragais* service travelled across the territory by bicycle, offering afternoon activities for schoolchildren in each host town, followed by a “mobility aperitif” open to the whole population in the evening, with various activities. This was the “Cycling Transhumance”.

This **itinerant project covered more than 150 kilometres and stopped in 15 towns**, mobilising a large audience around sustainable mobility issue. It created unprecedented momentum around **active travel, social cohesion, and citizen participation**.



Educational and Social Activities



Educational workshops were held each afternoon in schools and leisure centres, **raising awareness among 375 children about active mobility issues**.

These activities introduced children to different forms of active travel and their benefits in terms of health, autonomy, and environmental impact.

Significant disparities were observed in cycling equipment across schools: some had many bikes and training materials (cones, practice courses, etc.) while others had none. **This creates inequalities in children’s ability to learn to cycle.**



Citizen Engagement



More than 765 people participated in the “mobility aperitifs”, which offered opportunities to try alternatives to private cars and to discuss mobility in a friendly and informal setting.

Beyond the festive and participatory aspect, **these gatherings led to a co-constructed list of mobility issues** at the scale of the territory.

The “Cycling Transhumance” thus laid the foundations for more collaborative governance, **involving residents, associations, and local institutions**.

Partnerships Mobilised



Throughout the event, the *Mobilité en Lauragais* service benefited from support from other intercommunal departments and from the municipal teams of each host town, making the project **a truly collective endeavour**.

A total of **58 people** took part in the **cycling procession each morning** on one or more stages. Their presence embodied the spirit of solidarity, civic engagement, and conviviality characterising the project.



Feedback

The “Cycling Transhumance” was not only a remarkable human adventure but also an excellent opportunity to promote sustainable and inclusive mobility within the territory.

Mobility needs and territorial challenges were clarified through discussions with **more than 1,000 participants** of all genders, ages, and social backgrounds. The event also proved that cycling is feasible in the territory and encouraged people to try it.

A second edition is planned for May 2026, with the objective of showcasing existing and forthcoming mobility solutions in the territory — particularly those introduced through this action plan.

This new edition will build on the lessons learned from the first:

**Delegate
logistical aspects
to the
municipalities**

**Plan the
recruitment of
partners and
exhibitors earlier**

**Communicate
better, and
earlier**

**Mobilise local
associations and
their networks**

**Favour high-
footfall locations**

1.3. Summary of Challenges

Building on the work of the *Mobilité en Lauragais* department created at the intermunicipal level, and after reviewing the current situation, the LWG has committed to a shared vision:



This long-term vision, looking ahead to 2038, lies at the heart of the present action plan and stands as a response to the challenges identified in the previous pages:

A sharing of competences encouraging cooperation between stakeholders

A territory made up of several mobility catchment areas, including a very rural and isolated zone

A strong dependence on the car

A lack of high-quality infrastructure for pedestrians of all ages and genders

A large share of trips under 10 km, for which cycling is relevant

Public transport to be rethought in order to attract new users

Cycling use to be developed, inspired by the "Bram on Bike" plan and its 4 pillars

A multimodal exchange hub to be created around Bram station

Shared, innovative and/or digital services to be developed

A *vélobus* to sustain and expand beyond Bram

Continued promotion of sustainable and inclusive mobility

Cycling is not only the focus of a plan for Bram, but it becomes a central mode within a **complete, multimodal, and intermunicipal mobility system**. It represents the emergence of mobility that is accessible to all, innovative, and aligned with environmental challenges. It illustrates the vision of **a city that moves differently, and that connects** rural and urban territories.

2. Work Areas

Actions serving our objectives.

2.

To embody this shared vision, the Local Working Group (LWG) defined 5 Strategic Objectives, 5 indicators that everyone will be able to verify, **5 markers of success demonstrating that, by 2038, Bram will move differently and connect territories:**

SO1 2 bus lines

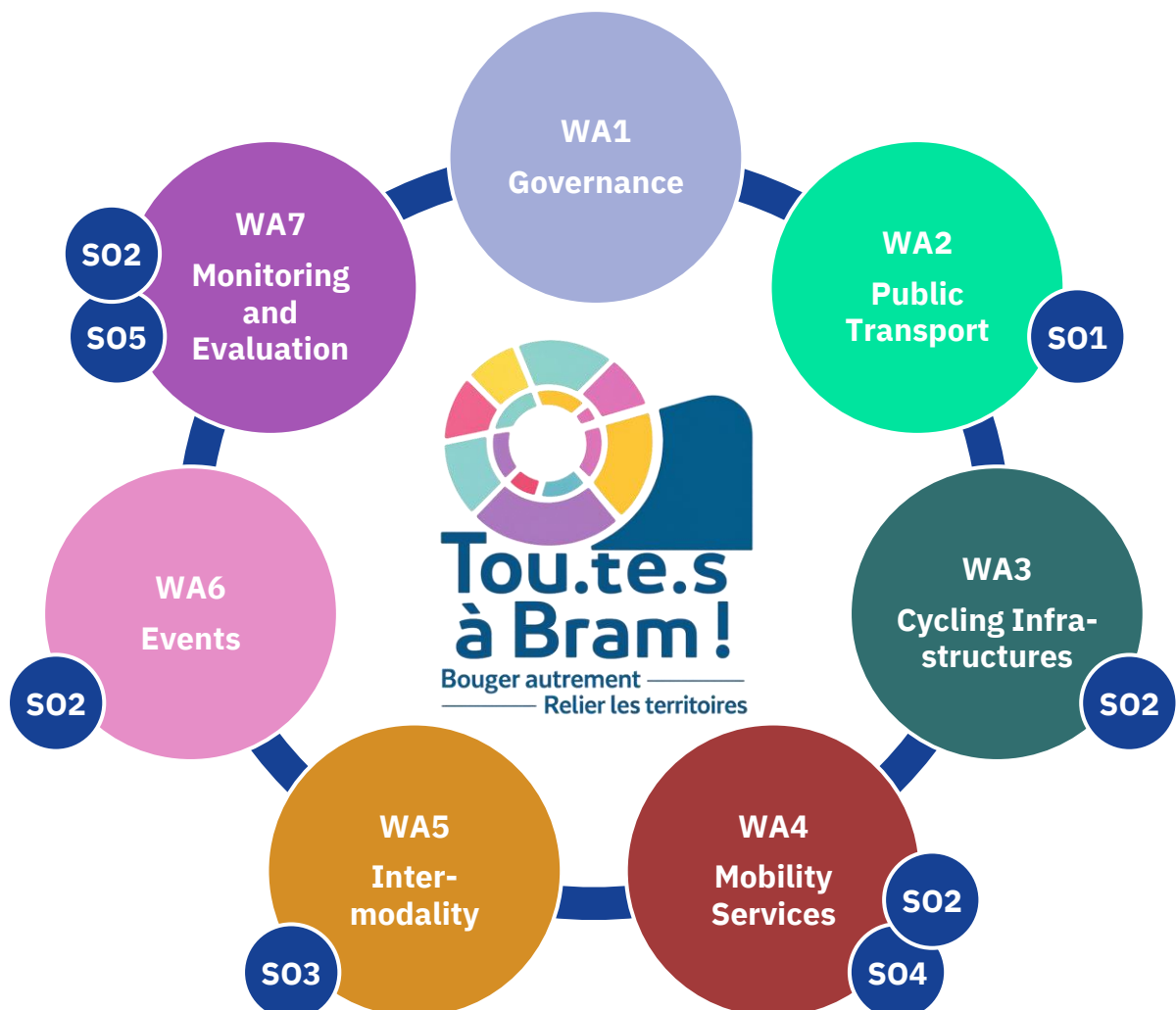
SO2 10% cycling modal share

SO3 1 multimodal exchange hub

SO4 2 car-sharing vehicles

SO5 2 quantitative reports per term

The action plan is structured into **7 Work Areas**, addressing these Strategic Objectives and many other objectives, detailed hereafter:



These work areas led to the identification of **a total of 18 actions**, each detailed in an “action sheet” presented in section 3:

WA1 – Governance

Action	Description	SO	Target
1.1	Ensure perfect coordination between institutions	All	At least 3 LWG meetings per year
1.2	Redefine competences to facilitate projects implementation	All	Clear mapping of competences, including potential transfers

WA2 – Public Transport

Action	Description	SO	Target
2.1	Open all public transport (including school buses) to all users	1	All public transport running in the territory is accessible to all users
2.2	Improve clarity of public transport offer	1	All types of public transport are presented on a single map and a single fare system
2.3	Increase public transport services to Bram	1	At least 2 bus lines serve Bram, with at least 20 services per day

WA3 – Cycling infrastructures

Action	Description	SO	Target
3.1	Densify the cycling network and ensure continuity	2	-60% discontinuity points and +300% km of cycle network compared with 2025
3.2	Improve clarity and visibility of cycling routes	2	Creation of a cycling signage plan and public cycling map
3.3	Develop bicycle parking and cyclist services	2	+200% bike parking spaces and +100% repair stations

WA4 – Mobility Services

Action	Description	SO	Target
4.1	Study a circulation plan more favourable to active modes	2	Test and implement an active-mobility-friendly circulation plan
4.2	Sustain the <i>vélobus</i> and replicate it in other cities	2	<i>Vélobus</i> created in at least 2 other cities
4.3	Develop carpooling, particularly within administrations	2	Every administration/business with more than 100 employees has a Workplace Mobility Plan
4.4	Launch a car-sharing strategy across the CCPLM	4	15 car-sharing stations (minimum 30 shared vehicles)

WA5 – Intermodality

Action	Description	SO	Target
5.1	Adapt timetables to ensure connections with trains	3	First bus arrives before first train; last bus leaves after last train
5.2	Create multimodal exchange hubs	3	At least 1 multimodal exchange hub completed

WA6 – Events

Action	Description	SO	Target
6.1	Promote more sustainable and inclusive mobility	2	At least 3 mobility-related events per year (<i>Mai à Vélo</i> , European Mobility Week, ...)

WA7 – Monitoring and Evaluation

Action	Description	SO	Target
7.1	Analyse effects of 30 km/h speed limit	2	Report assessing impacts on town-centre cyclability
7.2	Create a cycling network monitoring tool	2	Continuous knowledge of discontinuities, km of cycle infrastructure, and bike parking
7.3	Create a mobility observatory	5	Continuous knowledge of mobility supply, demand, practices, and trends

3. Action Plan

Actions to evolve and help others evolve.

3.

This action plan brings together 18 actions, organised into 7 Work Areas, with the aim of achieving, by 2038, the vision established by the Local Working Group (LWG):



Each action is presented in a standardised “action sheet” format:

Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
0.1							C
0.1.1							P
0.1.2							D
0.1.3							S
0.1.4							A
Partners				<div>Risk of non-achievement</div> <div>Probability</div> <div>Severity</div>			
Funding							






The target must be a quantifiable objective, consisting of one or more indicators. It represents the concrete goals of each action or sub-action, which complement or contribute to the Strategic Objectives (SOs).








Each “action sheet” element must be updated regularly, specifically the status (stat.) of each action or sub-action, using the following codes:

- C = Completed
- P = In progress
- D = Do (short term)
- S = Study and then do (medium term)
- A = Anticipate (to study and then do in long term, if the need is confirmed)

WA1 – Governance







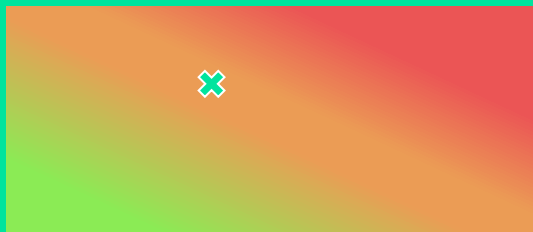









Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
1.1	Ensure perfect coordination between institutions	All	At least 3 LWG meetings per year	-	 Mobility	From 2025	P
1.1.1	Schedule a partners' meeting at the beginning of 2026	All	More than 70% of partners present	-	 Mobility	01/2026	C
1.1.2	Begin each partners' meeting by setting the date of the next meeting	All	More than 70% partners present every 3 to 4 months	-	 Mobility	From 2025	P
1.1.3	Ensure gender balance	All	Maintain gender parity	-	 Mobility	From 2025	P
Partners	Region, Department, City			<div><div>Risk of non-achievement</div><div></div><div><div>Probability</div><div>Severity</div></div></div>			
Funding	• None						







Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.	
1.2	Redefine competences to facilitate project implementation	All	Clear mapping of competences including potential transfers	15 k€		Mobility	2030	P
1.2.1	Analyse possible governance and funding models for mobility, considering all relevant competences	All	Study comparing at least 3 governance and funding scenarios	10 k€		Mobility	06/2026	P
1.2.2	Organise a discussion and debate session with elected officials	All	Collective validation of a future governance model	-		Mobility	09/2026	D
1.2.3	Test the new governance model on a transitional basis before any formal delegation of authority	All	Transitional governance active for at least 2 years	-		Mobility	06/2027 – 06/2029	S
1.2.4	Evaluate the effectiveness of the transitional governance	All	Study proposing potential governance adaptations	5 k€		Mobility	06/2030	A
1.2.5	Implement the new governance model	All	Formal delegations of authority beginning 1 January 2031	-		Mobility	12/2030	A
Partners	Region, Department, City			<div><div>Risk of non-achievement</div><div><div>Probability</div><div></div><div>Severity</div></div></div>				
Funding	• TEMI call for projects							

WA2 – Public Transport













Action	Description	SO	Target	Budget		Responsible	Deadline	Stat.
2.1	Open all public transport services (including school buses) to all users	1	All public transport services operating in the territory are accessible to all users	40 k€		DMP	2027	D
2.1.1	Test the opening of a high-potential school bus line to all users	1	At least one school bus line opened to all users	5 k€		DMP	09/2026	D
2.1.2	Study scenarios for opening school bus lines to all users	1	Scenario chosen by the LWG	10 k€		DMID	10/2026	D
2.1.3	Use the renewal of operators' contracts as an opportunity to open all school bus lines to the public	1	All school bus lines accessible to all users	-		DMP	09/2027	S
2.1.4	Carry out extensive communication on the public transport network opened to all	1	100% of public transport users know that they can use school bus lines	-		DMP	10/2027	S
2.1.5	Evaluate the impacts of this opening, particularly on ridership	1	+50% ridership on school bus lines and +40% ridership across the entire network	25 k€		DMID	09/2028	A
Partners	Department, CCPLM			<div><div>Risk of non-achievement</div><div><div>Probability</div><div></div><div>Severity</div></div></div>				
Funding	<ul style="list-style-type: none">Horizon Europe programmeMACIF Foundation							









Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.	
2.2	Improve the clarity of the public transport offer	1	All types of public transport grouped on a single map and single fare structure	160 k€		DMID	09/2031	P
2.2.1	Conduct a prospective analysis of public transport provision and associated fare structures	1	Full understanding of current and future public transport provision	-		Mobility	12/2025	C
2.2.2	Produce maps presenting the entire public transport offer across the territory	1	Maps available in every public facility in the territory	-		DMP	06/2026	P
2.2.3	Create a unified fare structure	1	Unified fare system adopted	10 k€		DMID	09/2029	S
2.2.4	Introduce a common tool for managing the unified fare structure	1	Common tool adopted by all partners	50 k€		DMID	09/2030	S
2.2.5	Implement a single regional Mobility-as-a-Service (MaaS) application	1	All mobility services integrated into a single application	100 k€		DMID	09/2031	A
Partners	Department, CCPLM			<div><div>Risk of non-achievement</div><div><div>Probability</div><div></div><div>Severity</div></div></div>				
Funding	<ul style="list-style-type: none">Horizon Europe programmeMACIF Foundation							









Action	Description	SO	Target	Budget		Responsible	Deadline	Stat.
2.3	Increase public transport services to Bram	1	At least 2 bus lines serving Bram, with at least 20 services per day	480 k€		DMP	2029	D
2.3.1	Add stops (at least one per municipality) on the existing line 405	1	At least 3 additional stops in service	120 k€		DMID	06/2029	D
2.3.2	Study the feasibility of: <ul style="list-style-type: none">diverting line 405 (terminus in Bram)creating a Bram-Pamiers lineextending lines 383 and 414 to Mirepoixremoving lines 350, 401, 403 et 406	1	3 scenarios proposed, all involving Bram served by at least 2 bus lines with at least 20 services per day	-		Mobility	12/2025	P
2.3.3	Test one of the scenarios for 3 years	1	Analysis of impacts on ridership	360 k€		DMP	06/2026 – 09/2029	D
2.3.4	Implement long-term adjustments to public transport provision	1	Long-term implementation in place	-		DMP	09/2029	S
Partners	Department, CCPLM			<div><div>Risk of non-achievement</div><div><div>Probability</div><div></div><div>Severity</div></div></div>				
Funding	<ul style="list-style-type: none">Horizon Europe programmeMobility tax							

WA3 – Cycling Infrastructures










Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
3.1	Densify the cycling network and ensure continuity	2	-60% discontinuity points and +300% km of cycling infrastructure compared with 2025	1,4 M€	 Mobility	2038	D
3.1.1	Produce a Cycling Infrastructure Master Plan (CIMP)	2	CIMP adopted	-	 Mobility	12/2026	P
3.1.2	Implement at least 3 pilot cycling connections	2	Tactical implementation of 3 connections (temporary / experimental layouts)	30 k€	 Mobility	06/2027	D
3.1.3	Produce a Roadway Design Guide (RDG)	2	RDG adopted	-	 Mobility	12/2028	D
3.1.4	Permanently implement pilot connections	2	Permanent implementation of pilot connections	180 k€	 Mobility	06/2030	S
3.1.5	Revise the CIMP and RDG	2	Updated CIMP and RDG adopted	-	 Mobility	12/2032	S
3.1.6	Build at least 3 cycling connections	2	Construction of 3 connections	600 k€	 Mobility	06/2035	A
3.1.7	Revise the CIMP and RDG	2	Updated CIMP and RDG adopted	-	 Mobility	12/2038	A
3.1.8	Build at least 3 cycling connections	2	Construction of 3 connections	600 k€	 Mobility	12/2038	A
Partners	Department, City			<div><div>Risk of non-achievement</div><div></div><div><div>Probability</div><div>Severity</div></div></div>			
Funding	<ul style="list-style-type: none">LEADER fundsGreen Fund – Cycling infrastructuresAVELO call for projects						







Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
3.2	Improve the clarity and visibility of cycling routes	2	Creation of a cycling signage scheme and publication of a public cycling map	60 k€	 Mobility	2032	P
3.2.1	Produce a cycling map based on the CIMP (see 3.1.1)	2	Cycling map made available to the public	-	 Mobility	06/2027	P
3.2.2	Define the visual identity of cycling infrastructure (according to network function and type of use)	2	Visual identity defined	-	 Mobility	06/2027	D
3.2.3	Produce a Cycling Signage Scheme (CSS)	2	CSs adopted	-	 Mobility	12/2027	D
3.2.4	Implement signage across the entire cycling network	2	Signage fully implemented	60 k€	 Mobility	12/2028	S
3.2.5	Ensure new cycling infrastructure complies with the visual identity and CSS	2	All new cycling infrastructure respects the defined standards	-	 Mobility	From 2029	S
3.2.6	Ensure cycling map is updated at least every 6 years	2	Cycling map updated every 6 years	-	 Mobility	From 2032	A
Partners	Department, City			<div><div>Risk of non-achievement</div><div><div>Probability</div><div></div><div>Severity</div></div></div>			
Funding	<ul style="list-style-type: none">Green Fund – Cycle tourismAVELO call for projects						







Action	Description	SO	Target	Budget	Responsible		Deadline	Stat.
3.3	Develop bicycle parking and cyclist services	2	+200% bicycle parking spaces and +100% repair stations	64 k€		Mobility	2029	P
3.3.1	Support Tourist Offices in managing the “Accueil Vélo” label	2	Active partnership from 2026	-		Mobility	From 2025	C
3.3.2	Integrate bike parking and repair stations into the Intermunicipal Mobility Fund	2	Parking and repair stations included in the Intermunicipal Mobility Fund	-		Mobility	12/2025	P
3.3.3	Install facilities	2	+3 parking spots and +1 repair station	16 k€		Mobility	12/2026	D
3.3.4	Install facilities	2	+3 parking spots and +1 repair station	16 k€		Mobility	12/2027	D
3.3.5	Install facilities	2	+3 parking spots and +1 repair station	16 k€		Mobility	12/2028	S
3.3.6	Install facilities	2	+3 parking spots and +1 repair station	16 k€		Mobility	12/2029	A
Partners		Department, City		<div><div>Risk of non-achievement</div><div><div>Probability</div><div></div><div>Severity</div></div></div>				
Funding		<ul style="list-style-type: none">Green Fund – Cycle tourismAVELO call for projects						









WA4 – Mobility Services



Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
4.1	Study a circulation plan more favourable to active modes	2	Implementation of a circulation plan favourable to active modes	45 k€	 Roads	2032	S
4.1.1	Organise a public consultation to develop a shared vision covering: <ul style="list-style-type: none">Essential or non-essential functions (greenery, etc.)Prioritisation between functions (depending on available space)Acceptability of solutions (one-way systems, etc.)	2	Guidelines to support the study	-	 Roads	09/2027	D
4.1.2	Analyse several scenarios	2	Study including at least 3 scenarios, broken down by neighbourhood	20 k€	 Roads	06/2028	D
4.1.3	Organise a public consultation to select the circulation plan	2	Circulation plan validated	-	 Roads	09/2028	S
4.1.4	Test the new circulation plan	2	Impact study and improvement proposals	15 k€	 Roads	03/2029 – 12/2031	S
4.1.5	Make the circulation plan permanent	2	Circulation plan made permanent	10 k€	 Roads	03/2032	A
Partners	CCPLM			<div><div>Risk of non-achievement</div><div><div>Probability</div><div></div><div>Severity</div></div></div>			
Funding	<ul style="list-style-type: none">None						






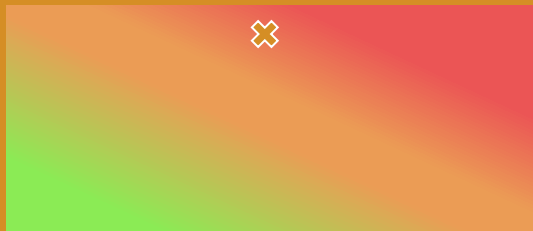
Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
4.2	Sustain the <i>vélobus</i> and replicate it in other towns	2	<i>Vélobus</i> services created in at least 2 other towns	20 k€	 Mobility	2032	P
4.2.1	Support the associations operating the <i>vélobus</i> daily	2	Existing and future <i>vélobus</i> systems are sustainable	-	 Mobility	From 2025	P
4.2.2	Replicate the <i>vélobus</i> system in Belpech	2	<i>Vélobus</i> operating in Belpech	-	 Mobility	09/2026	D
4.2.3	Promote the <i>vélobus</i> to Bram secondary school pupils, encouraging independent cycling to the college in small groups	2	At least 20 pupils regularly cycle to the college	-	 Mobility	06/2027	D
4.2.4	Identify additional candidate towns and replicate the <i>vélobus</i> there	2	At least one additional <i>vélobus</i> operating	20 k€	 Mobility	09/2032	D
Partners	City			<div><div>Risk of non-achievement</div><div><div>Probability</div><div></div><div>Severity</div></div></div>			
Funding	• AVELO call for projects						








Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
4.3	Develop carpooling, especially within administrations	2	Every administration or company with more than 100 employees has a Workplace Mobility Plan (WMP)	-	 Mobility	2034	P
4.3.1	Implement a Workplace Mobility Plan within the administrations and companies of the LWG	2	All administrations and companies in the LWG have adopted a WMP	-	 Mobility	09/2026	P
4.3.2	Encourage administrations and companies with more than 100 employees to implement a WMP	2	10% of administrations and companies have adopted a WMP	-	 Mobility	09/2027	D
4.3.3	Encourage administrations and companies with more than 50 employees to implement a WMP	2	30% of administrations and companies have adopted a WMP	-	 Mobility	09/2030	S
4.3.4	Encourage groups of companies with more than 50 employees to implement an inter-company mobility plan (ICMP)	2	80% of administrations and companies have adopted either a WMP or an ICMP	-	 Mobility	09/2034	A
Partners	Region, Department, City			<div>Risk of non-achievement</div> <div><div>Probability</div><div></div><div>Severity</div></div>			
Funding	• None						

Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.	
4.4	Launch a car-sharing strategy across the CCPLM	4	15 car-sharing stations, totalling at least 30 shared vehicles	540 k€		Mobility	2033	P
4.4.1	Analyse several scenarios for integrating CCPLM vehicles into a car-sharing scheme	4	Scenario selected	-		Mobility	12/2025	P
4.4.2	Test the selected scenario for at least 2 years	4	At least 2 car-sharing stations (minimum 4 shared vehicles)	60 k€		Mobility	06/2026 – 06/2028	D
4.4.3	Analyse results and study several expansion scenarios	4	Scenario selected	-		Mobility	12/2028	S
4.4.4	Test the selected expansion scenario for at least 3 years	4	At least 6 car-sharing stations (minimum 12 shared vehicles)	120 k€		Mobility	06/2029 – 06/2032	S
4.4.5	Analyse results and study scenarios for long-term deployment	4	Scenario selected	-		Mobility	12/2032	A
4.4.6	Roll out the car-sharing service long-term across the CCPLM	4	At least 12 stations (minimum 24 shared vehicles)	360 k€		Mobility	06/2033	A
Partners	Region			<div><div>Risk of non-achievement</div><div><div>Probability</div><div></div><div>Severity</div></div></div>				
Funding	<ul style="list-style-type: none">Horizon Europe programmeMACIF Foundation							

WA5 – Intermodality









Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
5.1	Adapt timetables to ensure connections with trains at the station	3	The first bus arrives at the station before the first train and the last bus leaves the station after the last train	-	 DMP	2029	D
5.1.1	Study the feasibility of such timetable adjustments for existing line 411	3	Adjusted timetable for line 411	-	 DMP	09/2026	D
5.1.2	Consider this requirement in Action 2.3.2 (feasibility of improving public transport services to Bram)	3	Adjusted theoretical timetables for lines 405, 411 and Bram <> Pamiers	-	 DMP	12/2025	D
5.1.3	Consider this requirement in Action 2.3.3 (testing improved public transport services to Bram)	3	Adjusted test timetables for lines 405, 411 and Bram <> Pamiers	-	 DMP	06/2026 – 09/2029	D
5.1.4	Consider this requirement in Action 2.3.4 (long-term improvement of public transport services to Bram)	3	Adjusted long-term timetables for lines 405, 411 and Bram <> Pamiers	-	 DMP	09/2029	S
Partners	CCPLM, City			<div><div>Risk of non-achievement</div><div></div></div>			
Funding	<ul style="list-style-type: none">Horizon Europe programmeMobility tax						

Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.	
5.2	Create multimodal exchange hubs (MEHs)	3	At least 1 multimodal exchange hub completed	1,4 M€		Mobility	2032	P
5.2.1	Finalise the feasibility study for the Bram station MEH	3	Feasibility of one variant confirmed	-		Roads	10/2025	C
5.2.2	Study the feasibility of other (smaller) MEHs across the territory	3	Feasibility confirmed for at least 3 additional MEHs	-		Mobility	06/2026	P
5.2.3	Transform the Poteau project (currently underway) into a MEH	3	Secure bicycle parking spaces installed and regional liO coach services stopping at the bus stop	40 k€		Mobility	09/2026	P
5.2.4	Implement the Bram station MEH project	3	Inauguration of the Bram station MEH	1,2 M€		Mobility	09/2032	D
5.2.5	Implement additional MEH projects in the territory	3	Inauguration of additional MEHs	200 k€		Mobility	09/2032	S
Partners	Region, Department, City			<div>Risk of non-achievement</div> <div><div>Probability</div><div></div><div>Severity</div></div>				
Funding	<ul style="list-style-type: none">LEADER fundsGreen Fund – Sustainable mobility in rural areas							





WA6 – Events













Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
6.1	Promote more sustainable and more inclusive mobility	2	At least 3 events per year (e.g. “Mai à Vélo”, European Mobility Week, etc.)	12 k€	 Mobility	From 2025	P
6.1.1	Hold an annual <i>Cycling Transhumance</i> as part of “Mai à Vélo”	2	Annual <i>Cycling Transhumance</i> , with a specific theme for each edition	12 k€	 Mobility	From 2025	P
6.1.2	Organise a public presentation of this action plan	2	Collection of public feedback	-	 Roads	03/2026	D
6.1.3	Organise an annual carpooling challenge within administrations and businesses during European Mobility Week	2	Development of carpooling for home-to-work travel	-	 Mobility	From 2026	D
6.1.4	Organise an annual public consultation on this action plan covering: <ul style="list-style-type: none">Progress of actionsPrioritisation of actionsNew proposals for actions	2	Public feedback collected	-	 Mobility	From 2026	D
Partners	Region, Department, City			<div>Risk of non-achievement</div> <div><div>Probability</div><div>Severity</div></div>			
Funding	<ul style="list-style-type: none">AVELO call for projectsTEMI call for projects						

WA7 – Monitoring and Evaluation



Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
7.1	Analyse the effects of the 30 km/h speed limit	2	Report analysing, in particular, the impact of the 30 km/h limit on town-centre cyclability	15 k€	 Roads	2026	D
7.1.1	Analyse the effects of the 30 km/h speed limit	2	Report analysing the effect of the 30 km/h limit, especially on town-centre cyclability	15 k€	 Roads	03/2026	D
7.1.2	Integrate this feedback into the design of the new circulation plan (Action 4.1.1)	2	Public presentation of results during the consultation phase	-	 Roads	09/2027	D
Partners	CCPLM			<div>Risk of non-achievement</div> <div><div>Probability</div><div></div><div>Severity</div></div>			
Funding	• None						

Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.
7.2	Create a tool to monitor the cycling network, its discontinuities, and bicycle parking offer	2	Continuous knowledge of the number of discontinuity points, kilometres of cycling infrastructure and bicycle parking spaces	-	 Mobility	From 2025	P
7.2.1	Extract all available data (OpenStreetMap, road ownership, Cycling Barometer, etc.)	2	Database compiled	-	 Mobility	09/2025	C
7.2.2	Create a GIS tool for visualising and updating this data, including layouts for producing maps and indicators at any time	2	Tool enabling the extraction of maps and indicators available	-	 Mobility	06/2026	P
7.2.3	Ensure regular updates of the tool and use it for future revisions of the action plan and other analyses	2	Updated with each modification of data (new surveys, new infrastructure, etc.)	-	 Mobility	From 2025	P
Partners	Department, City			<div><div>Risk of non-achievement</div><div><div>Probability</div><div></div><div>Severity</div></div></div>			
Funding	• None						

Action	Description	SO	Target	Budget	Responsible	Deadline	Stat.	
7.3	Create a mobility observatory	5	Continuous knowledge of mobility offer, demand, practices and trends for each mode across the territory	110 k€		Mobility	From 2028	D
7.3.1	Conduct a first certified mobility survey (EMC²)	5	First EMC² completed	60 k€		Mobility	12/2027	D
7.3.2	Based on this and on the cycling network monitoring tool (Action 7.2.2), create a mobility observatory enabling: <ul style="list-style-type: none">• Updates of mobility offer data• Updates of mobility demand data (via EMC²)• Extraction of maps and indicators	5	Fully operational mobility observatory: <ul style="list-style-type: none">• Offer data updated by the mobility department• Demand data updated via EMC²• Accessible to all for generating maps and indicators	40 k€		Mobility	12/2027	D
7.3.3	Ensure regular updates and use of the observatory	5	At least one EMC² survey every 6 years	10 k€		Mobility	From 2028	S
Partners	Region, Department, City			<div>Risk of non-achievement</div> <div></div>				
Funding	<ul style="list-style-type: none">• Driving Urban Transition call for projects• Horizon Europe programme• Mobility tax							

4. Implementation

Committed partners, and a local group to monitor and evaluate the action plan.



4.1. Governance




As explained in section 1, the Local Working Group (LWG) — led by the CCPLM Mobility Department — is the body that has carried the work to this point. It is therefore logical that **the LWG remains the governance body for the action plan.**

The LWG is the most appropriate forum for this purpose, as it brings together all institutional, associative, and civic partners.

In accordance with Action 1.1, its meetings will provide the opportunity to review the progress of each action, update the action sheets where necessary, adjust planning and priorities through a shared decision-making process.



3 LWG members have been identified as responsible for various actions:

Responsible	WA1	WA2	WA3	WA4	WA5	WA6	WA7
		2.1 2.2 2.3			5.1		
	1.1 1.2		3.1 3.2 3.3	4.2 4.3 4.4	5.2	6.1	7.2 7.3
				4.1			7.1

The CCPLM therefore plays a central role in the development of mobility in Bram, behaviour change, and creating links between territories.

Although this distribution of roles is coherent in relation to the territory and its mobility patterns, the division of competences (roads / mobility / policing powers) raises questions and must evolve—this is the aim of Action 1.2.

However, even though the CCPLM is identified as the LWG coordinator, it cannot carry out all actions alone. Despite the identification of responsible entities, the plan remains a **collective endeavour, whose effectiveness is guaranteed by the LWG.**

The collaborative nature of the action plan also applies to funding: **each action will be co-funded by the relevant LWG members**, according to their means and level of involvement (to be defined on a case-by-case basis).

Additional financing will also be sought, based on the opportunities already identified in the “action sheets” and summarised below.

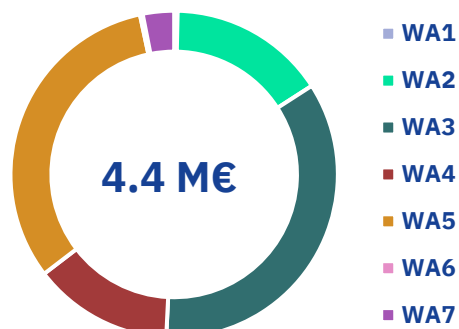
WA	Action	Budget	EU	MT	GF	AVELO	TEMI	MACIF	
1	1.1	-							
	1.2	15 k€							
2	2.1	40 k€							
	2.2	160 k€							
	2.3	480 k€							
3	3.1	1.4 M€							
	3.2	60 k€							
	3.3	64 k€							
4	4.1	45 k€							
	4.2	20 k€							
	4.3	-							
	4.4	540 k€							
5	5.1	-							
	5.2	1.4 M€							
6	6.1	12 k€							
7	7.1	15 k€							
	7.2	-							
	7.3	110 k€							

- *EU* European Union's fundings
- *MT* Mobility tax (local tax)
- *GF* Green Fund (France)
- *AVELO* AVELO call for projects (ADEME)
- *TEMI* TEMI call for projects (CEE)
- *MACIF* MACIF Foundation

This action plan represents **a budget of 4.4 M€ over 14 years**, i.e. about 315 k€ per year.

The main cost items are Work Area 3 (creation of cycling infrastructure) and Work Area 5 (especially the future multimodal exchange hub at Bram station).

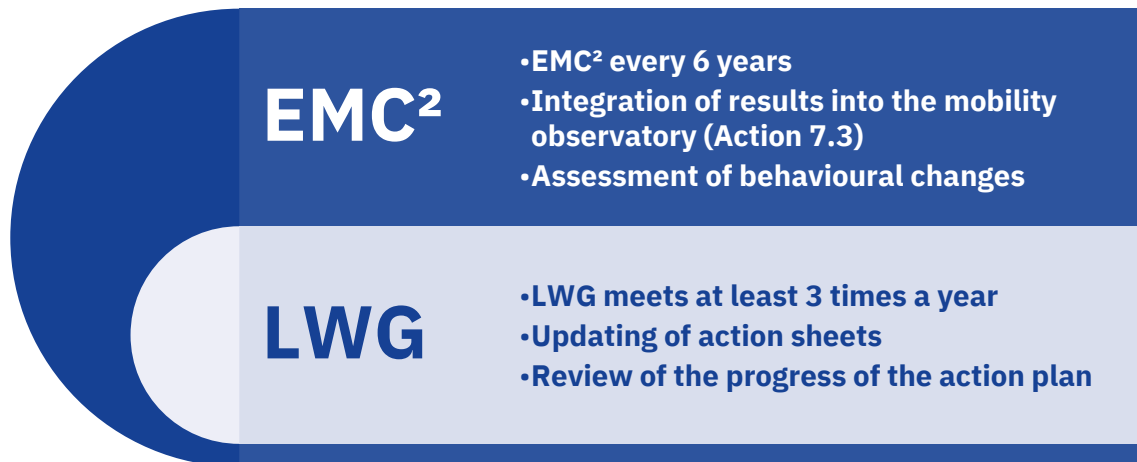
External funding will therefore be essential, particularly for these two major areas.



4.2. Monitoring and Evaluation

The monitoring and evaluation of the action plan is addressed in Action 7.3, for which the responsible entity is the CCPLM Mobility Department.

Monitoring the implementation of actions is carried out by the Local Working Group (LWG), while evaluation of the impact of these actions is carried out through Certified Mobility Surveys (EMC²):



These two components are complementary and operate on different timescales:

- **The monitoring conducted continuously by the LWG** ensures no delays in implementation, allows for adjustments and shared decision-making, ensures the plan remains aligned with its initial vision (or revised version)
- **The evaluation conducted every 6 years**, through a certified EMC² survey, measures the real impact of the action plan on mobility behaviour and provides factual foundations for updating and improving the action plan for the next cycle

4.3. Indicative Timeline

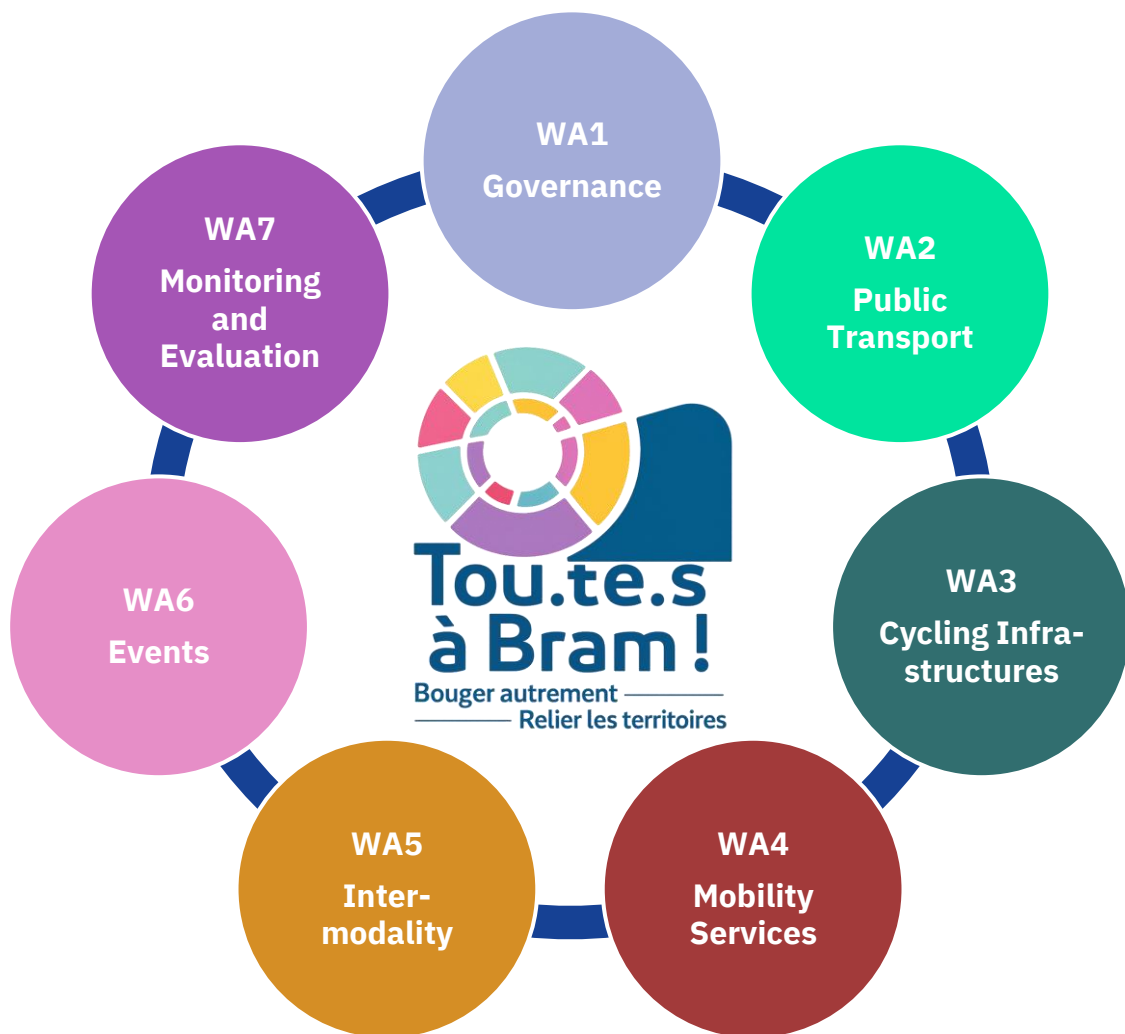
WA	Action	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
1	1.1														
	1.2														
2	2.1														
	2.2														
	2.3														
3	3.1														
	3.2														
	3.3														
4	4.1														
	4.2														
	4.3														
	4.4														
5	5.1														
	5.2														
6	6.1														
7	7.1														
	7.2														
	7.3														

Light colours represent ongoing implementation or monitoring phases that do not involve major visible changes for the public. Even though the action plan runs until 2038, **all actions will be initiated by 2032, and most of them before 2029.**

Summary

Plan, act, evaluate, repeat.





This action plan expresses, through its 7 Work Areas and 18 action sheets, the vision of the Local Working Group (LWG) for the year 2038:

- **Bram is central**, welcoming to everyone
- **Bram is innovative**, where people move differently
- **Bram is multimodal**, connecting rural and urban territories

Each partner has been informed of the actions for which they are responsible and of the deadlines associated with them. **The implementation of the action plan can therefore begin immediately**, with many actions already underway.

While changes are planned regarding governance, **the LWG remains the core of the process, led by the CCPLM Mobility Department**, whose mission is to ensure the monitoring and evaluation of this action plan.

Although developed collaboratively, **the drafting, updating, and monitoring of this document fall under the responsibility of Eliott Jacquot** (eliott.jacquot@ccplm.eu – +33 6 07 24 45 16), Mobility Project Officer for the CCPLM.