



CENTRE HOSPITALIER TARBES-LOURDES

Projet de site commun – Commune de LANNE

Etude de trafic 2024 Etude de sites
23 AVRIL 2025



ETUDE DE TRAFIC 2024

L'étude de site est faite à l'horizon 2030 sur les emplacements suivants :

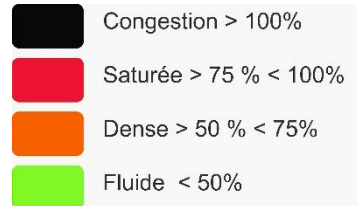
1. GESPE selon 2 hypothèses, scénarios S1GE et S1GS
2. IBOS, scénario S2IB
3. JUILLAN, scénario S3JU
4. LOUEY, scénario S4LO
5. LANNE, scénario S5LADF
6. ADE selon 2 hypothèses, scénario S6ADA et S6ADC
7. ORMEAU, scénario S7OR
8. SEMEAC PARC ADOUR, scénario S8SEPA

Les 10 scénarios sont présentés en capacité, demande, affectation, attente, différence brute, différence classe et isochrone en HPM et HPS.

ETUDE DE TRAFIC 2024

La légende associée aux cartes citées est la suivante.

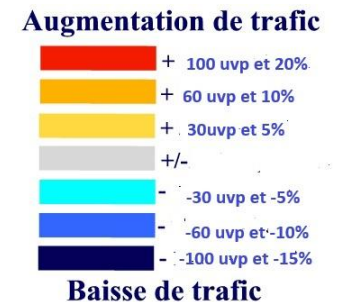
Affectation selon 4 couleurs en fonction du rapport de la charge à la capacité



Différence Brut au Fil de l'Eau



Différence Classe au Fil de l'Eau



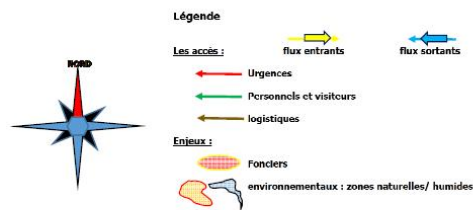
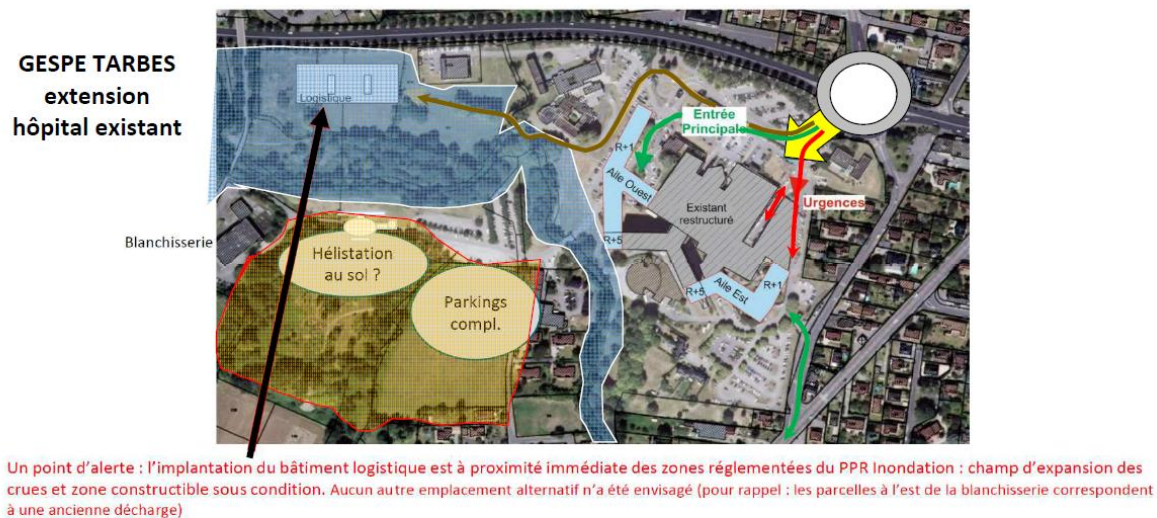
Attente



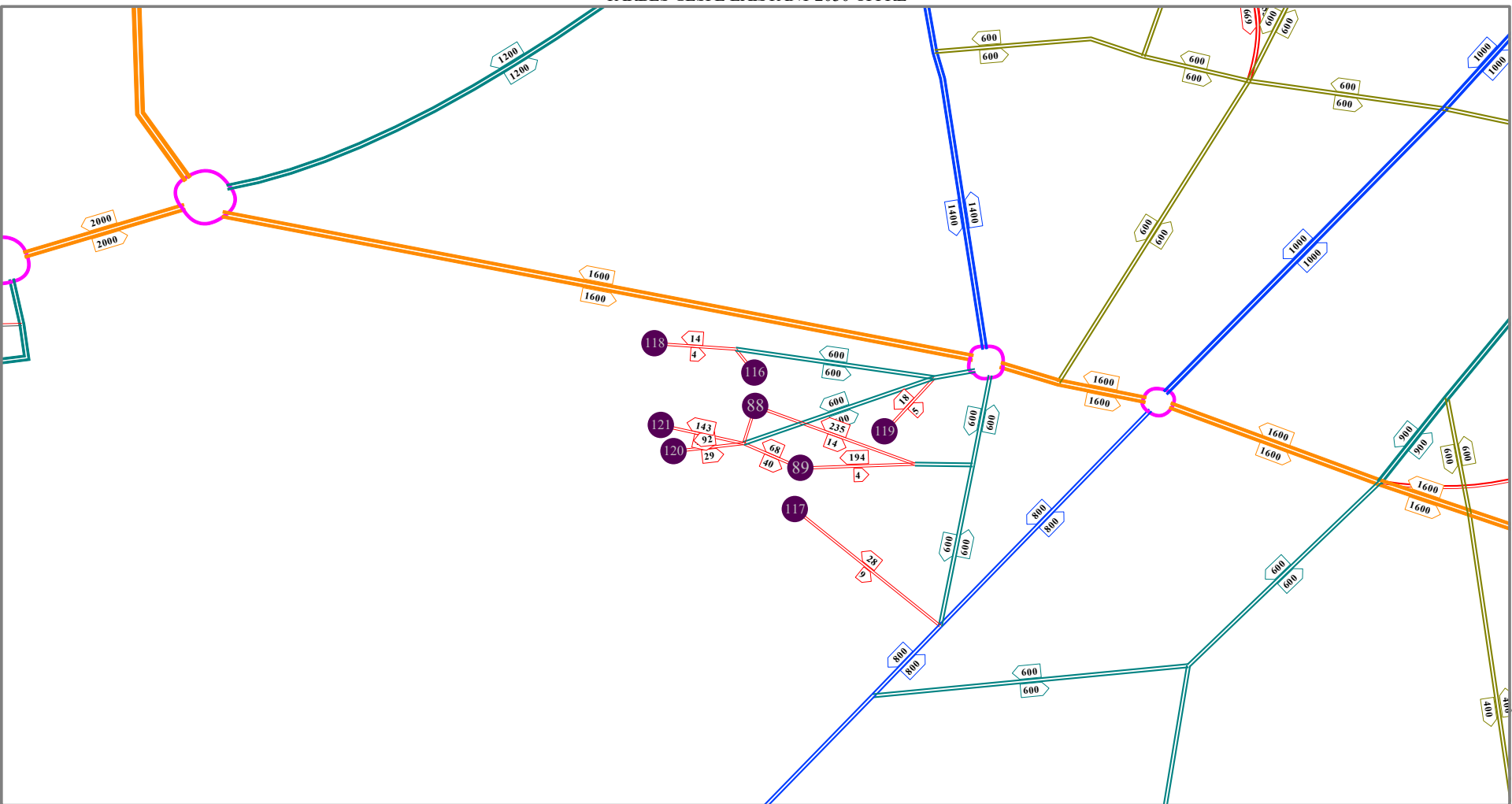
SCENARIO 1 GESPE EXISTANT

Le site est celui de l'hôpital de Tarbes existant.

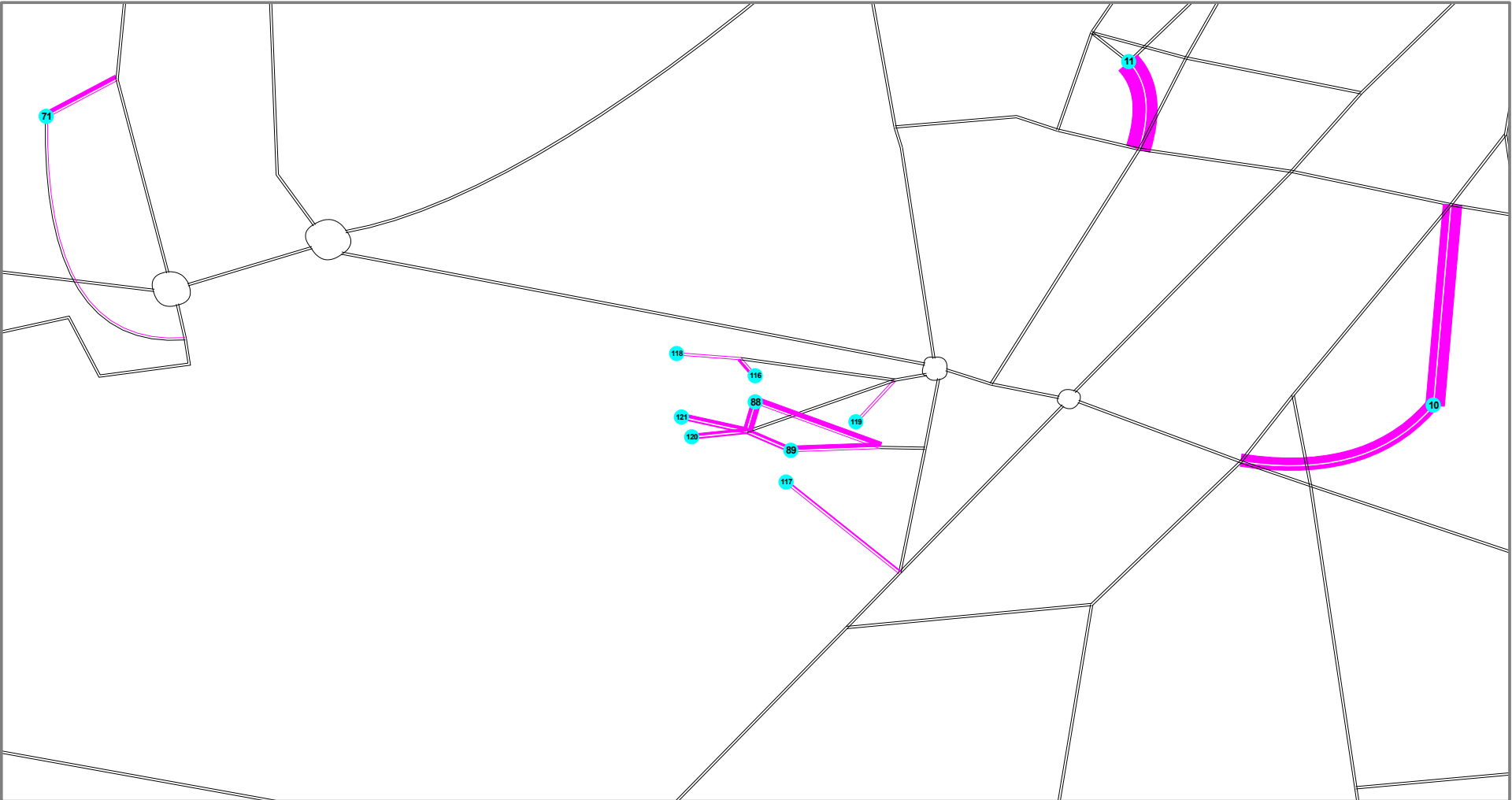
La demande est augmentée de 5% vers les services de l'hôpital (zones 88 et 89).



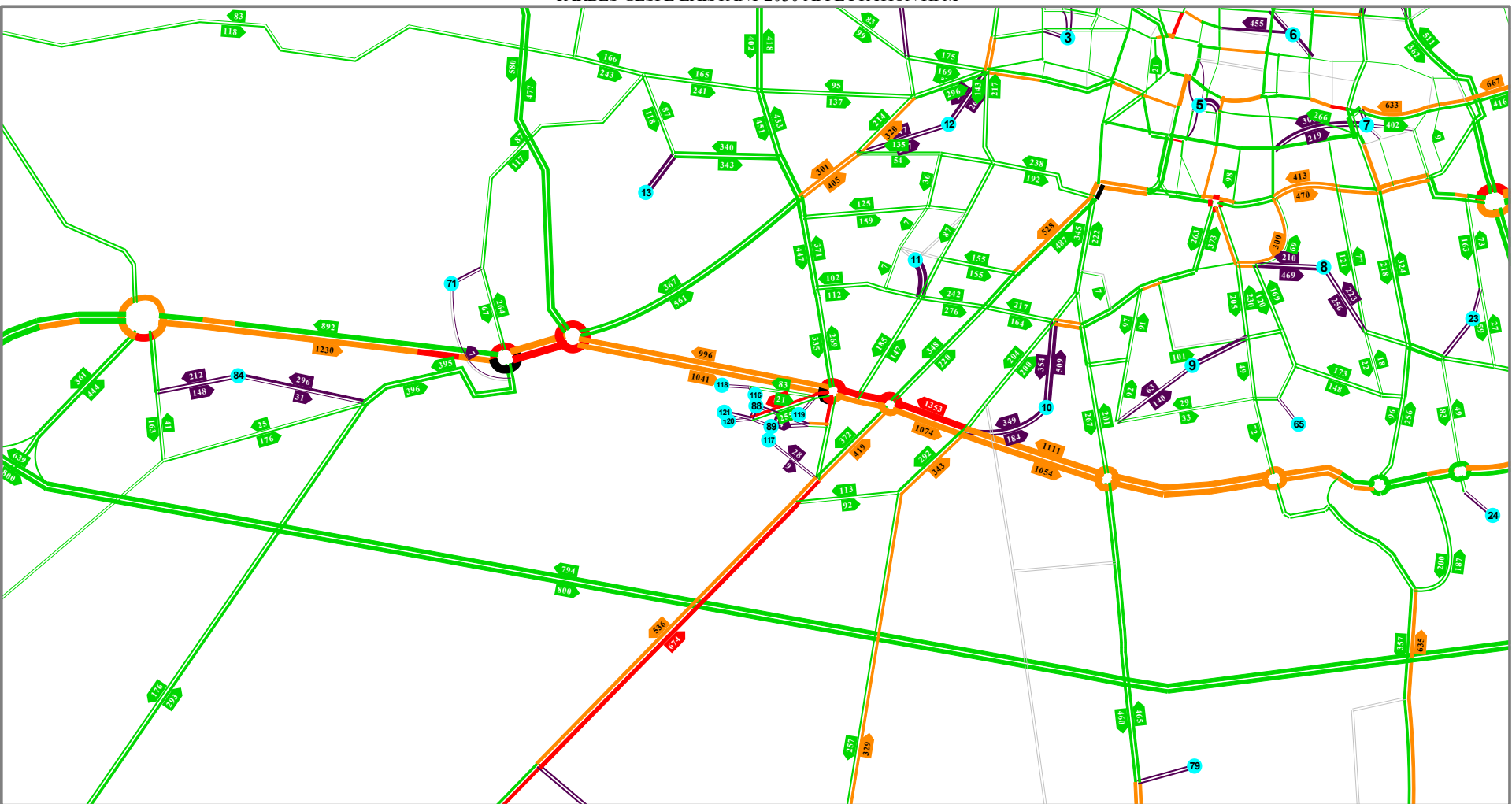
TARBES GESPE EXISTANT 2030 OFFRE



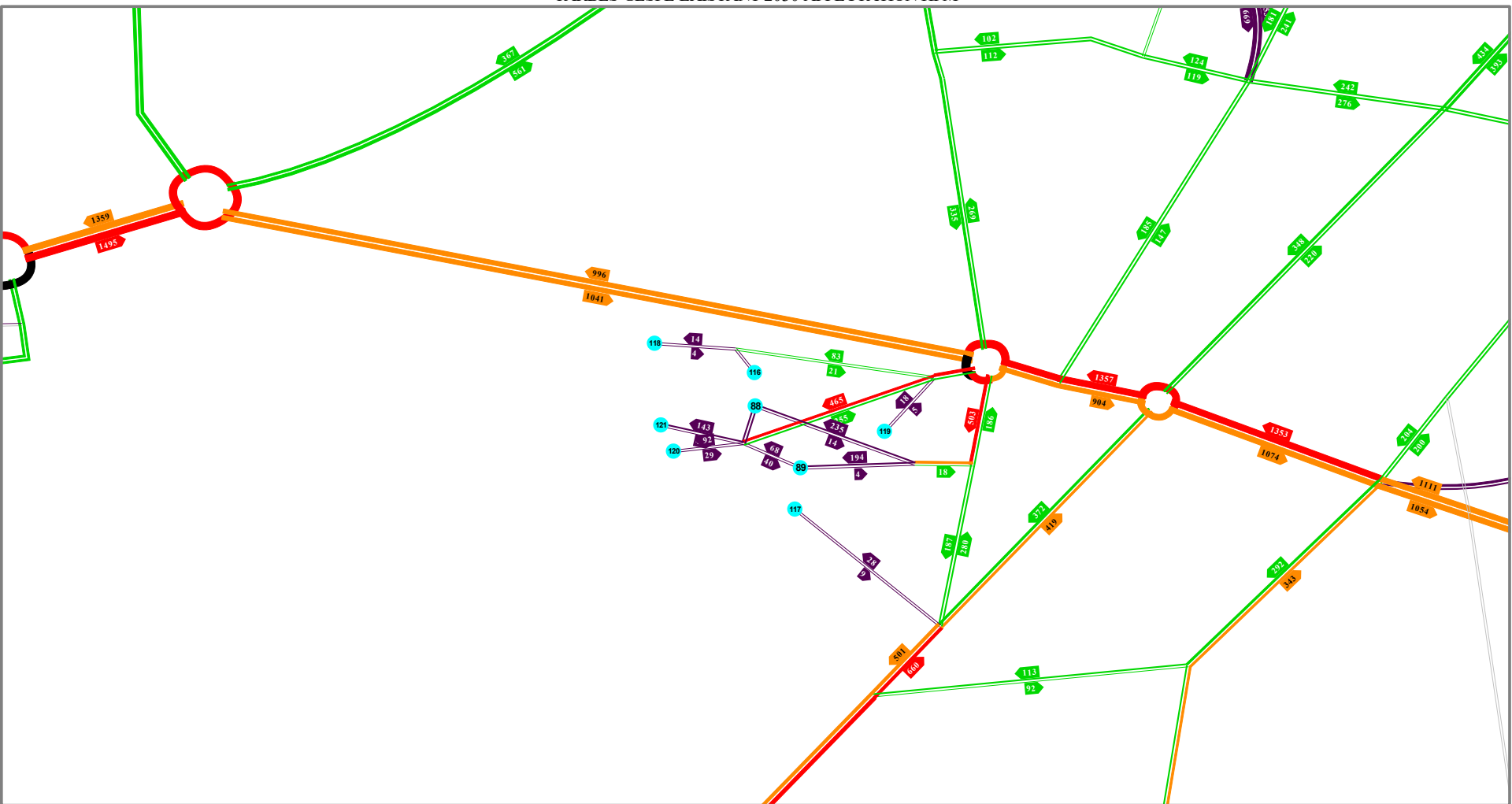
TARBES GESPE EXISTANT 2030 DEMANDE



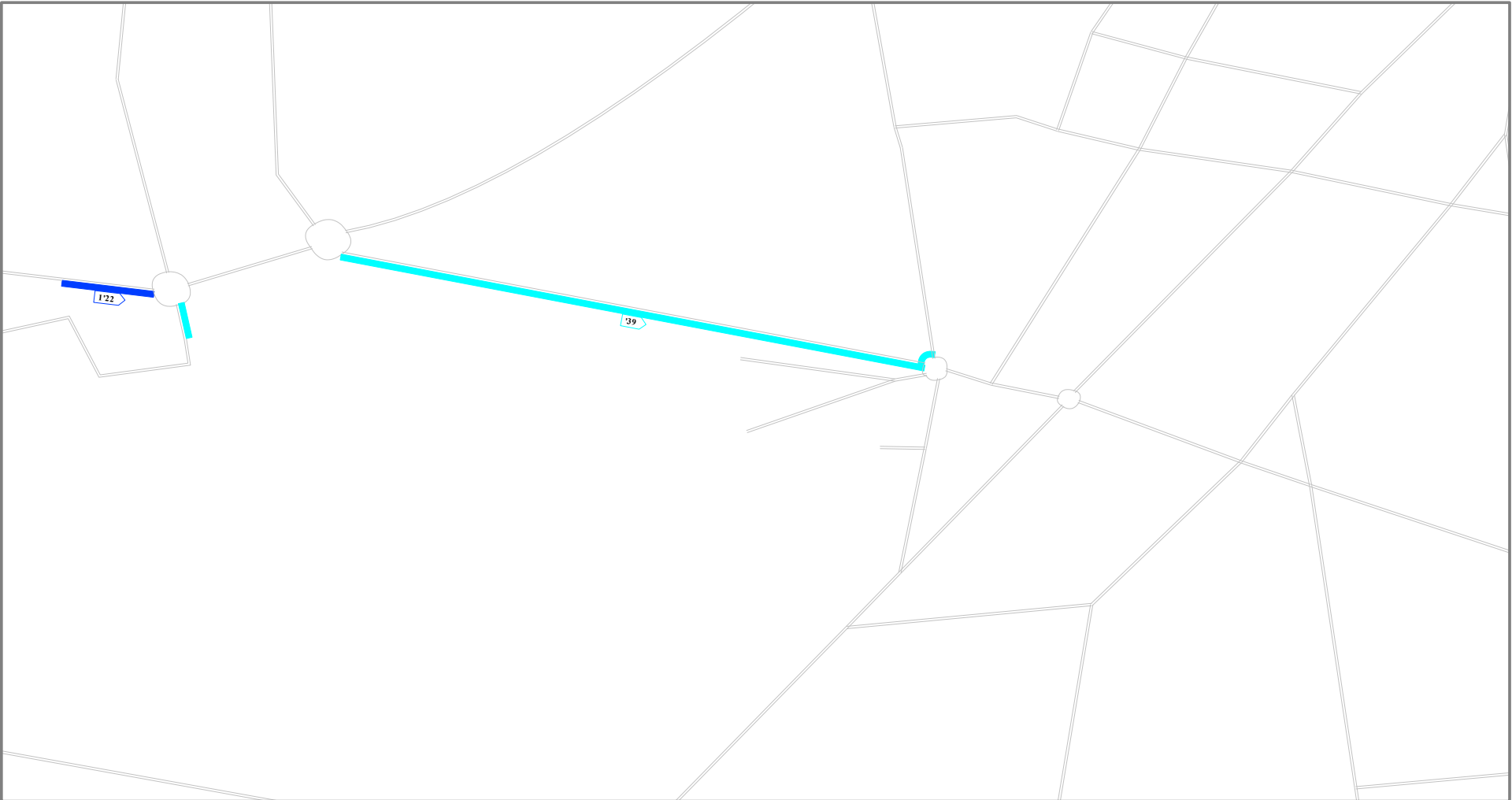
TARBES GESPE EXISTANT 2030 AFFECTATION HPM



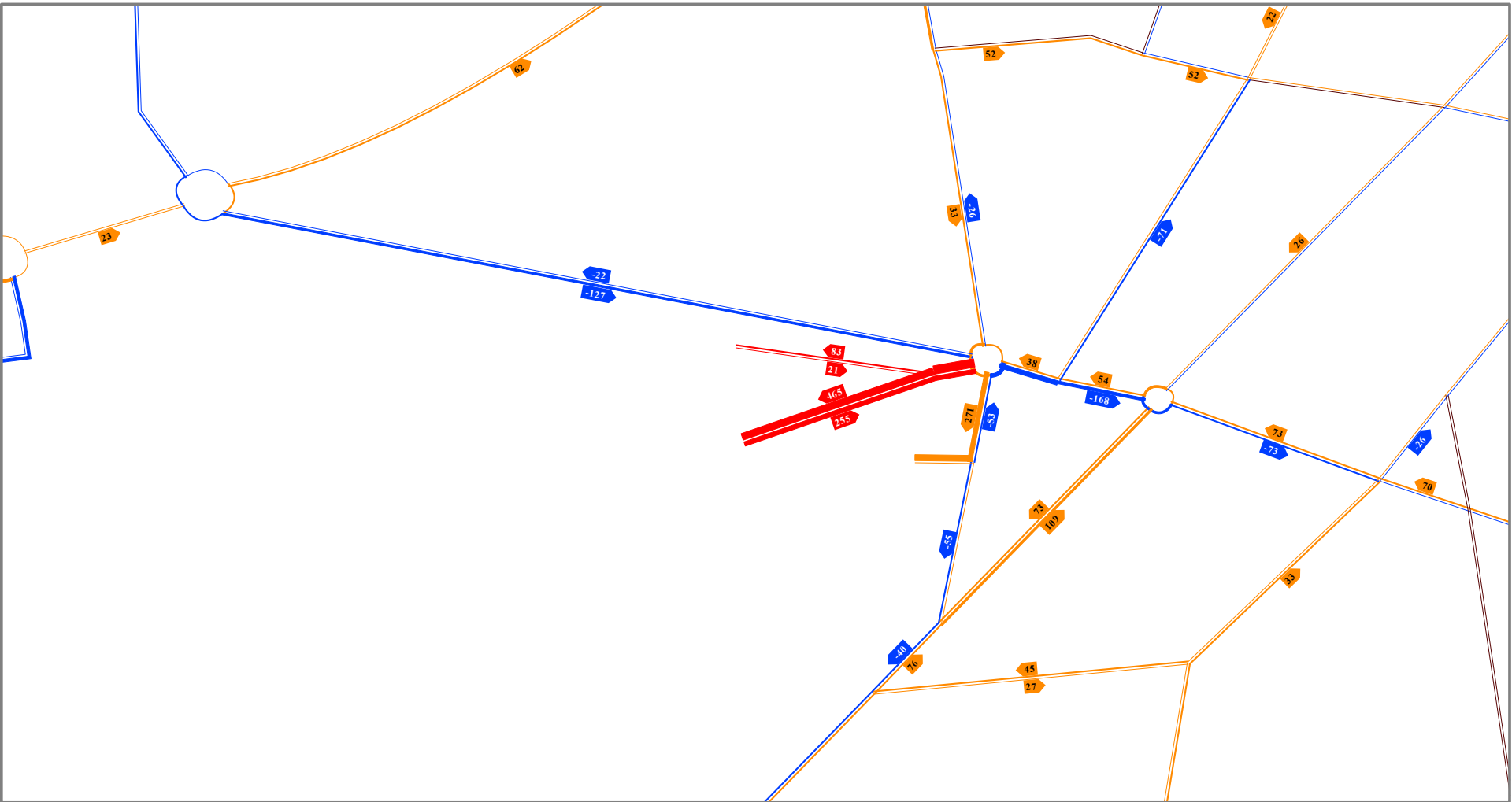
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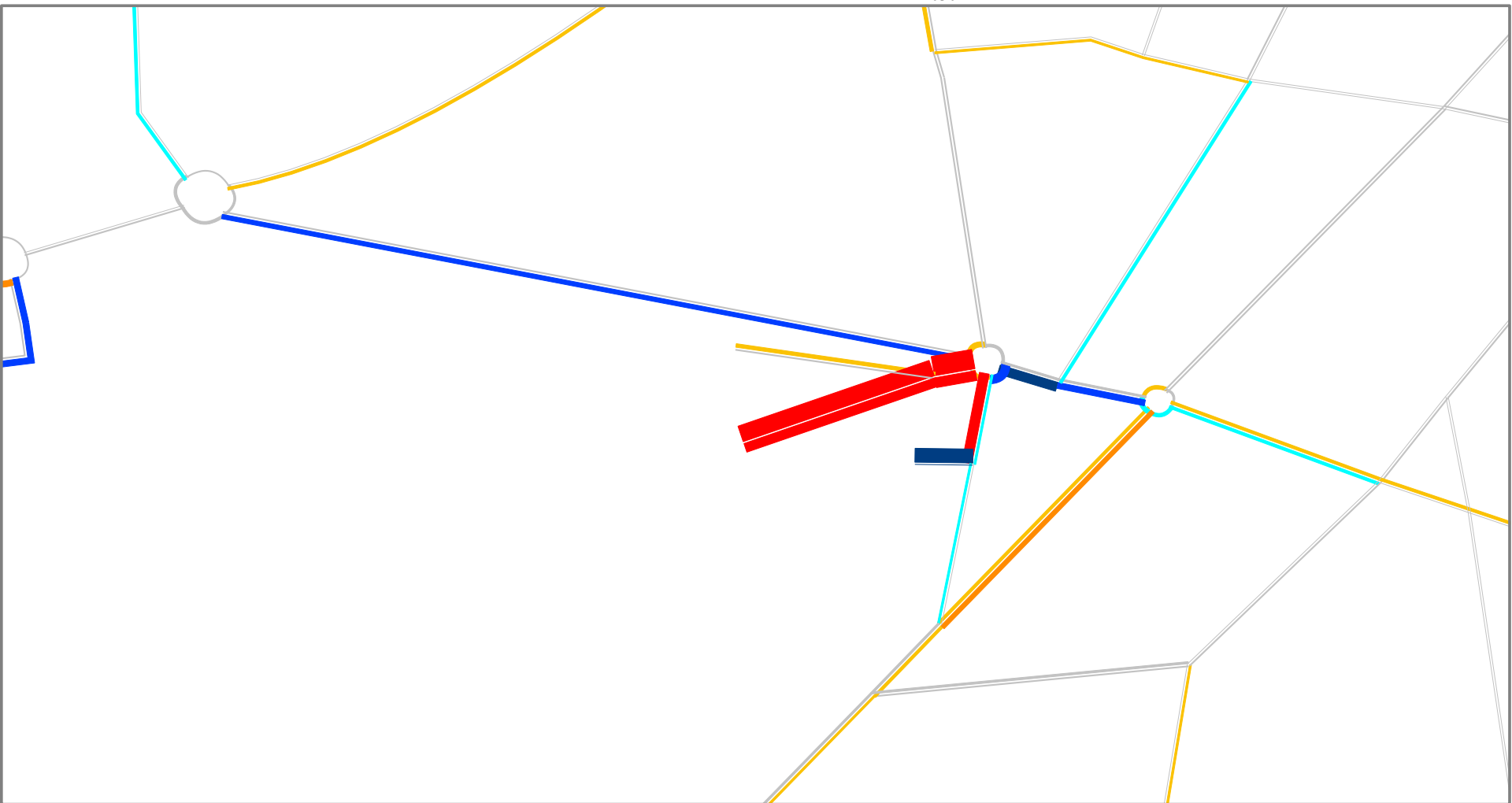
TARBES GESPE EXISTANT 2030 AFFECTATION HPM ATTENTE



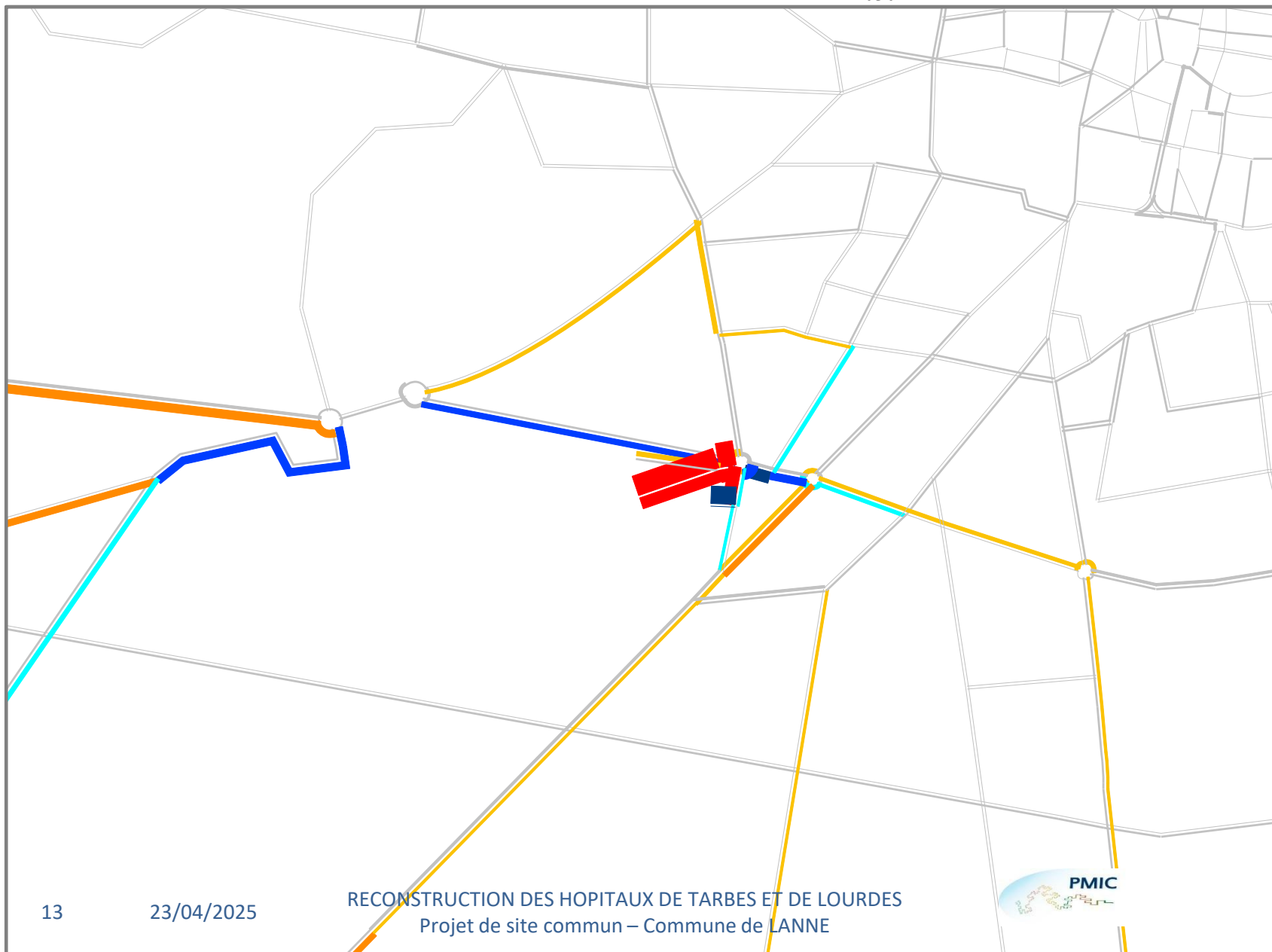
TARBES GESPE EXISTANT DIFFERENCE BRUTE FE 2030 HPM

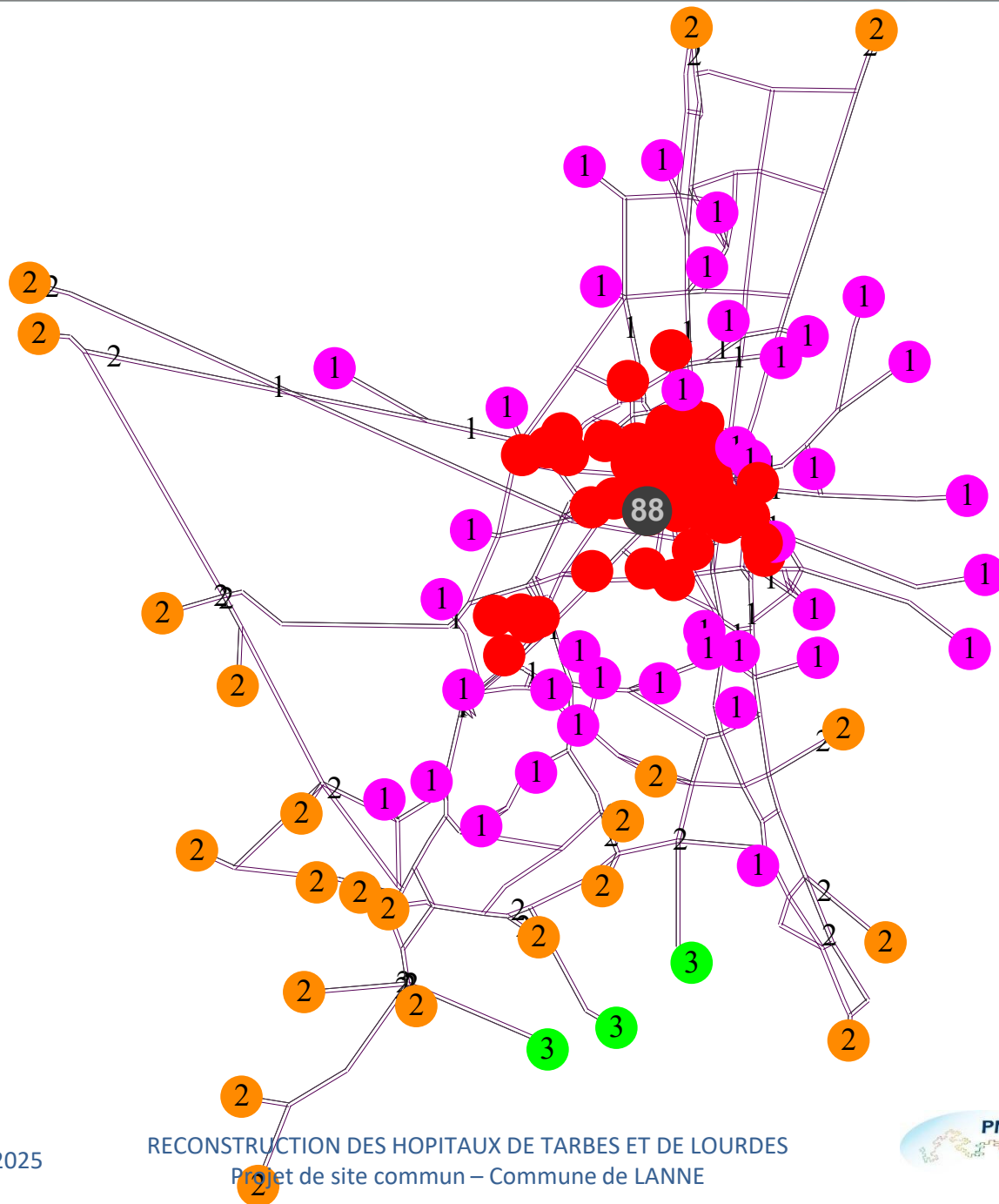


TARBES GESPE EXISTANT DIFFERENCE CLASSE FE 2030 HPM

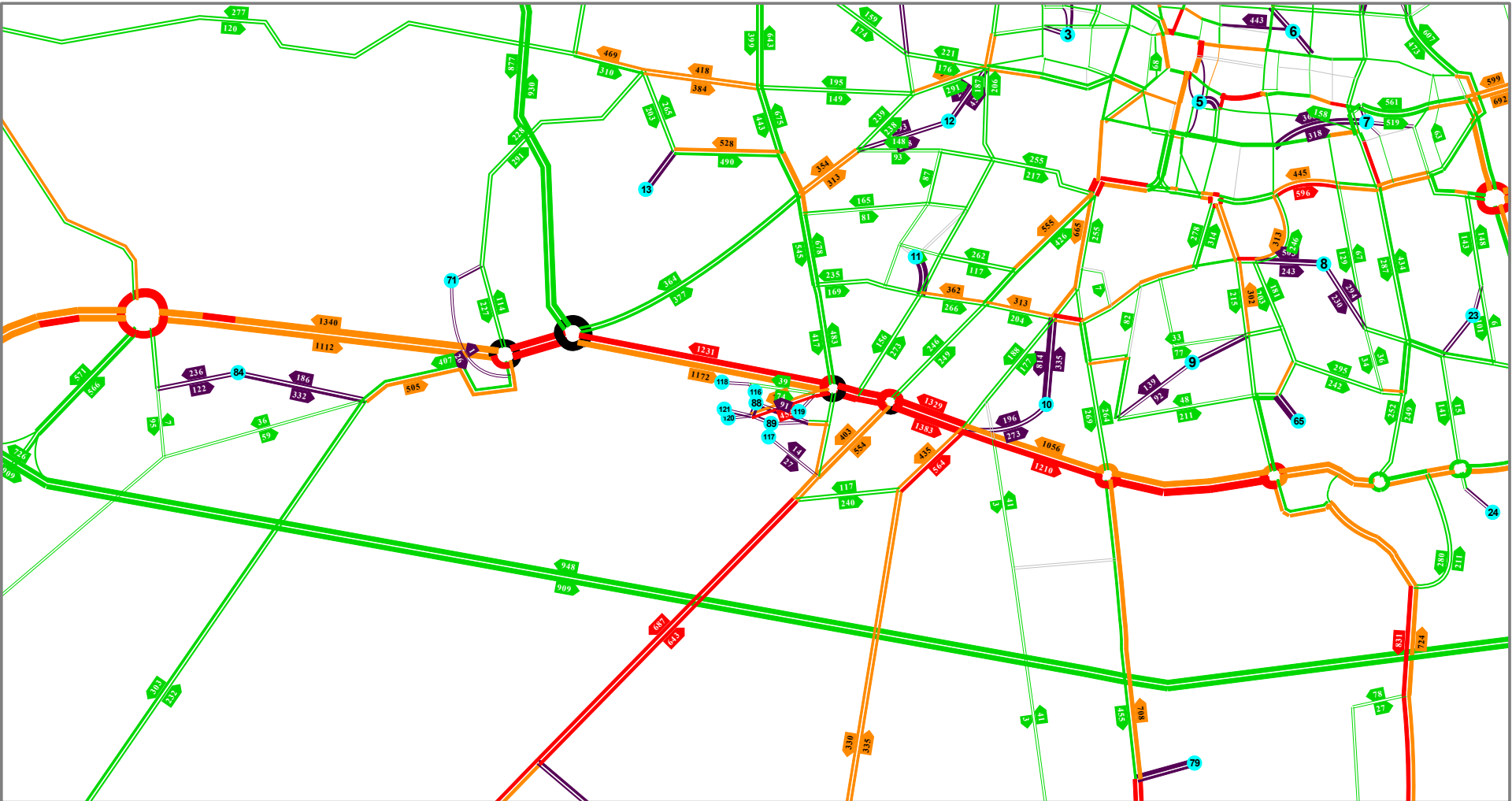


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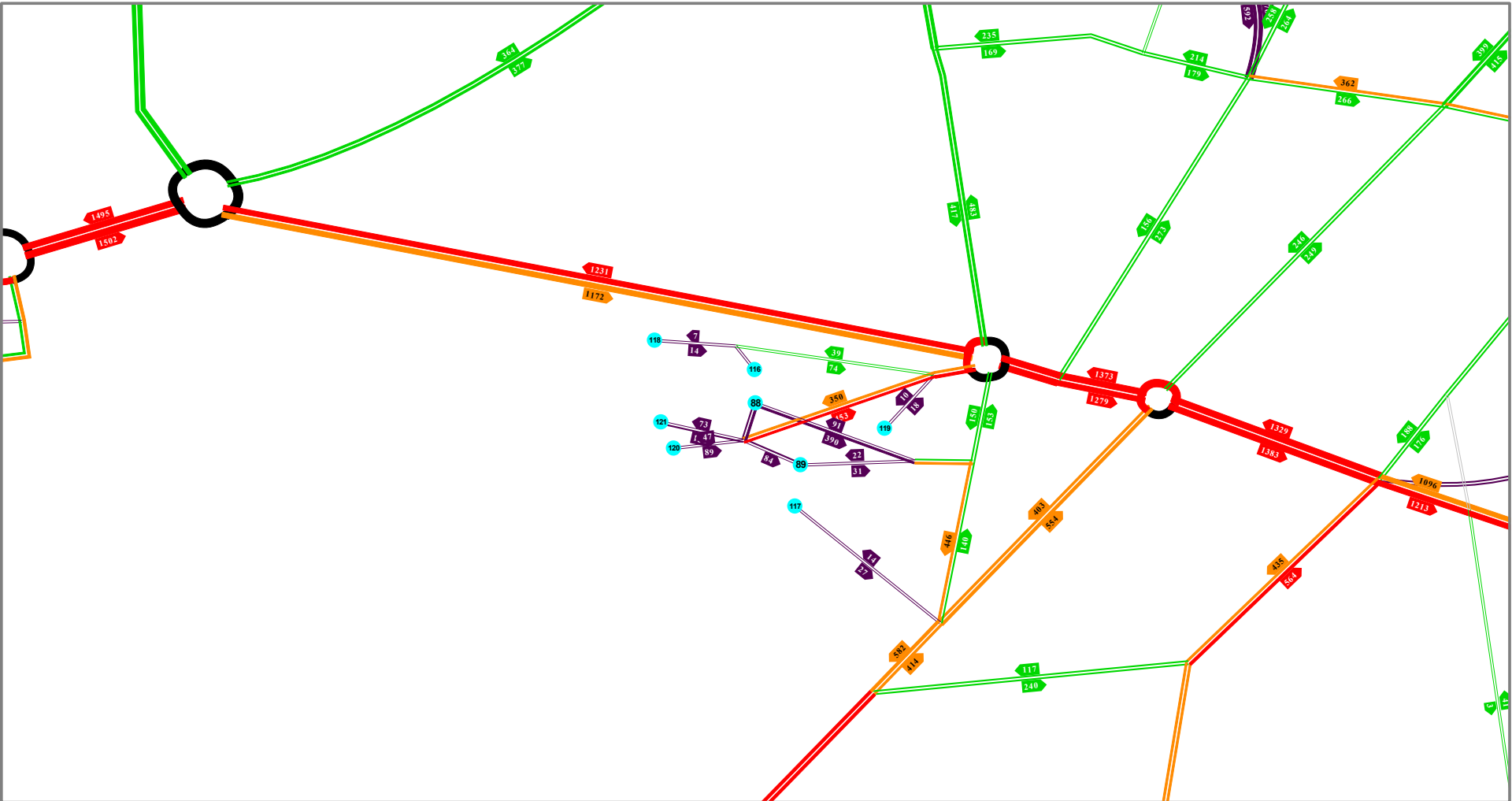




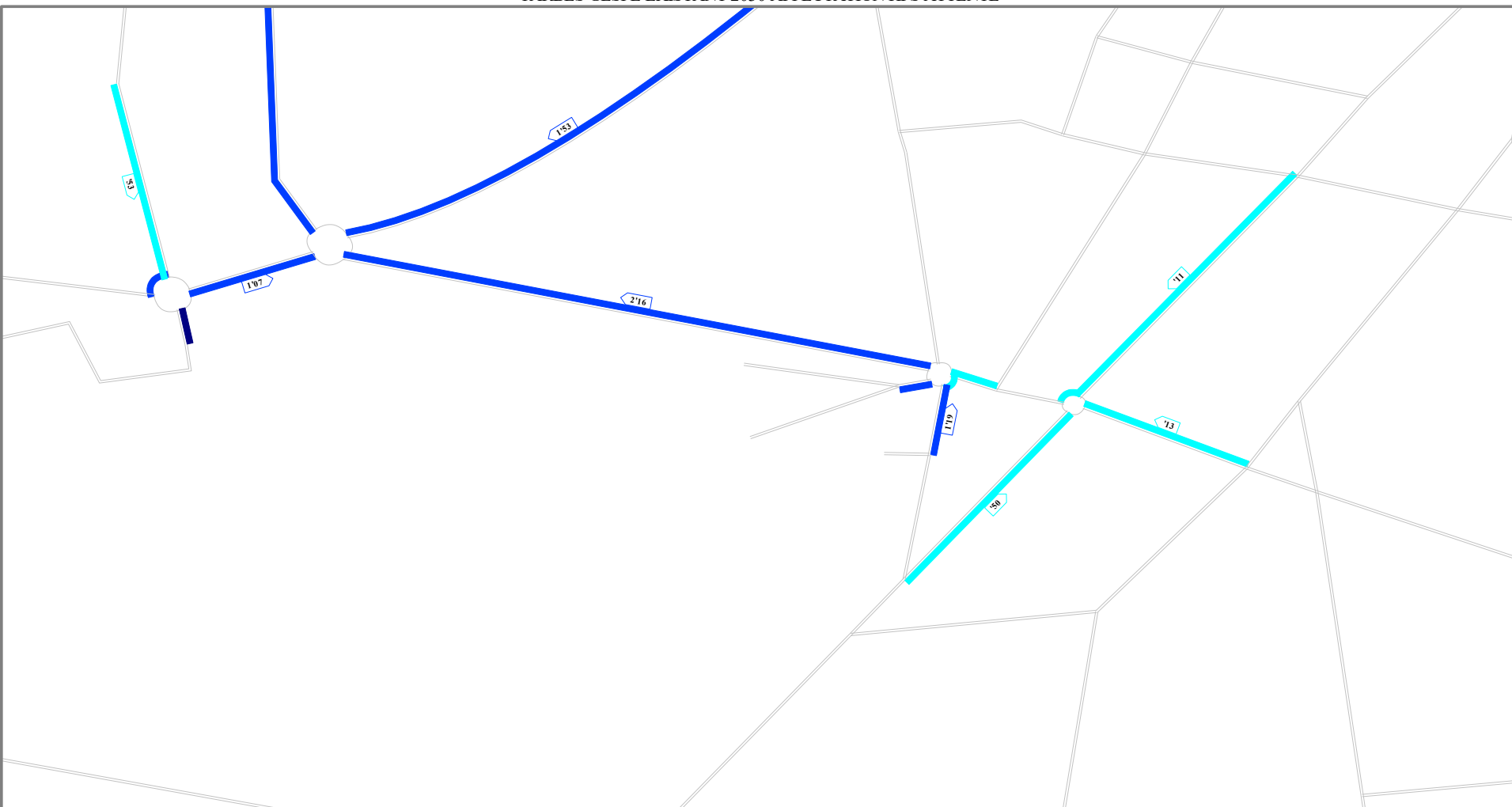
TARBES GESPE EXISTANT 2030 AFFECTATION HPS



TARBES GESPE EXISTANT 2030 AFFECTATION HPS



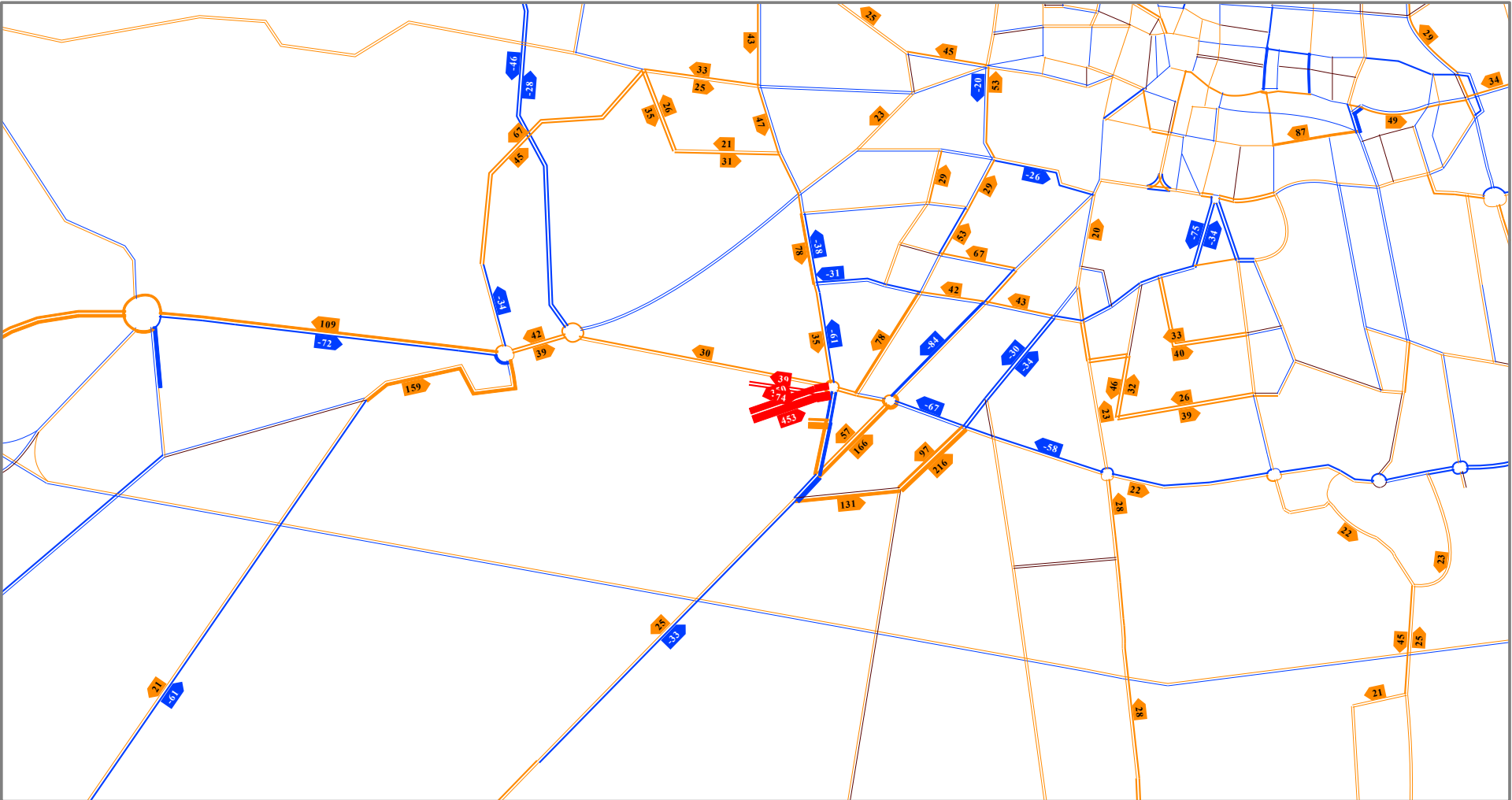
TARBES GESPE EXISTANT 2030 AFFECTATION HPS ATTENTE



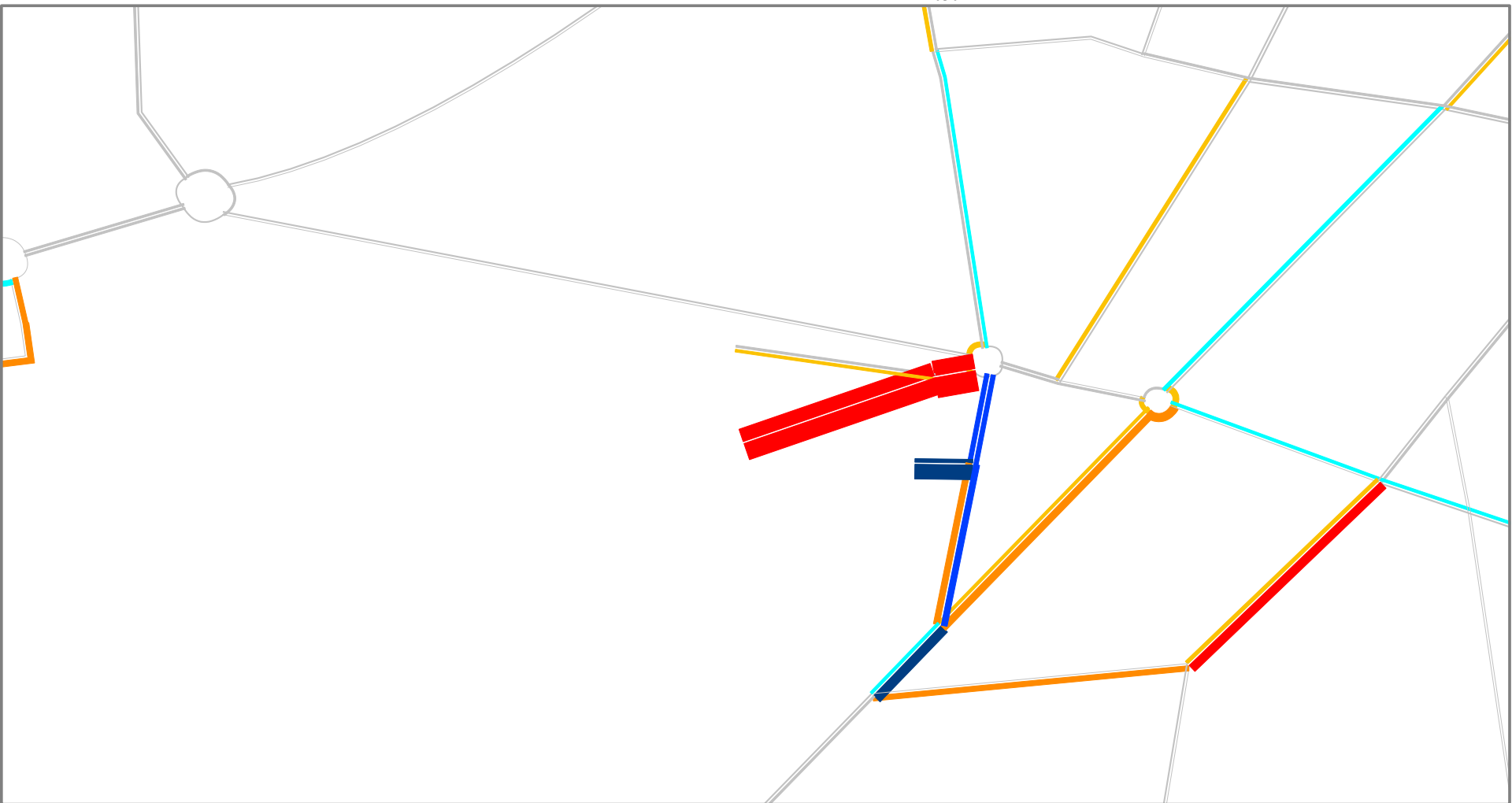
The diagram illustrates a network structure with a central node (white circle) and several peripheral nodes (yellow circles). The connections are color-coded: blue, orange, and red. The red connections are highlighted with a thick red line. The nodes are labeled with numbers, and the connections are labeled with numbers in the same color as the line.

- Central Node (White Circle):**
 - Connected to a node labeled 39 (yellow circle) via a red line.
 - Connected to a node labeled 74 (yellow circle) via a red line.
 - Connected to a node labeled 350 (yellow circle) via a red line.
 - Connected to a node labeled 453 (yellow circle) via a red line.
 - Connected to a node labeled 41 (yellow circle) via a blue line.
 - Connected to a node labeled 37 (yellow circle) via a blue line.
 - Connected to a node labeled 54 (yellow circle) via a blue line.
 - Connected to a node labeled 96 (yellow circle) via a blue line.
 - Connected to a node labeled 141 (yellow circle) via a blue line.
 - Connected to a node labeled 145 (yellow circle) via a blue line.
 - Connected to a node labeled 160 (yellow circle) via a blue line.
 - Connected to a node labeled 131 (yellow circle) via a blue line.
 - Connected to a node labeled 97 (yellow circle) via a blue line.
 - Connected to a node labeled 216 (yellow circle) via a blue line.
 - Connected to a node labeled 30 (yellow circle) via a blue line.
 - Connected to a node labeled 42 (yellow circle) via a blue line.
 - Connected to a node labeled 39 (yellow circle) via a blue line.
 - Connected to a node labeled 31 (yellow circle) via a blue line.
 - Connected to a node labeled 45 (yellow circle) via a blue line.
 - Connected to a node labeled 42 (yellow circle) via a blue line.
 - Connected to a node labeled 37 (yellow circle) via a blue line.
 - Connected to a node labeled 49 (yellow circle) via a blue line.
 - Connected to a node labeled 34 (yellow circle) via a blue line.
 - Connected to a node labeled 67 (yellow circle) via a blue line.
 - Connected to a node labeled 30 (yellow circle) via a blue line.
 - Connected to a node labeled 35 (yellow circle) via a blue line.
 - Connected to a node labeled 55 (yellow circle) via a blue line.
- Peripheral Nodes (Yellow Circles):**
 - Node 39: Connected to the central node via a red line.
 - Node 74: Connected to the central node via a red line.
 - Node 350: Connected to the central node via a red line.
 - Node 453: Connected to the central node via a red line.
 - Node 41: Connected to the central node via a blue line.
 - Node 37: Connected to the central node via a blue line.
 - Node 54: Connected to the central node via a blue line.
 - Node 96: Connected to the central node via a blue line.
 - Node 141: Connected to the central node via a blue line.
 - Node 145: Connected to the central node via a blue line.
 - Node 160: Connected to the central node via a blue line.
 - Node 131: Connected to the central node via a blue line.
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 - Node 34: Connected to the central node via a blue line.
 - Node 67: Connected to the central node via a blue line.
 - Node 30: Connected to the central node via a blue line.
 - Node 35: Connected to the central node via a blue line.
 - Node 55: Connected to the central node via a blue line.

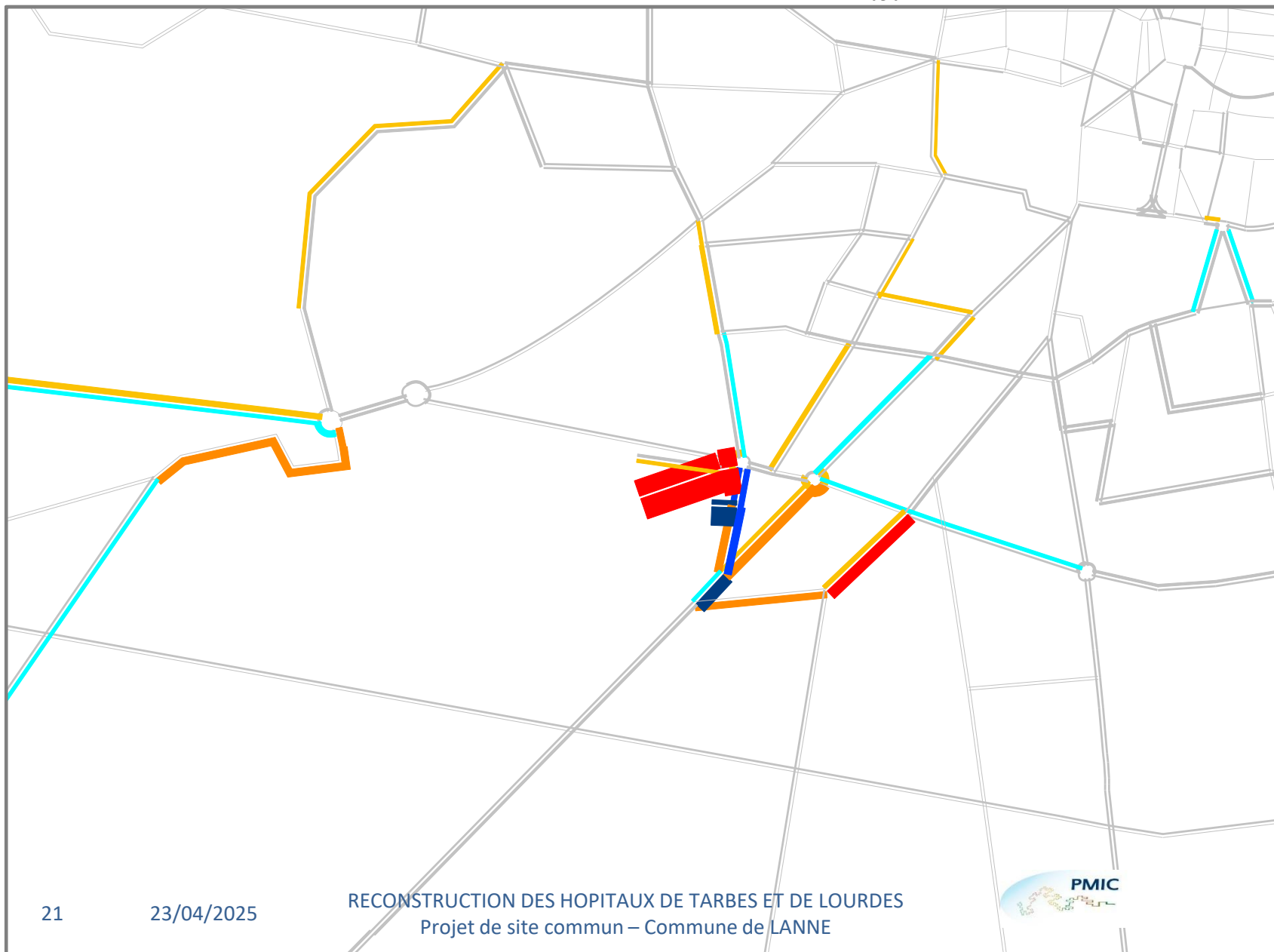
TARBES GESPE EXISTANT DIFFERENCE BRUTE FE 2030PA HPS

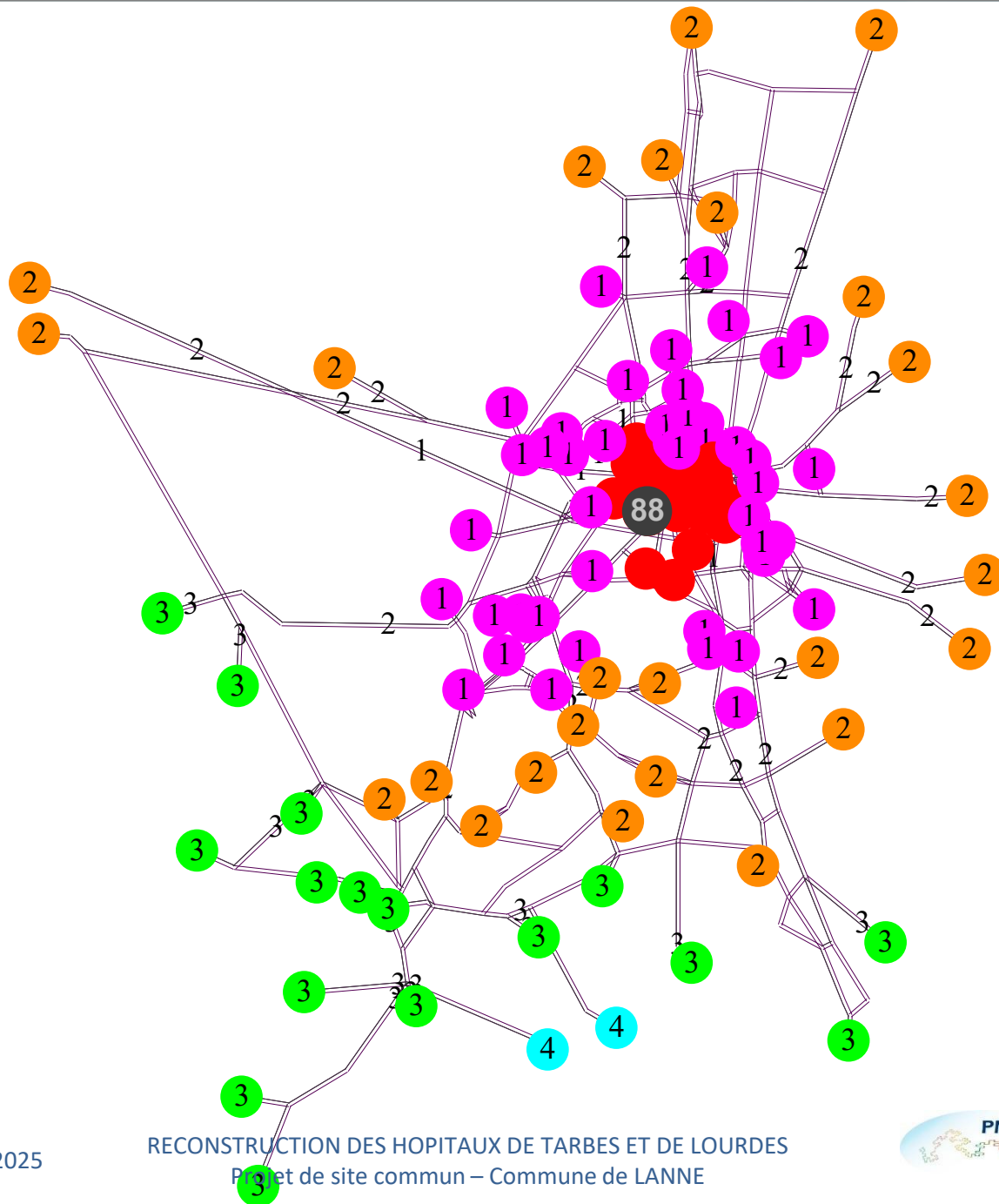


TARBES GESPE EXISTANT DIFFERENCE CLASSE FE 2030 HPS



TARBES GESPE EXISTANT DIFFERENCE CLASSE FE 2030 HPS



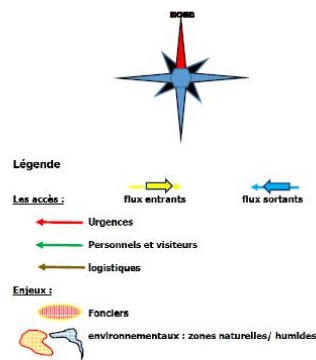


SCENARIO 1 GESPE SUD

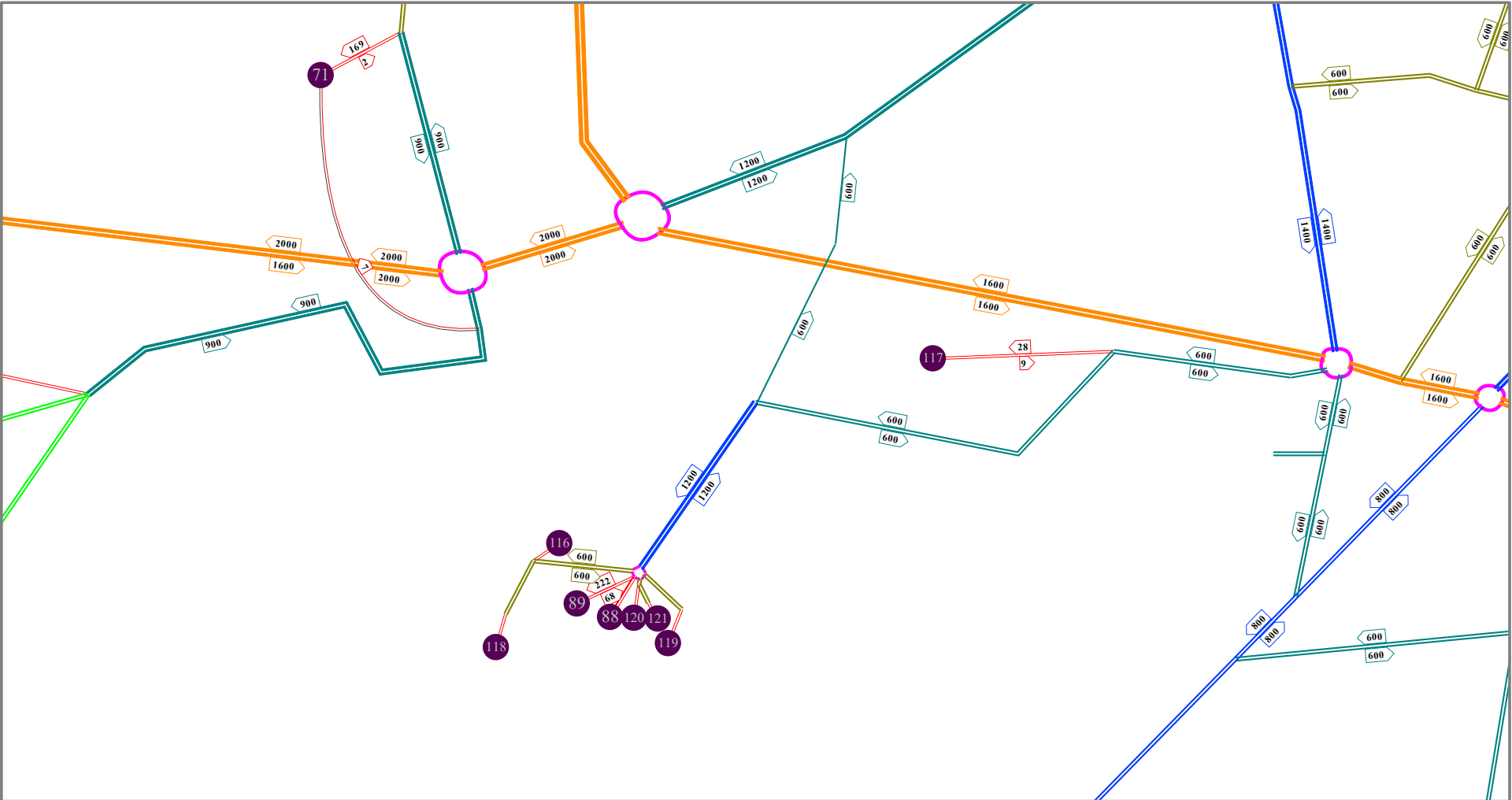
Le site est situé au Sud de l'hôpital de Tarbes existant.
Il est créé un accès depuis l'ancien hôpital et sous la RN 21 en sens sortant.



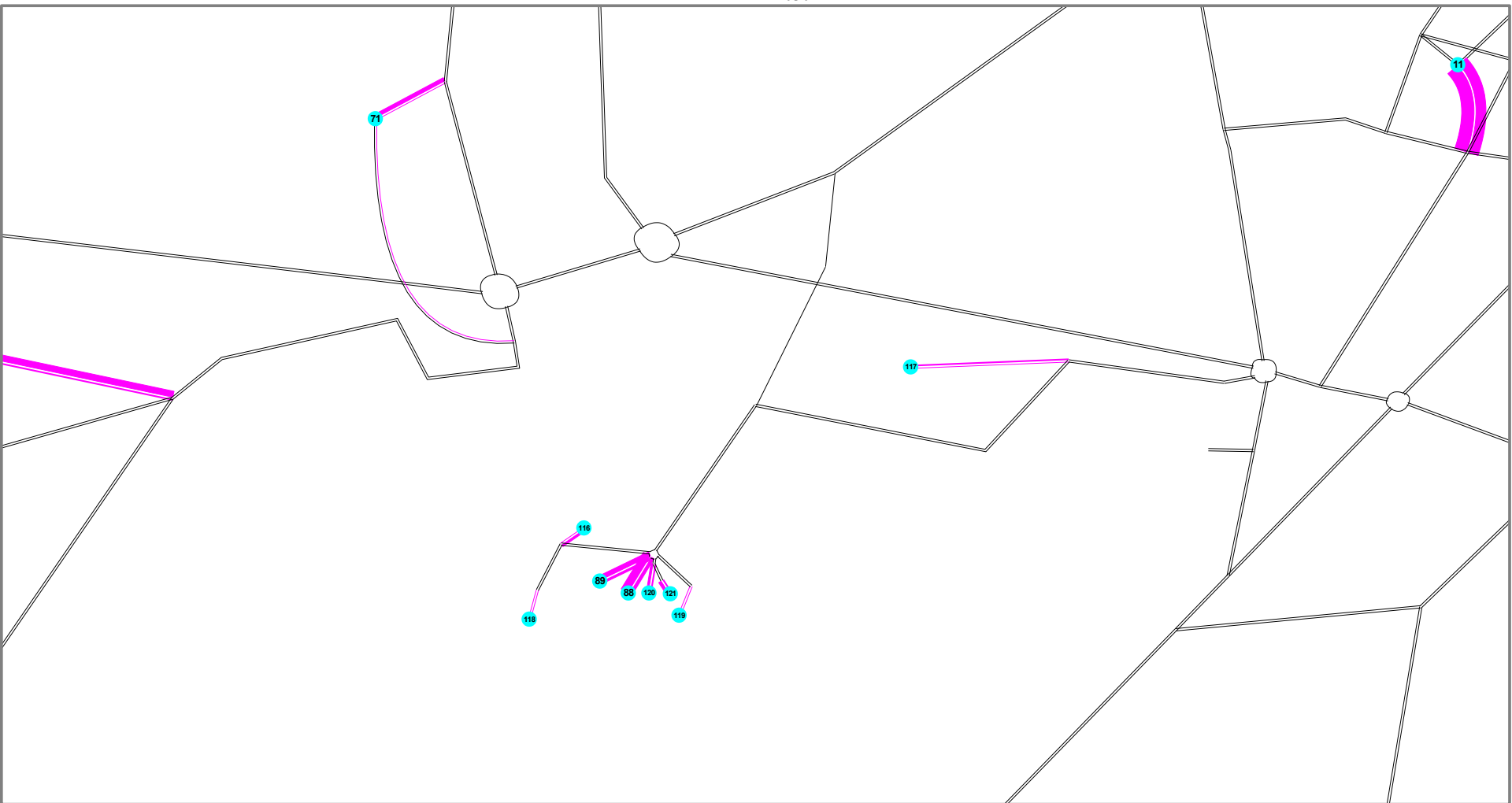
LA GESPE SUD



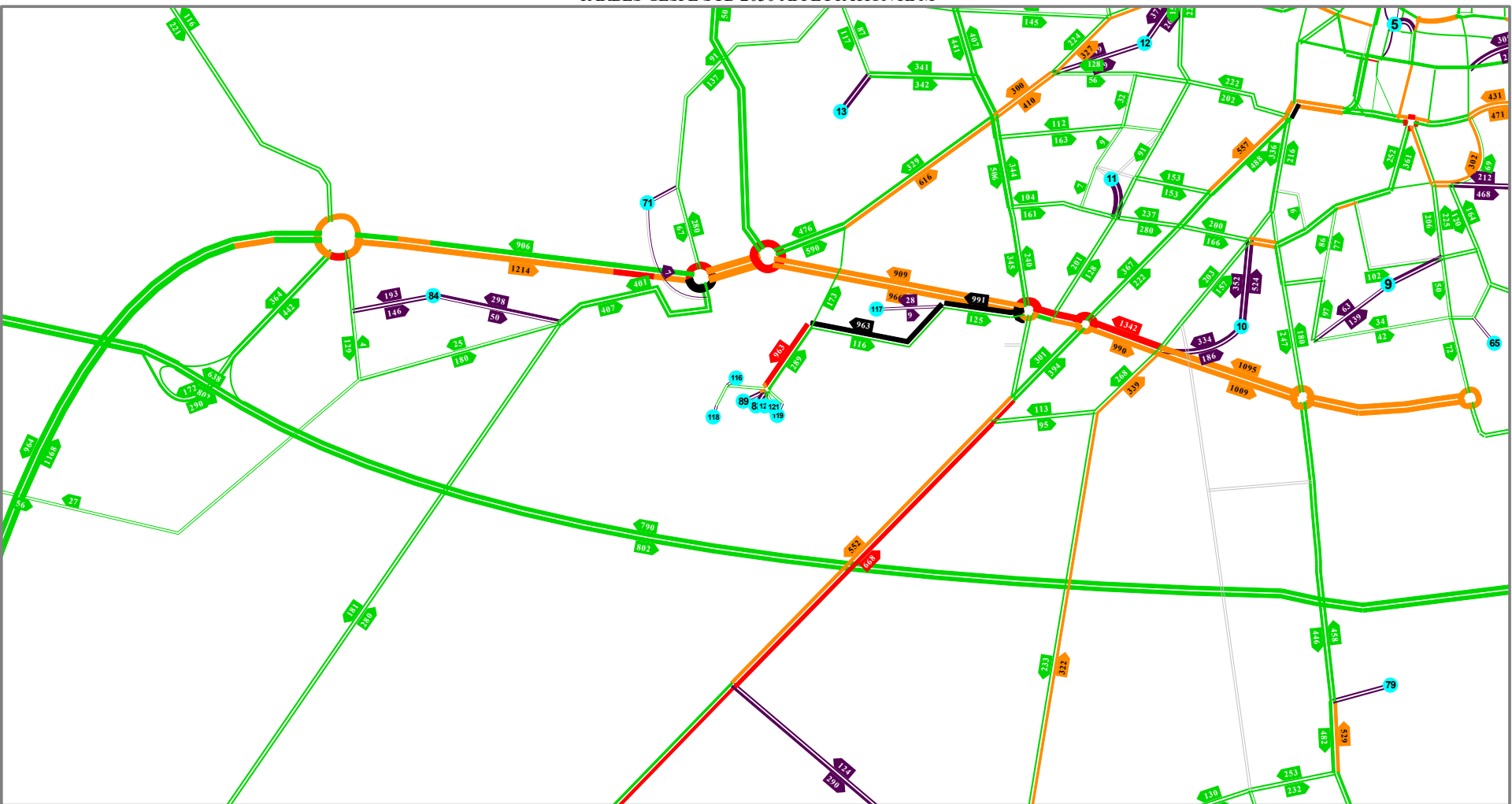
TARBES GESPE SUD 2030 OFFRE



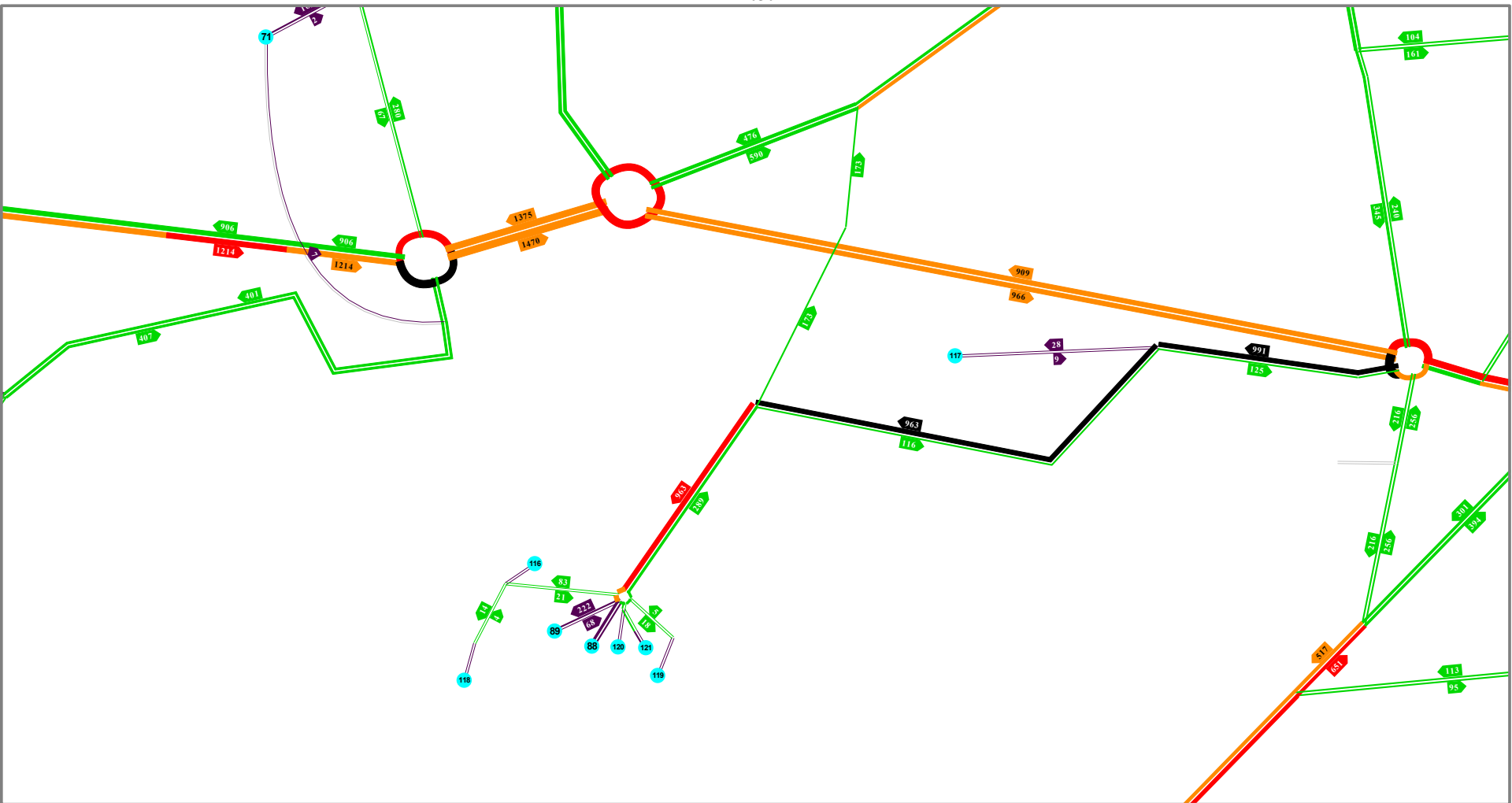
TARBES GESPE SUD 2030 DEMANDE



TARBES GESPE SUD 2030 AFFECTATION HPM



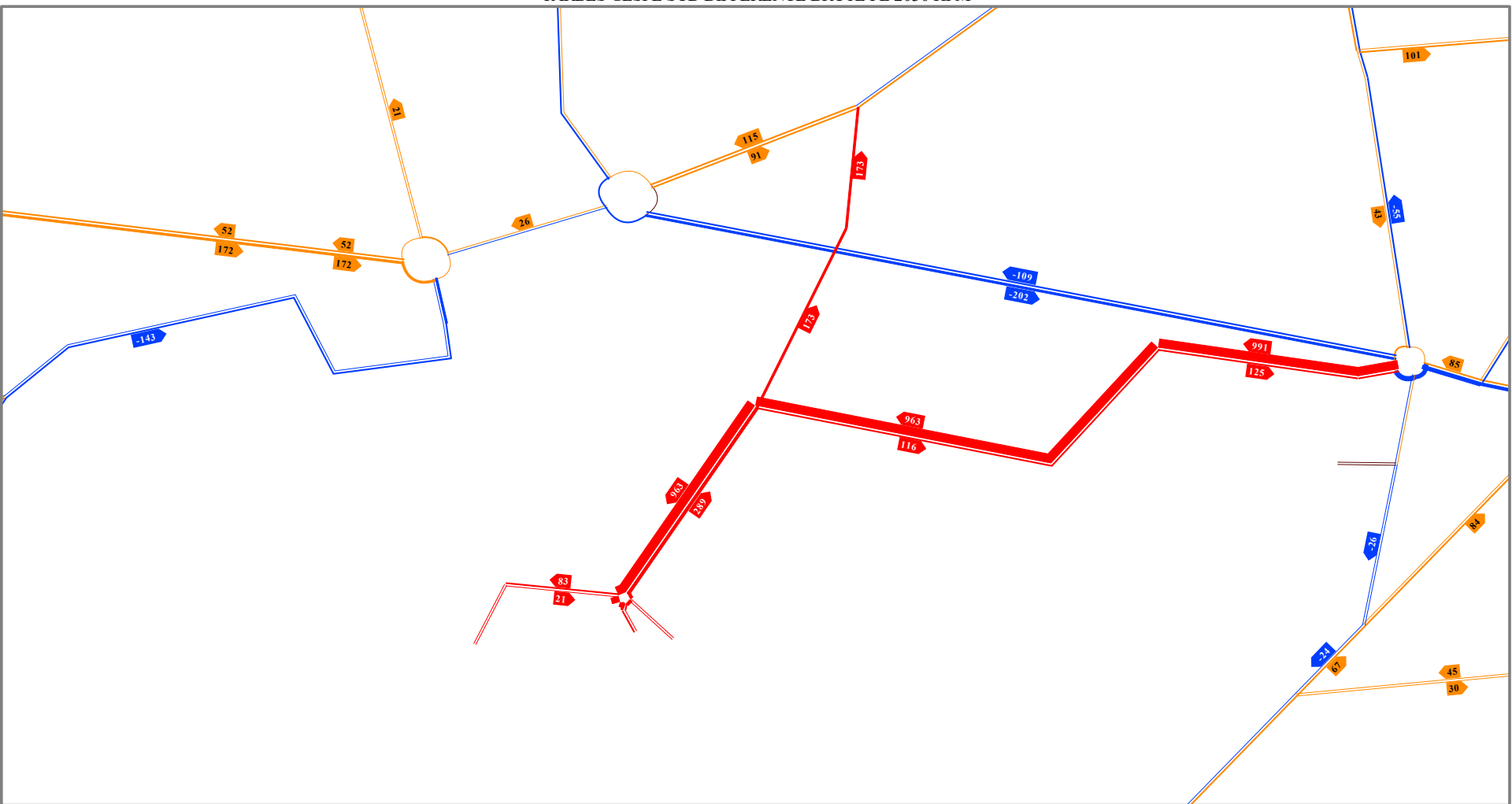
TARBES GESPE SUD 2030 AFFECTATION HPM



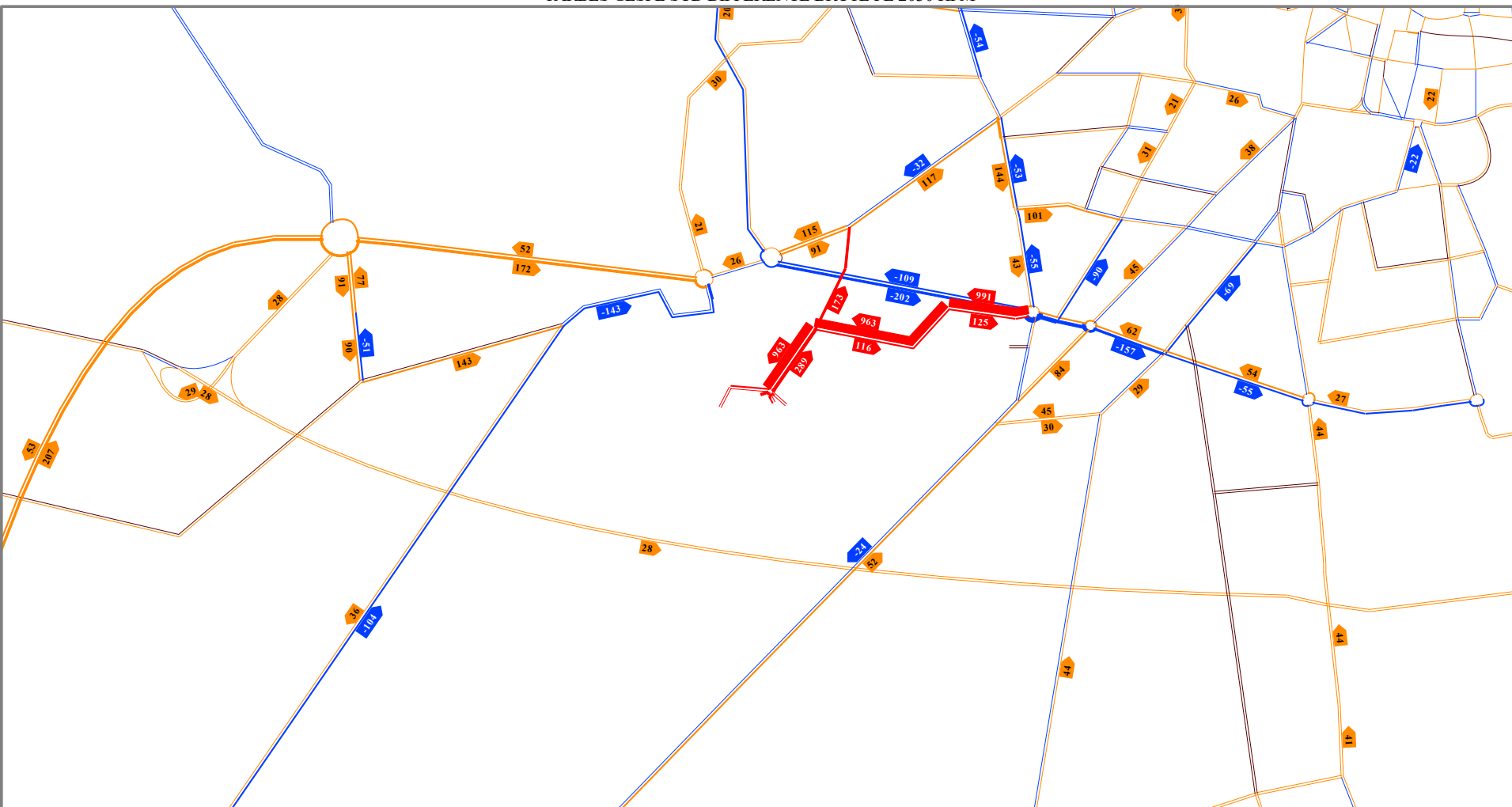
TARBES GESPE SUD 2030 AFFECTATION HPM ATTENTE



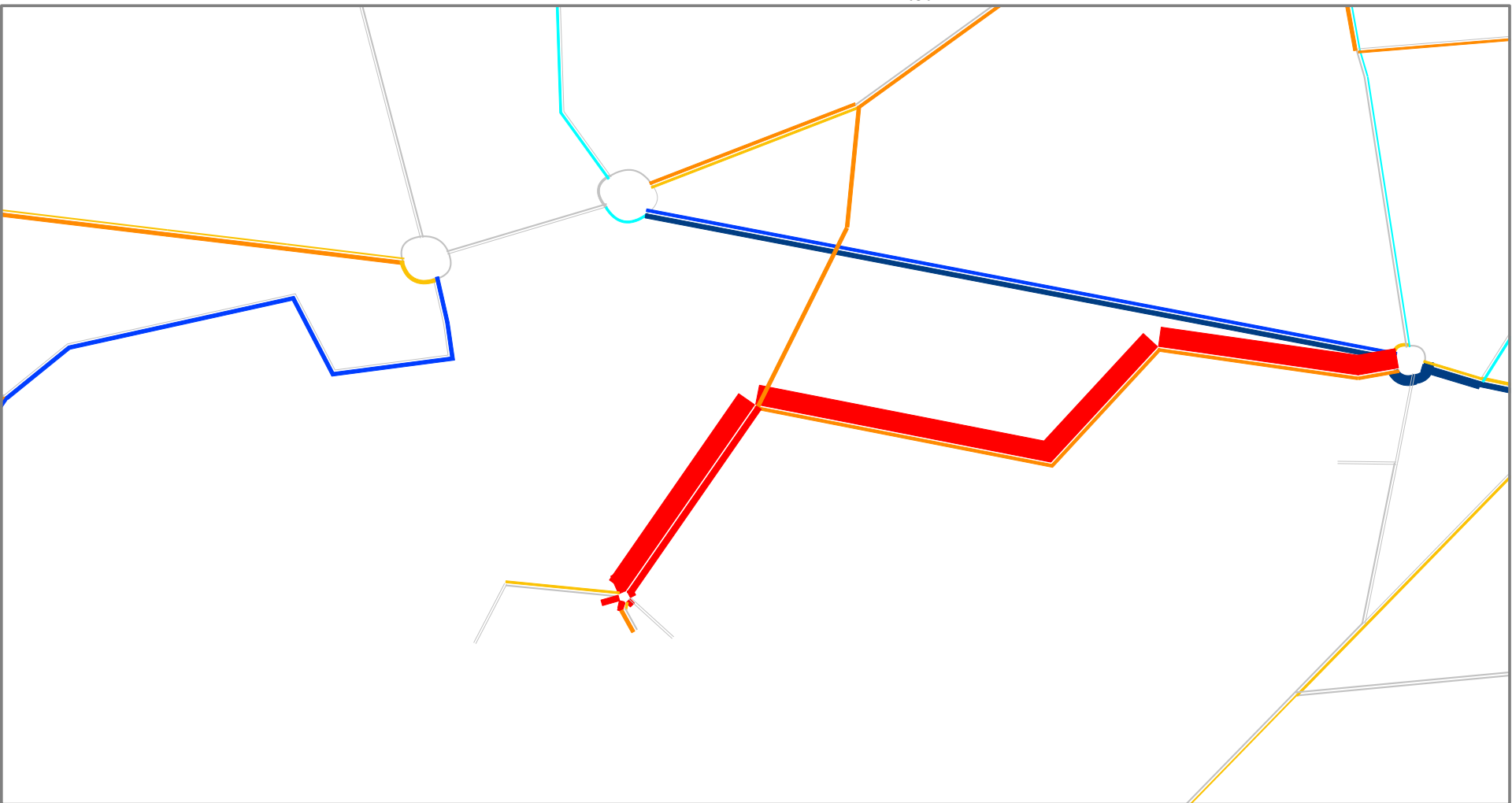
TARBES GESPE SUD DIFFERENCE BRUTE FE 2030 HPM



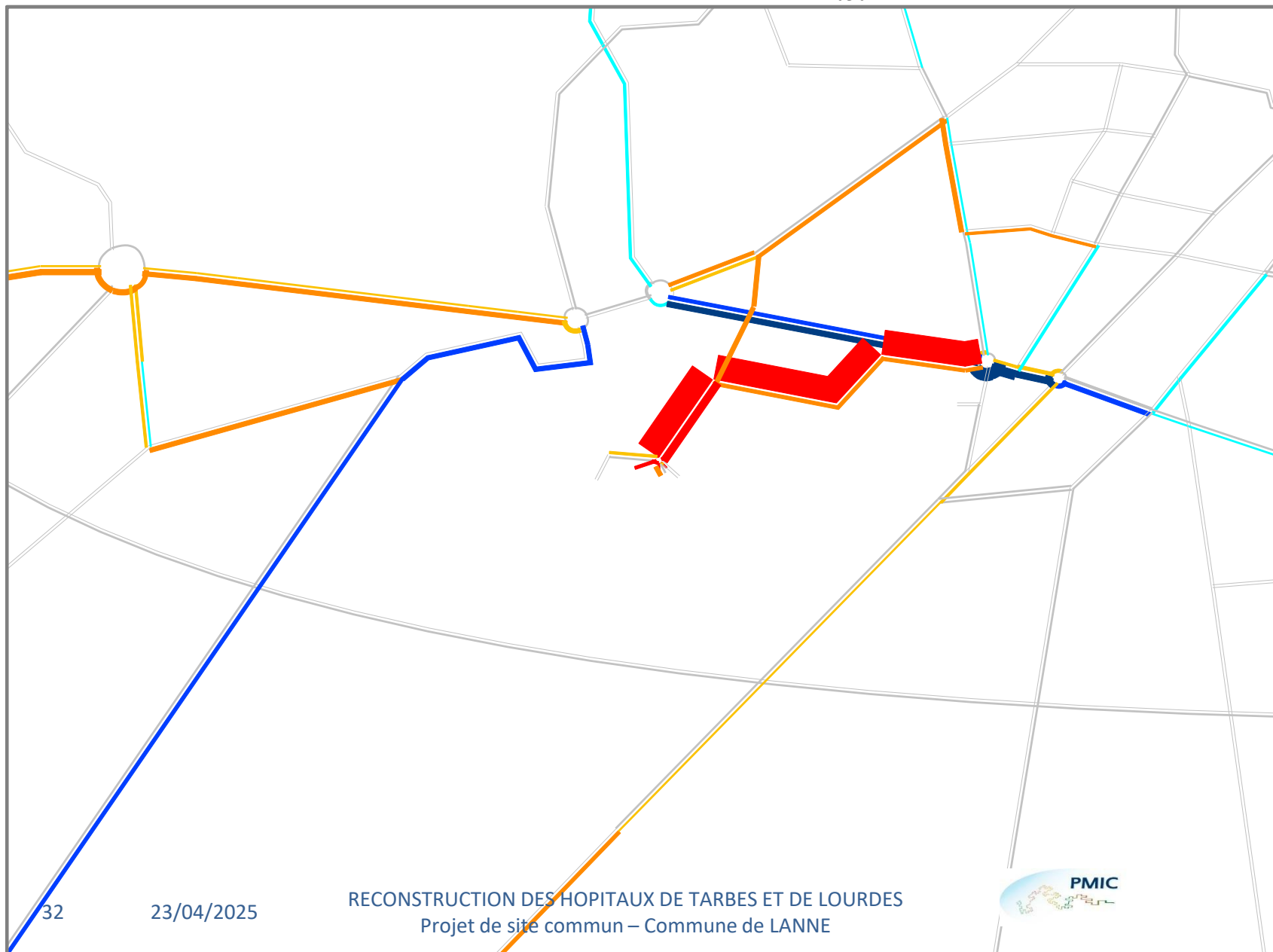
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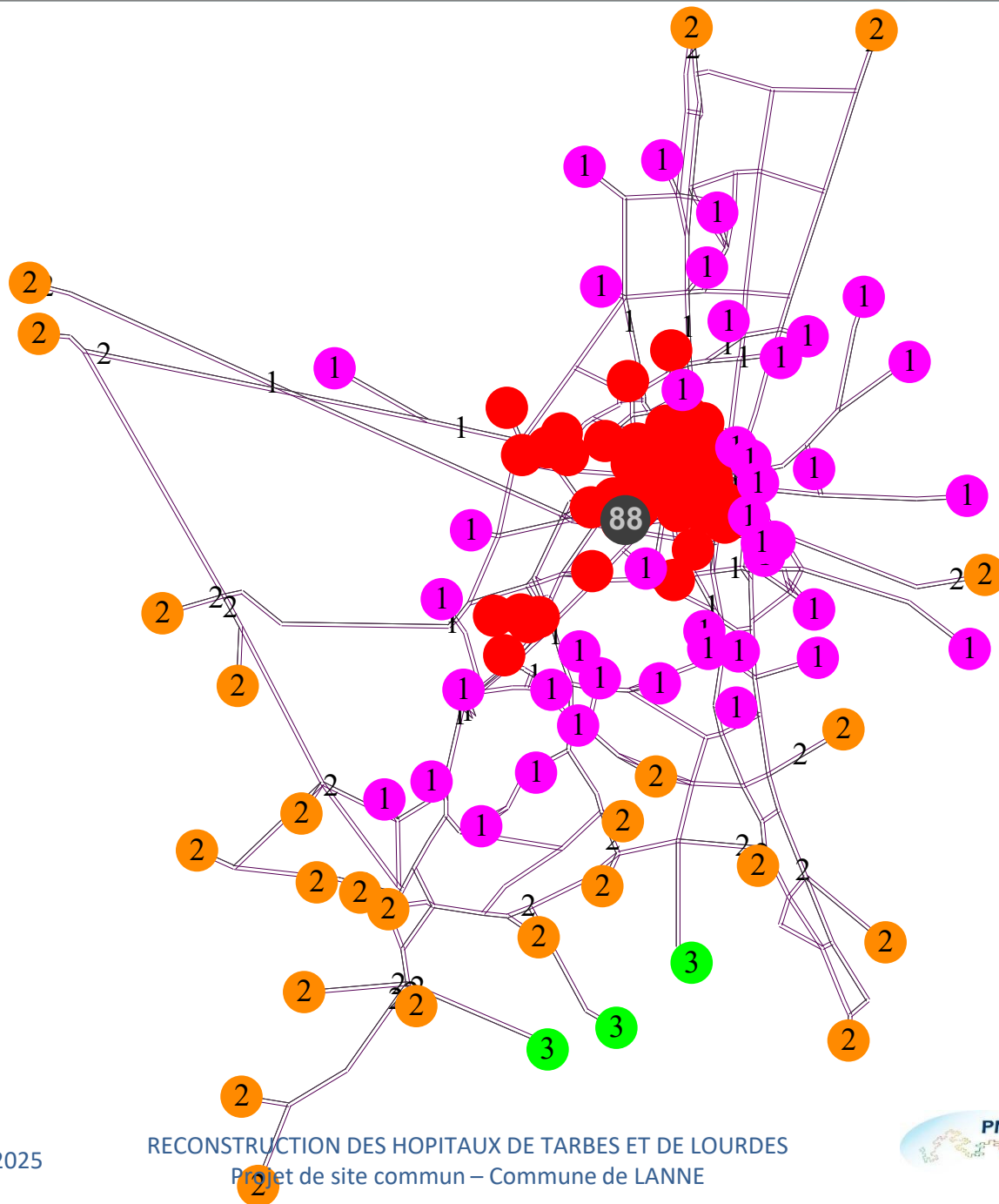


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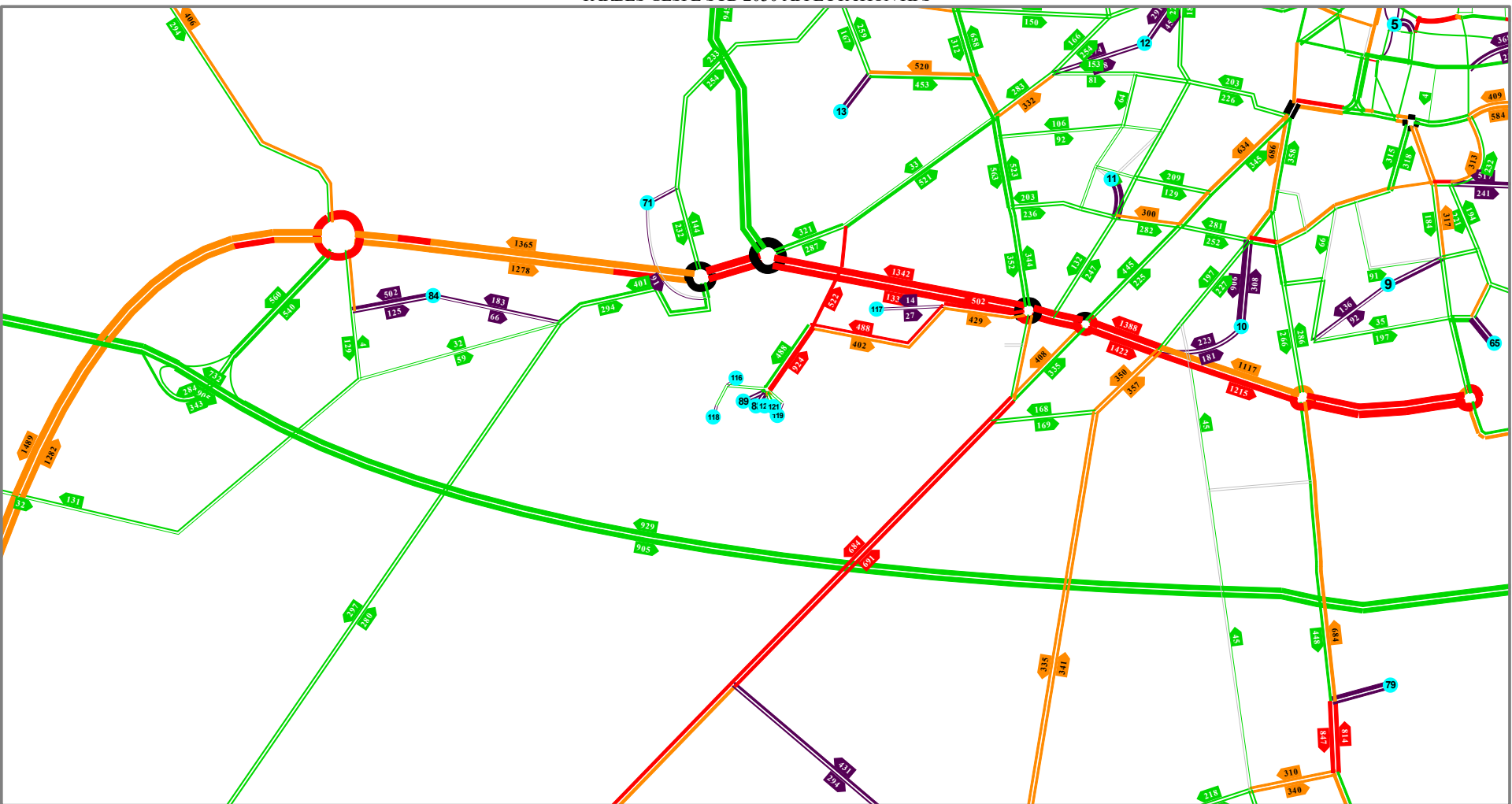


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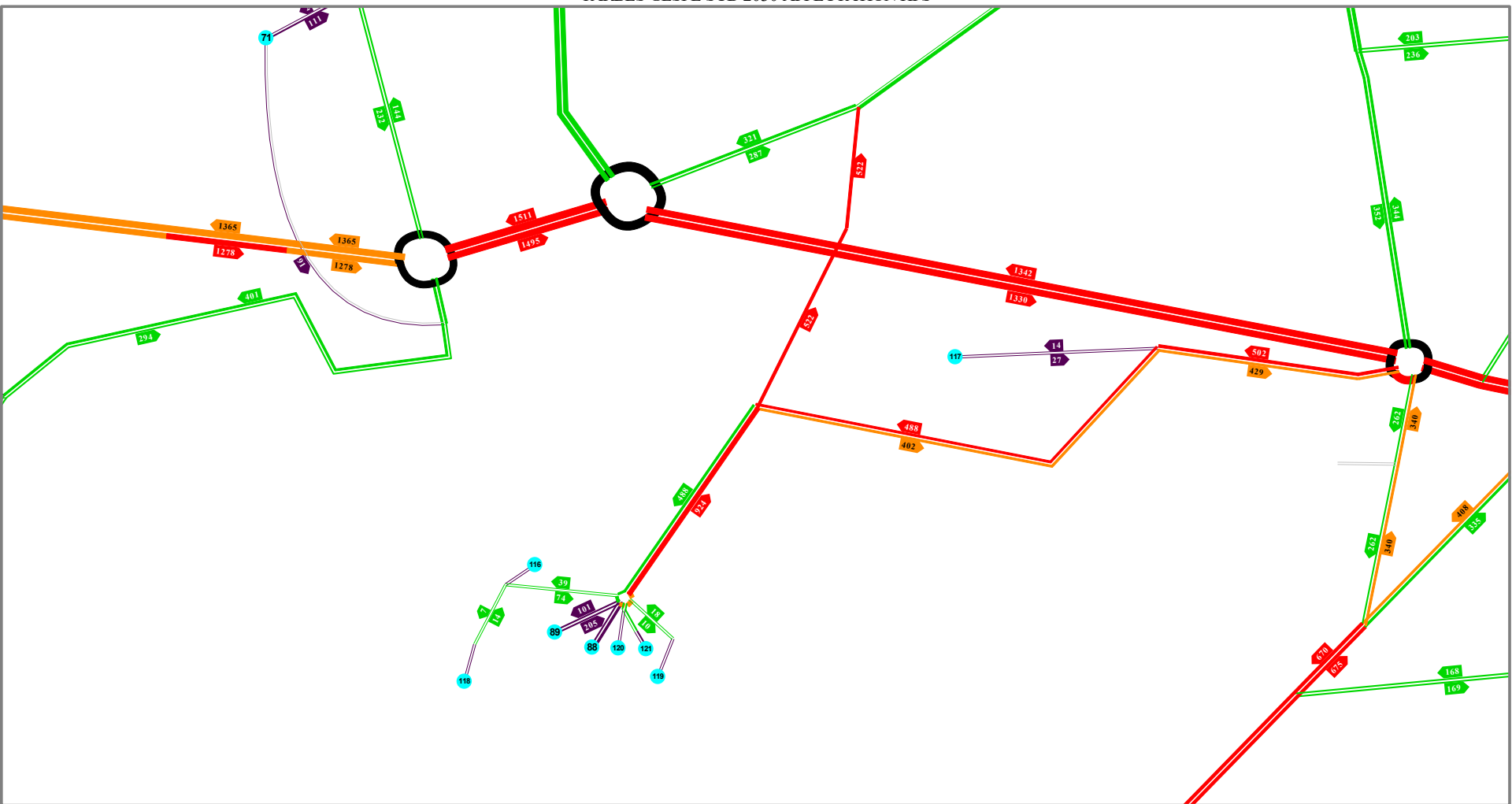




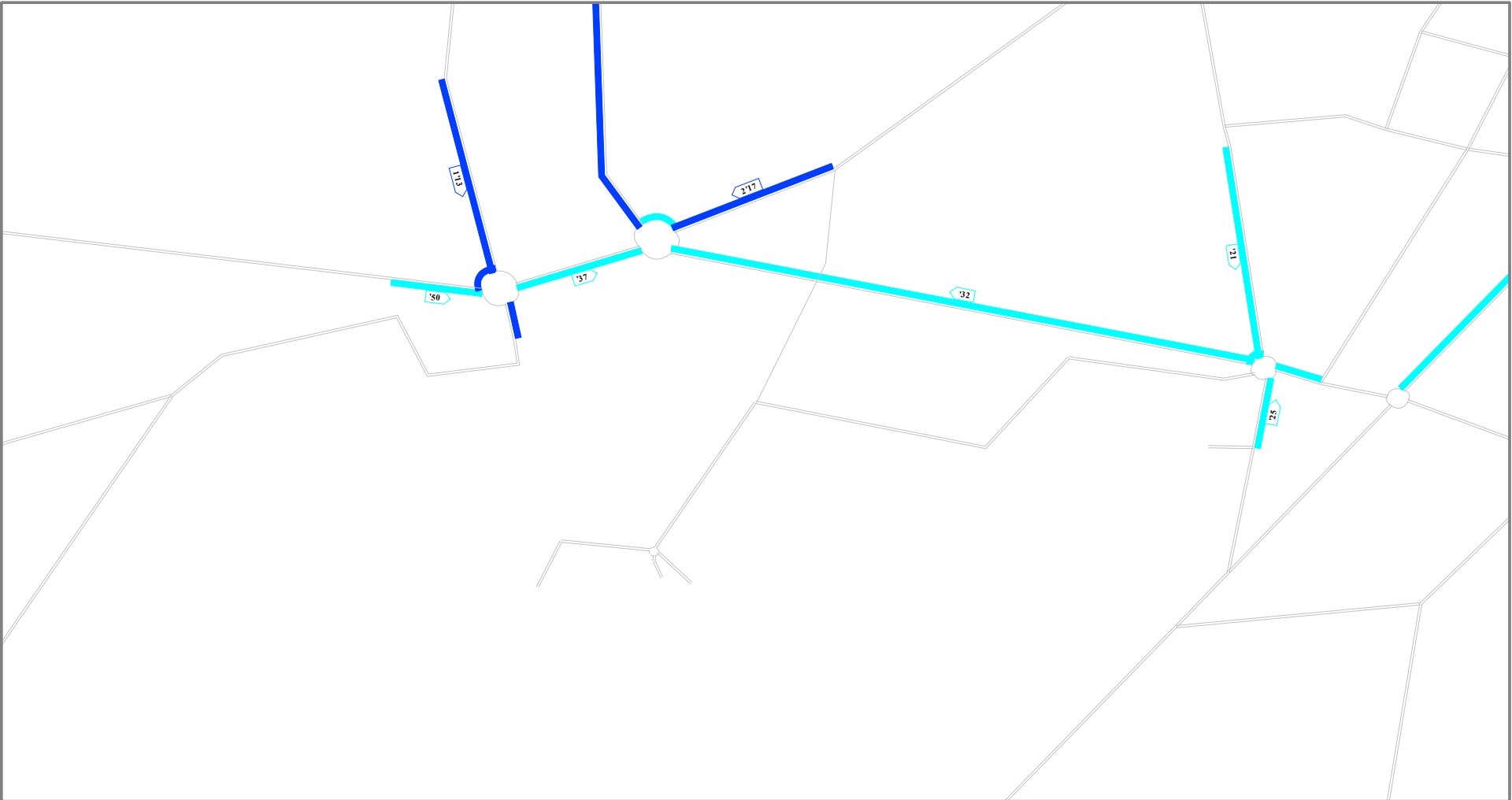
TARBES GESPE SUD 2030 AFFECTATION HPS



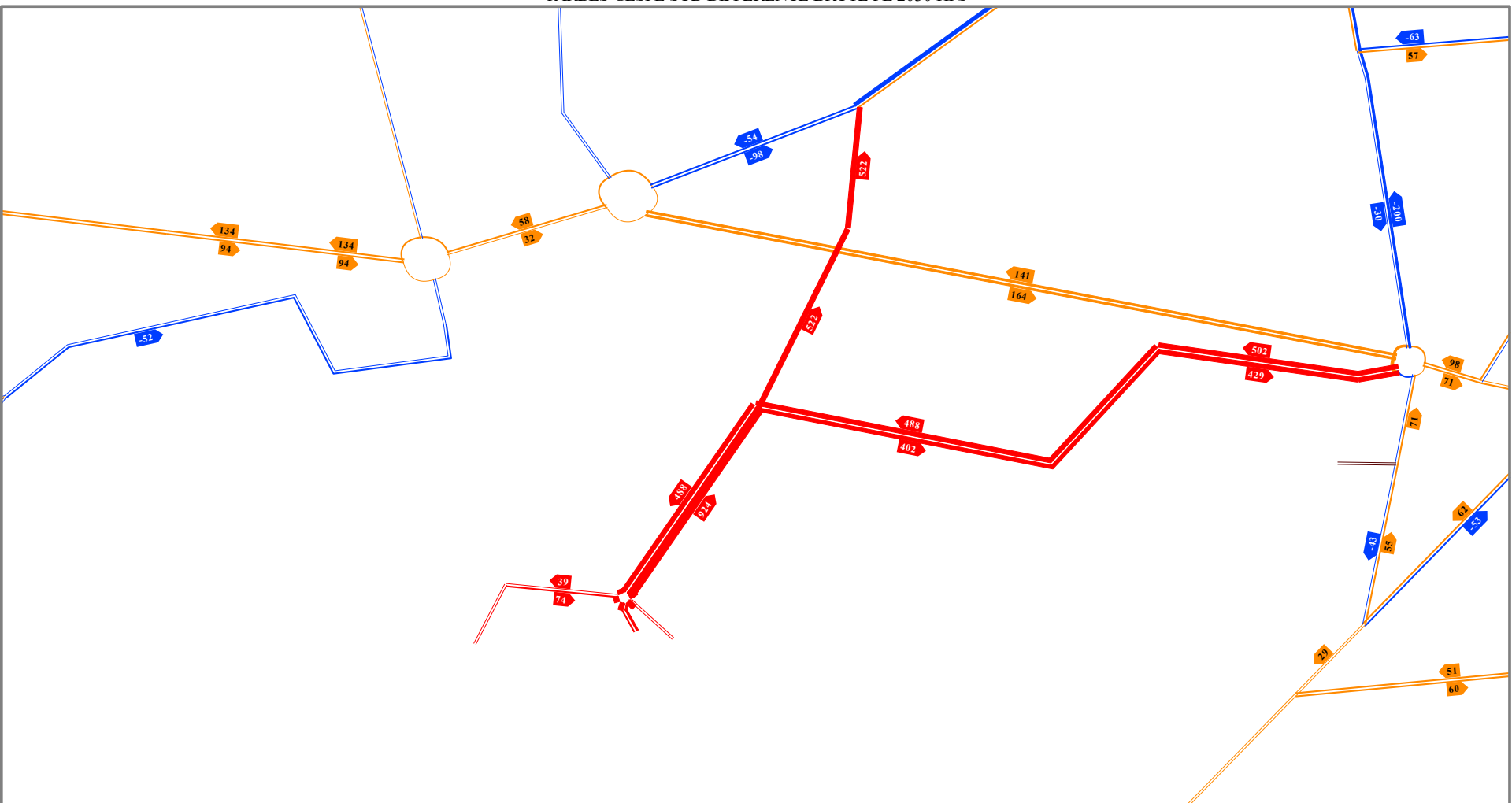
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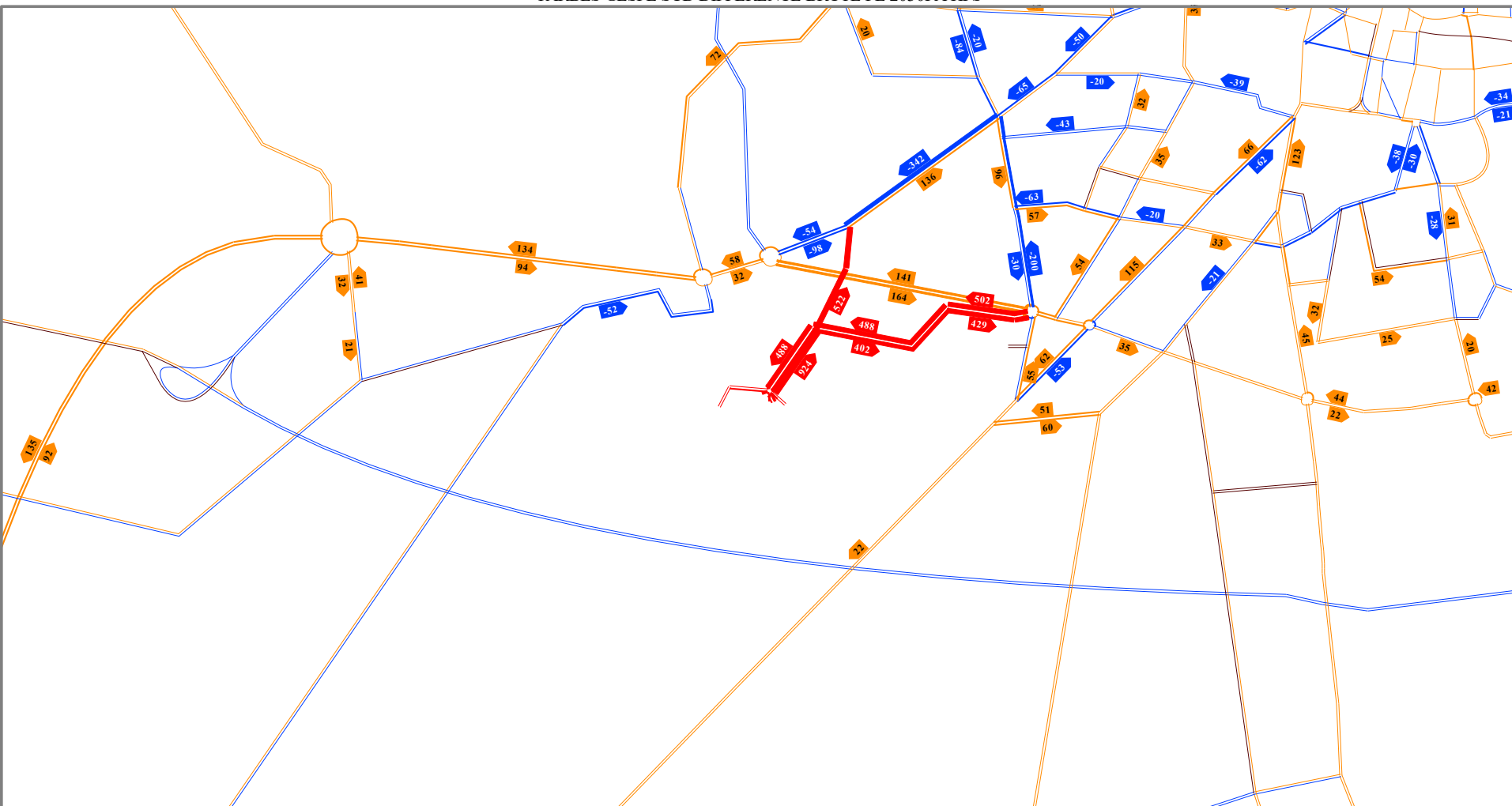
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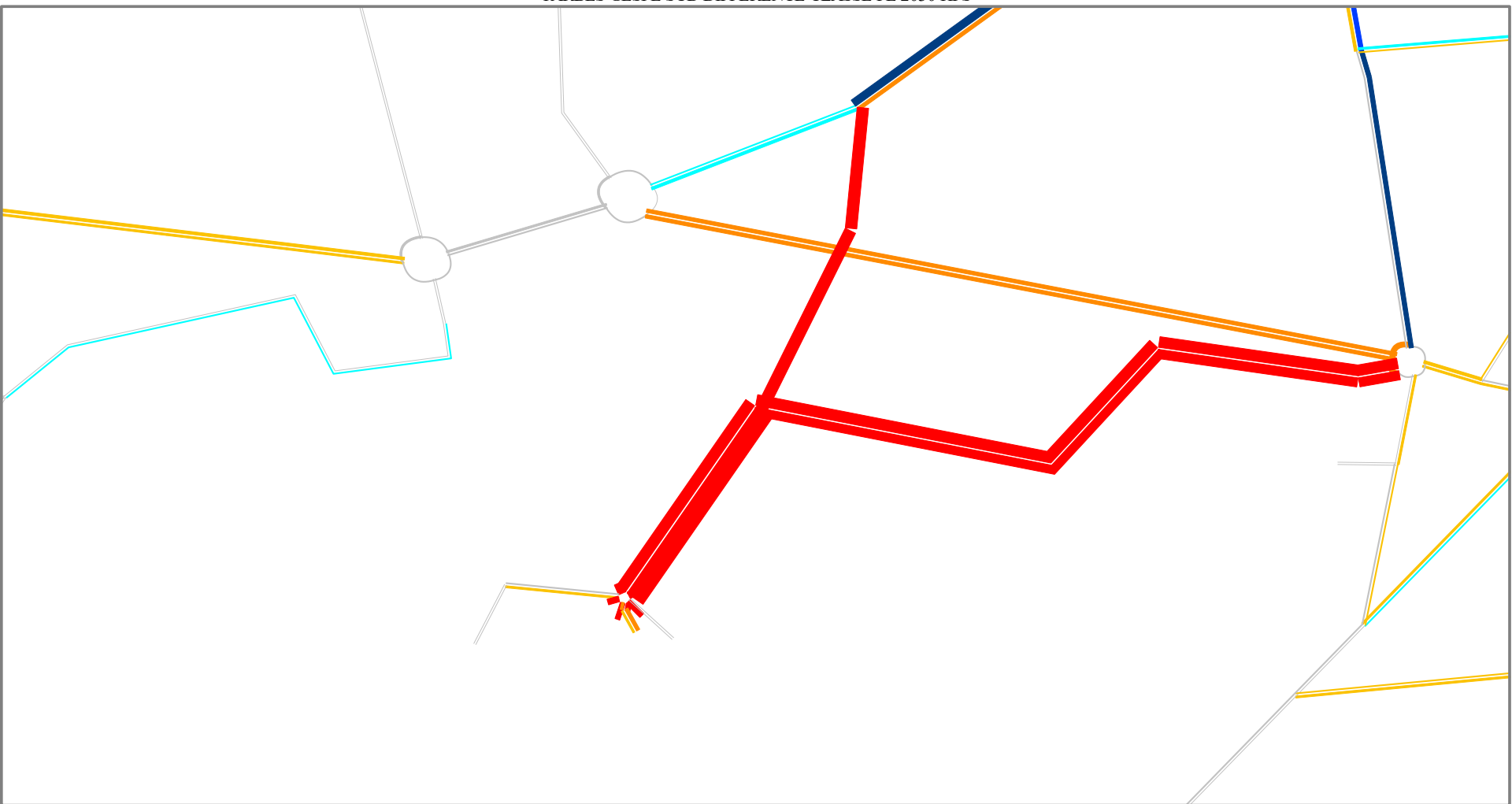
TARBES GESPE SUD DIFFERENCE BRUTE FE 2030 HPS



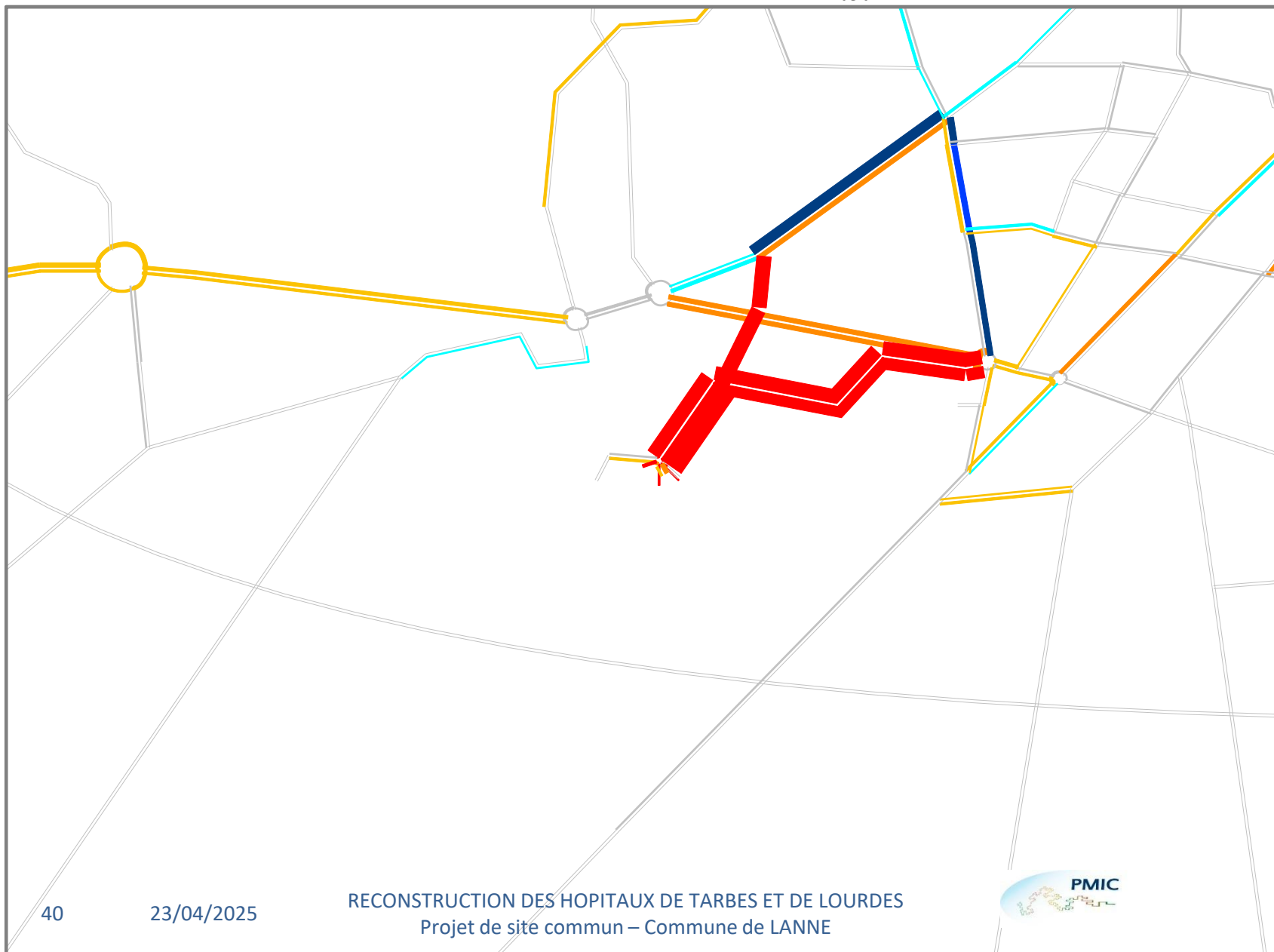
TARBES GESPE SUD DIFFERENCE BRUTE FE 2030PA HPS

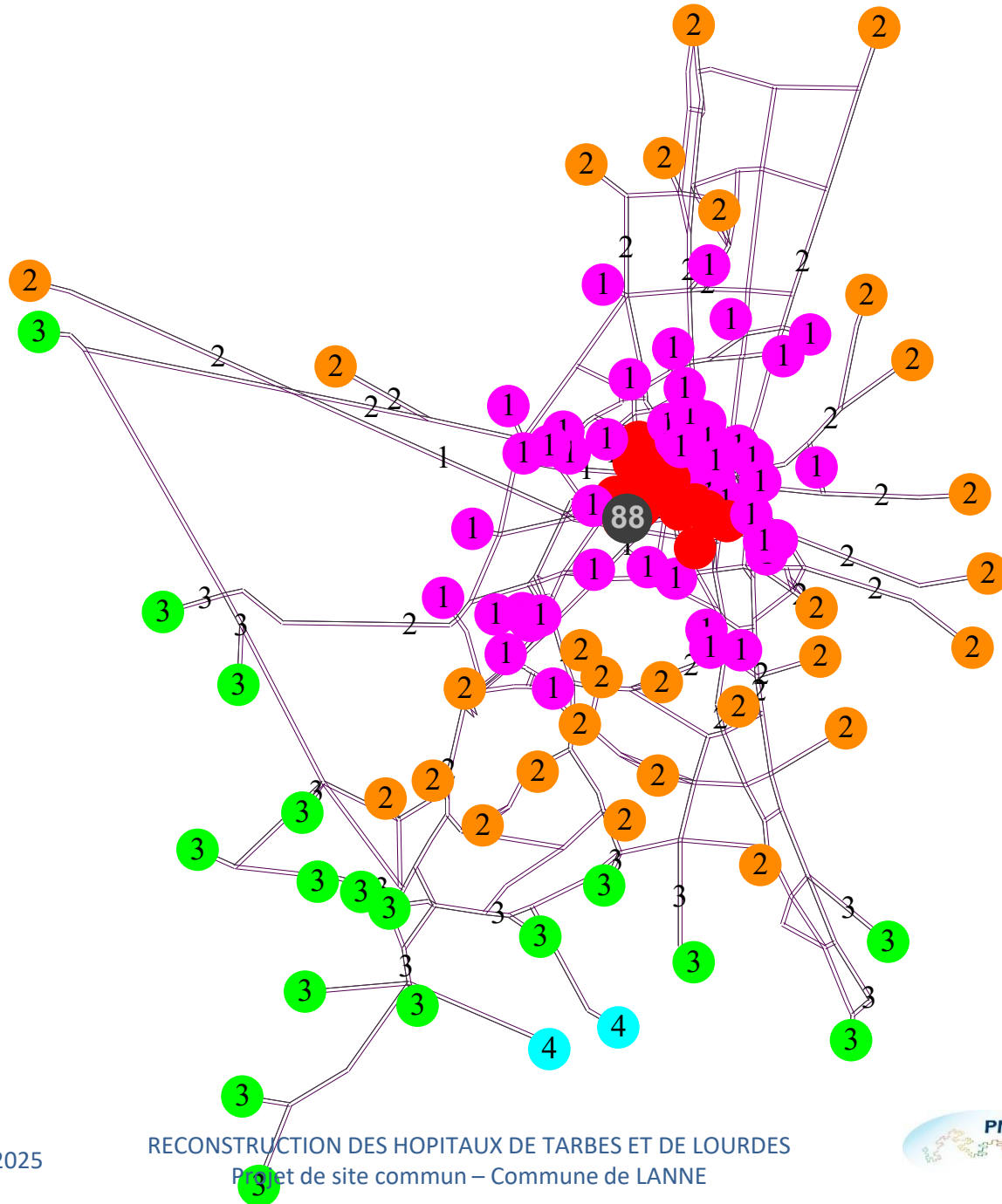


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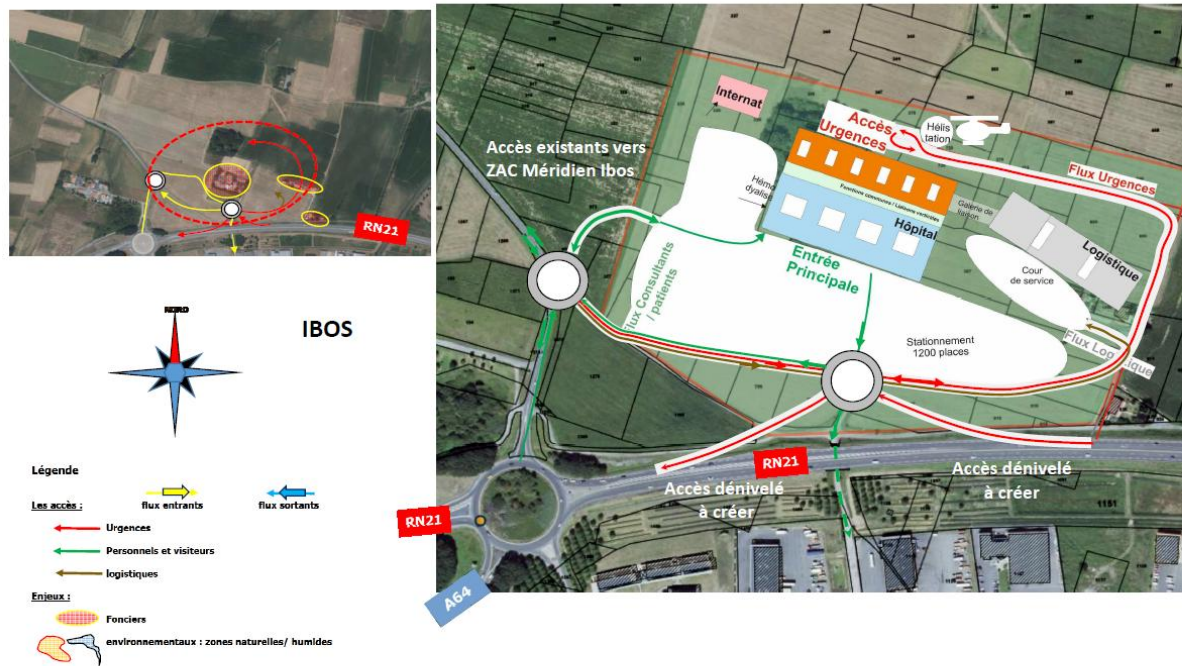
TARBES GESPE SUD DIFFERENCE CLASSE FE 2030 HPS

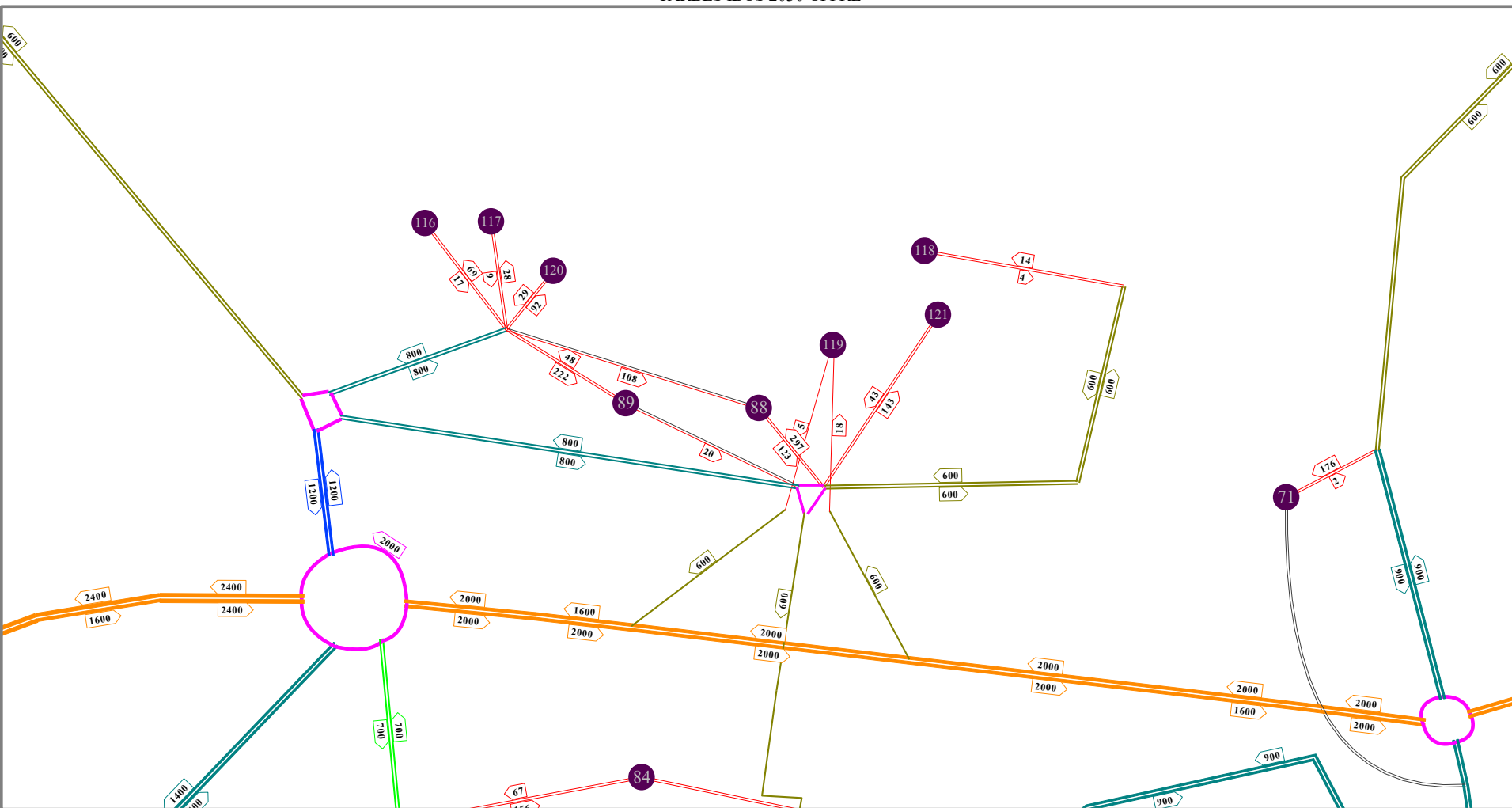




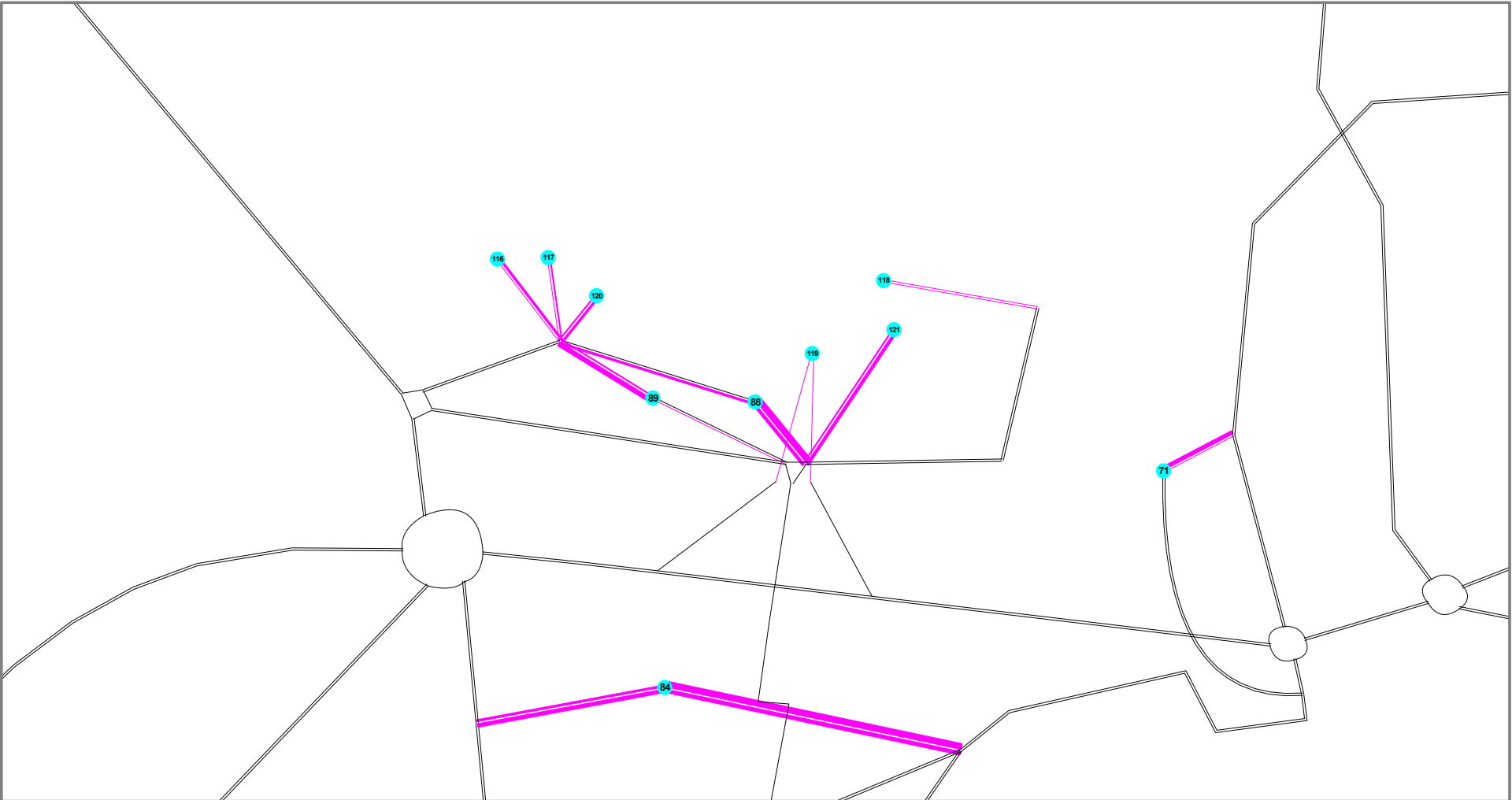
SCENARIO 2 IBOS

Le site est situé au bord de la RN21 au Sud Ouest de Tarbes

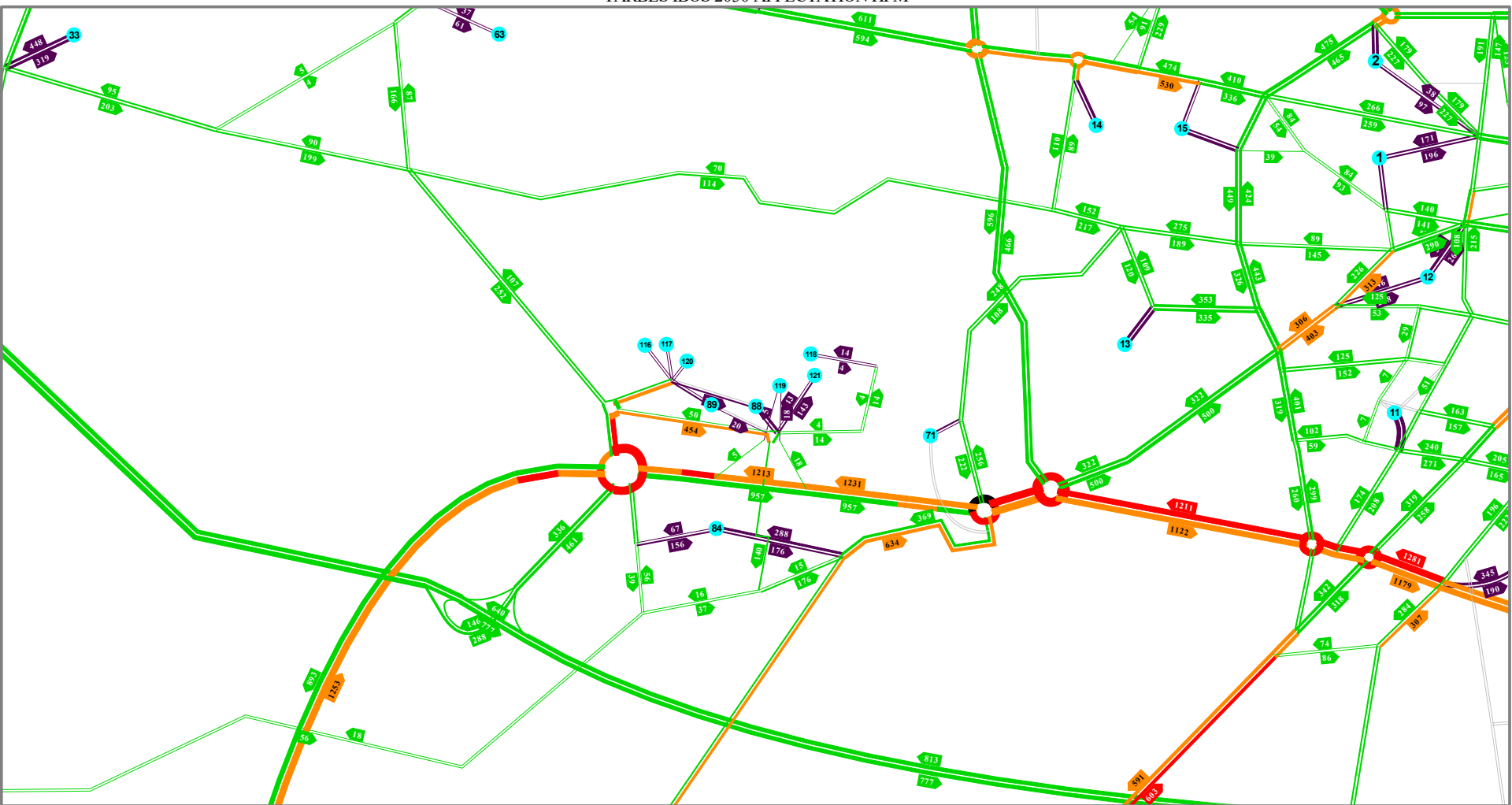




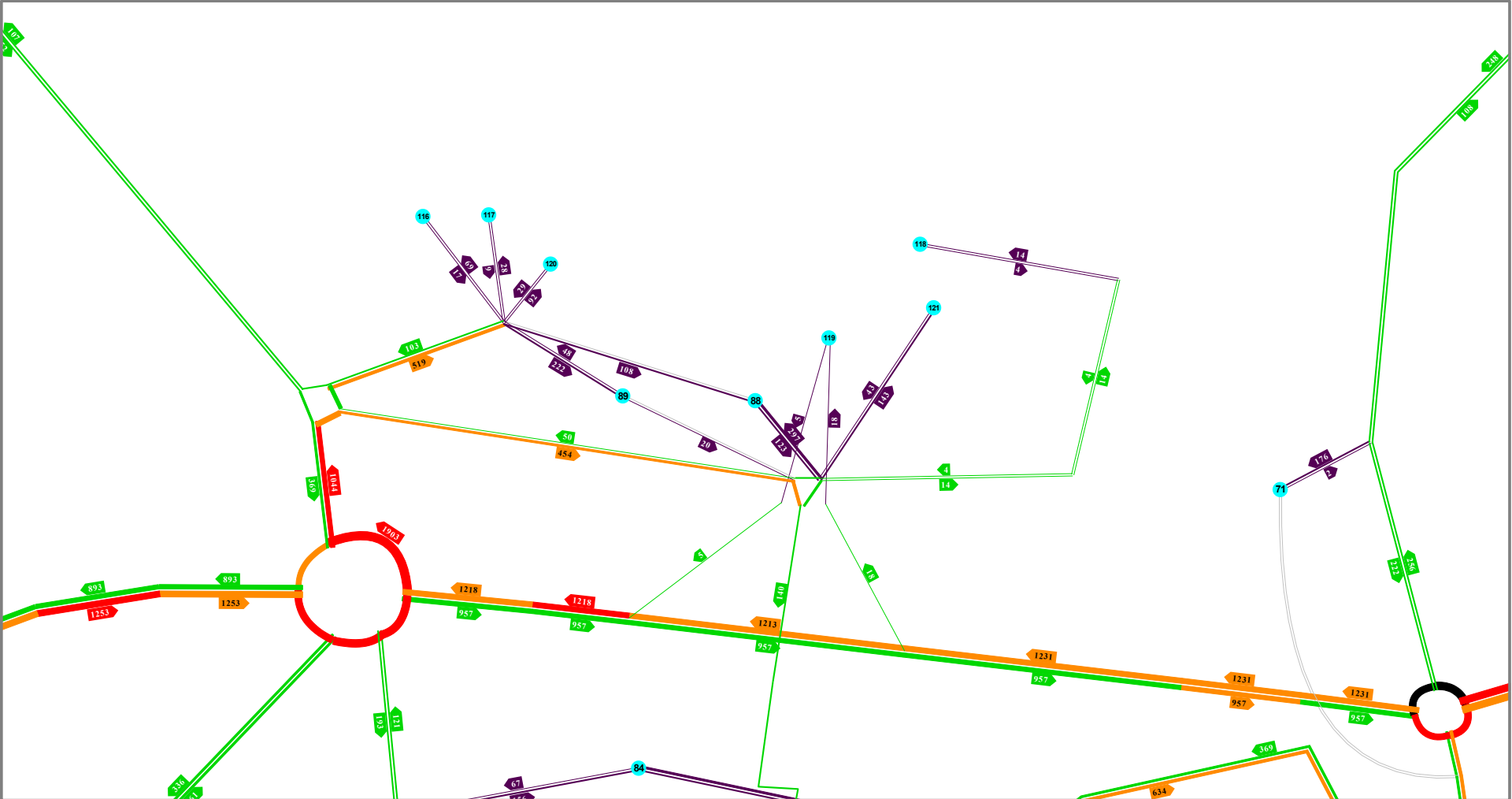
TARBES IBOS 2030 DEMANDE



TARBES IBOS 2030 AFFECTATION HPM



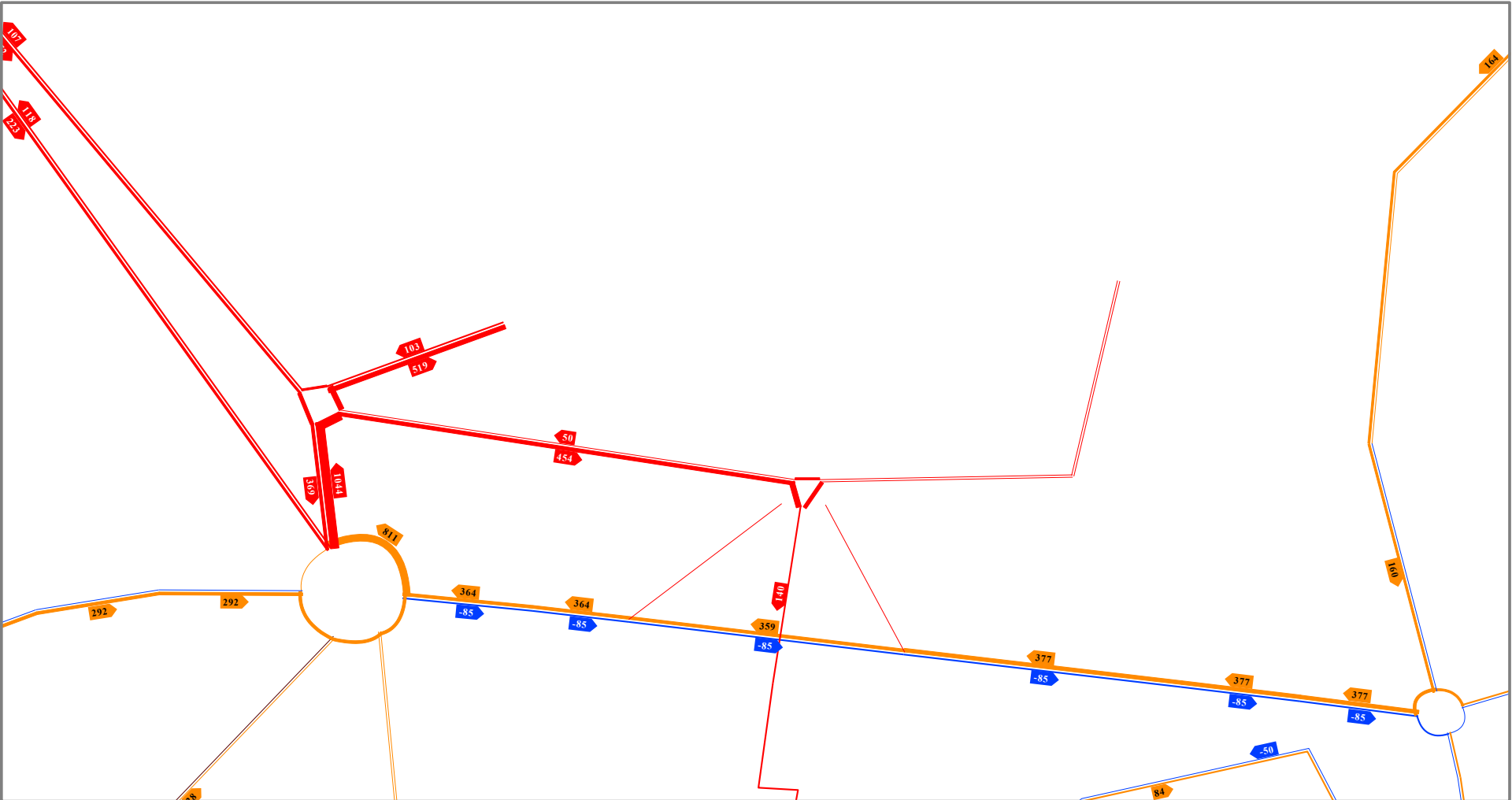
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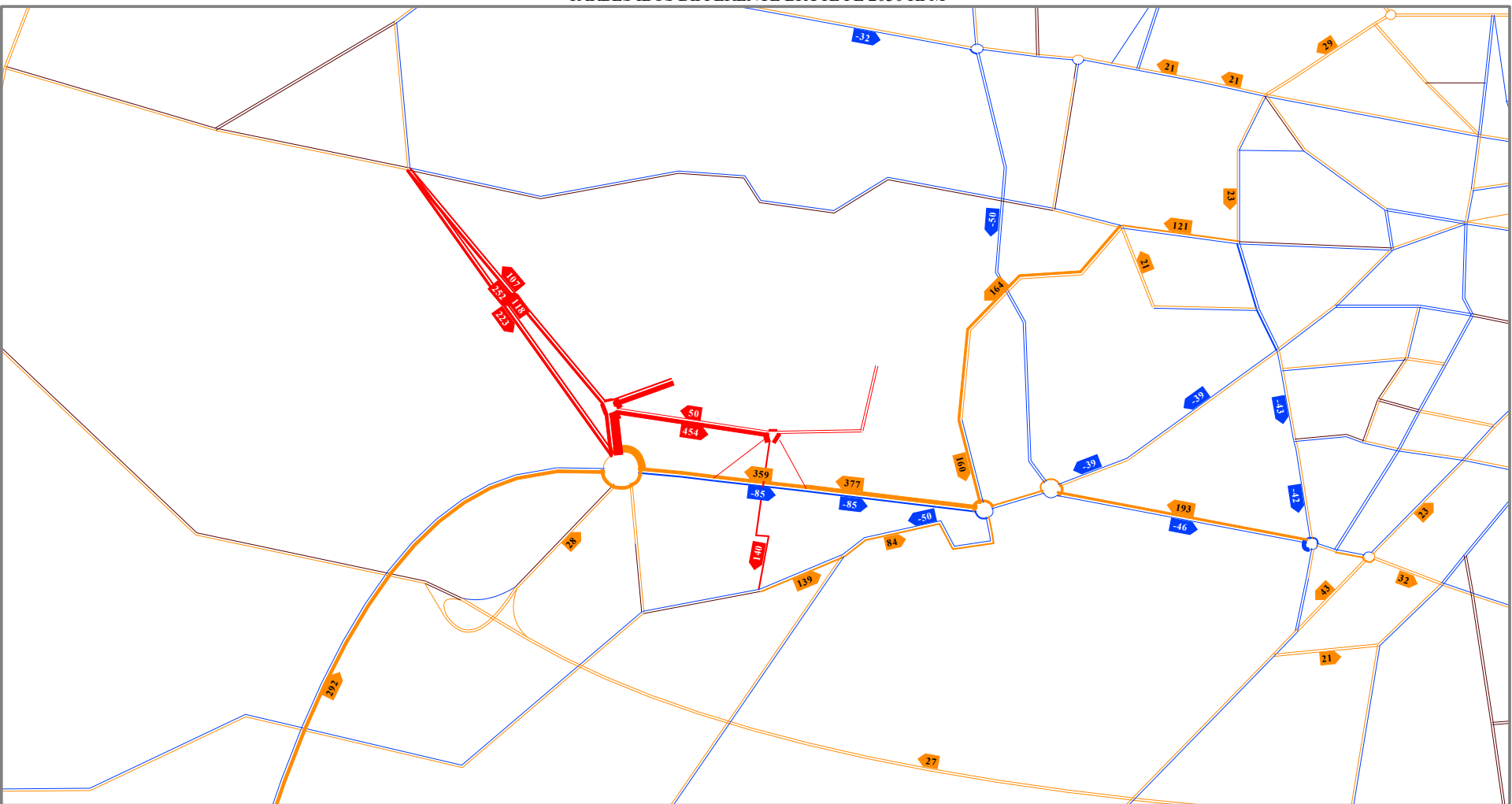
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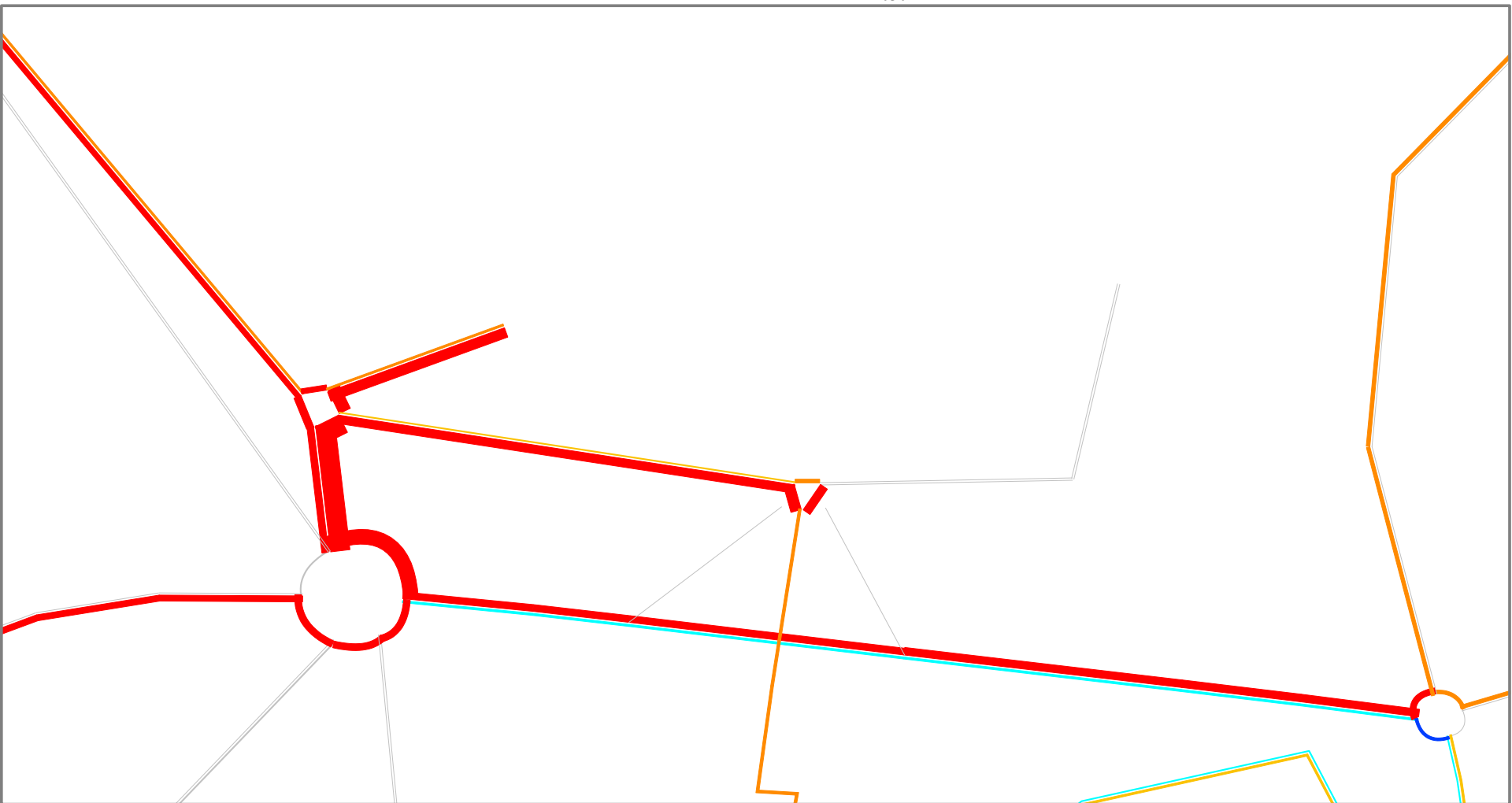
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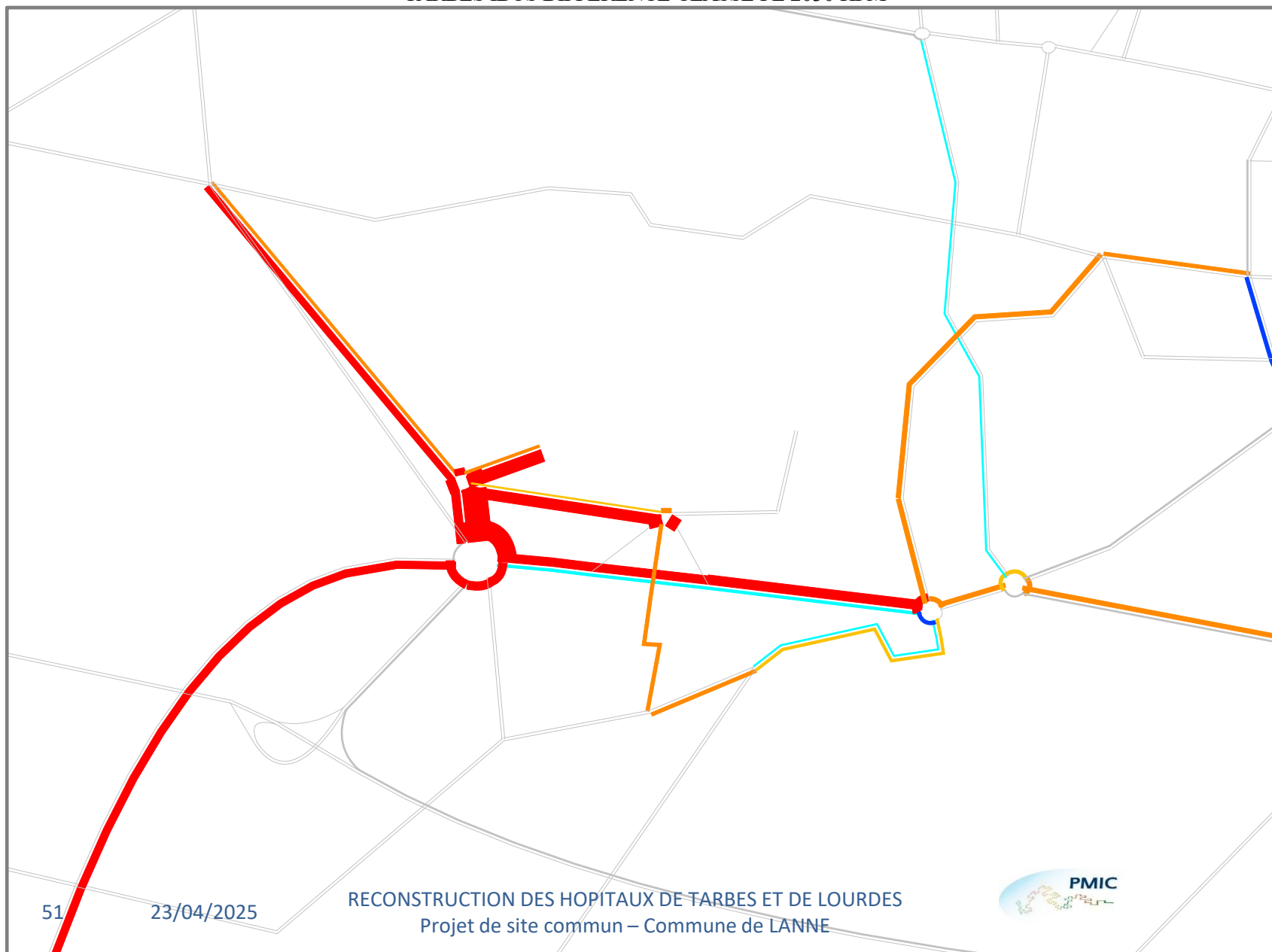
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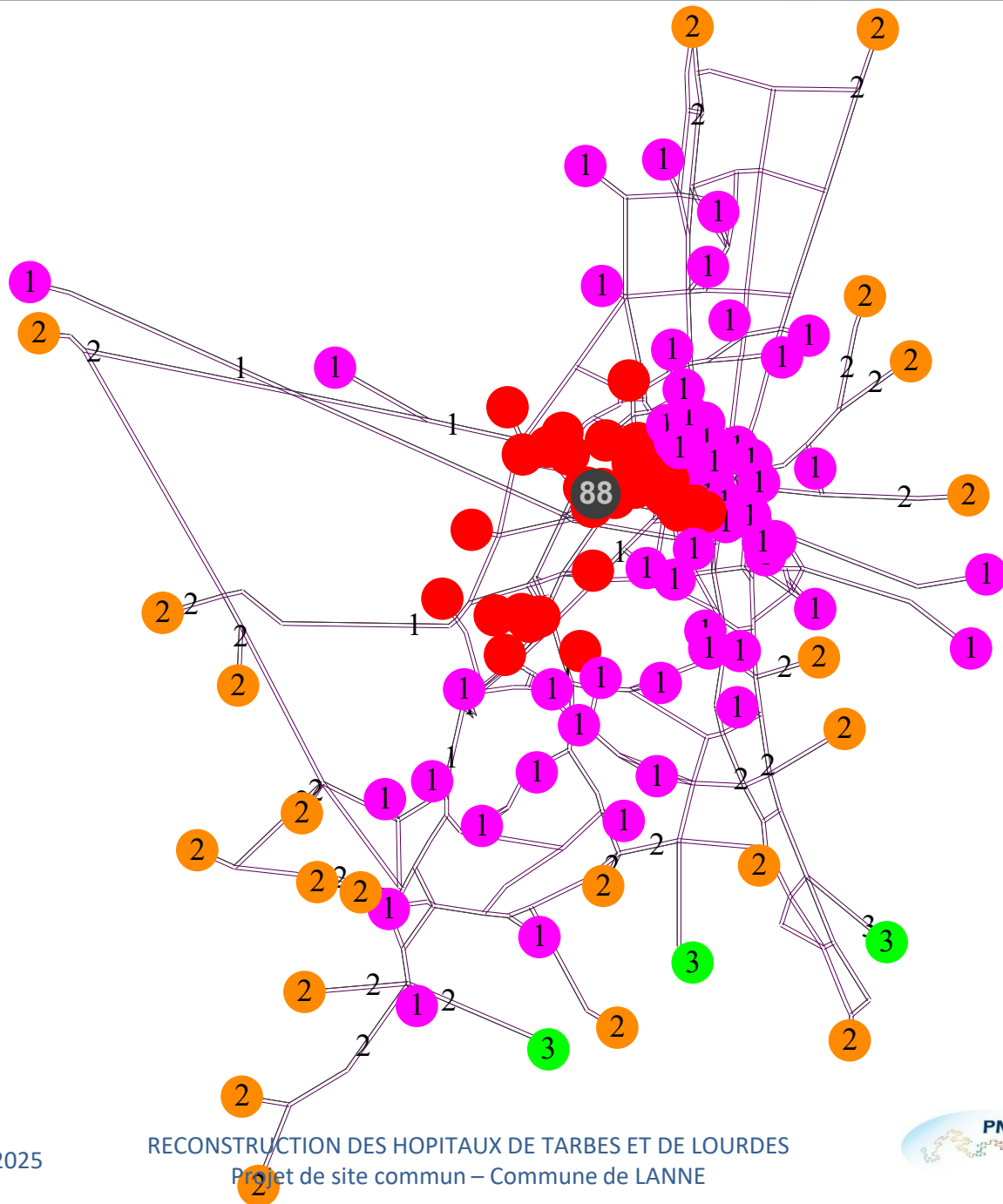


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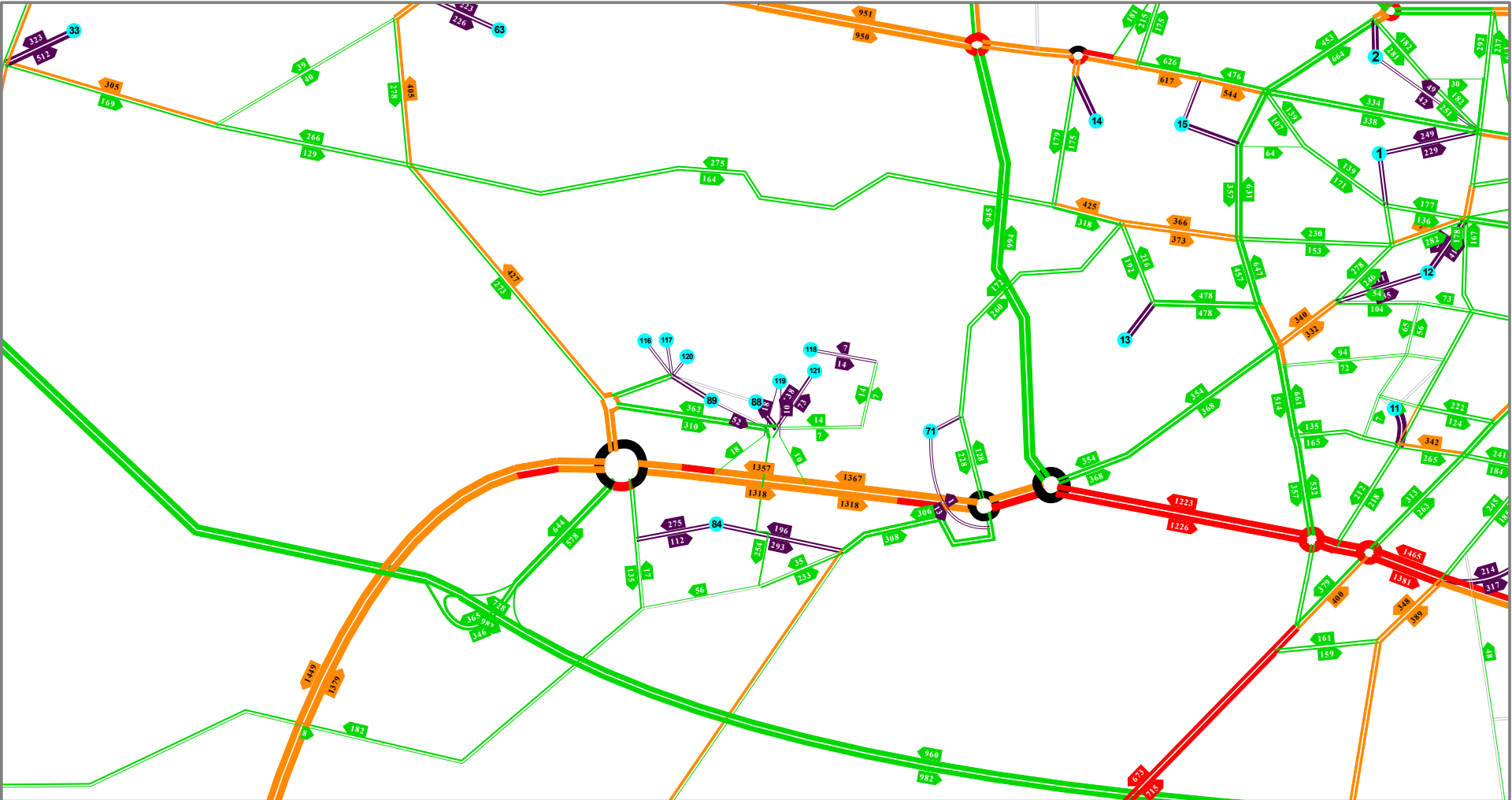


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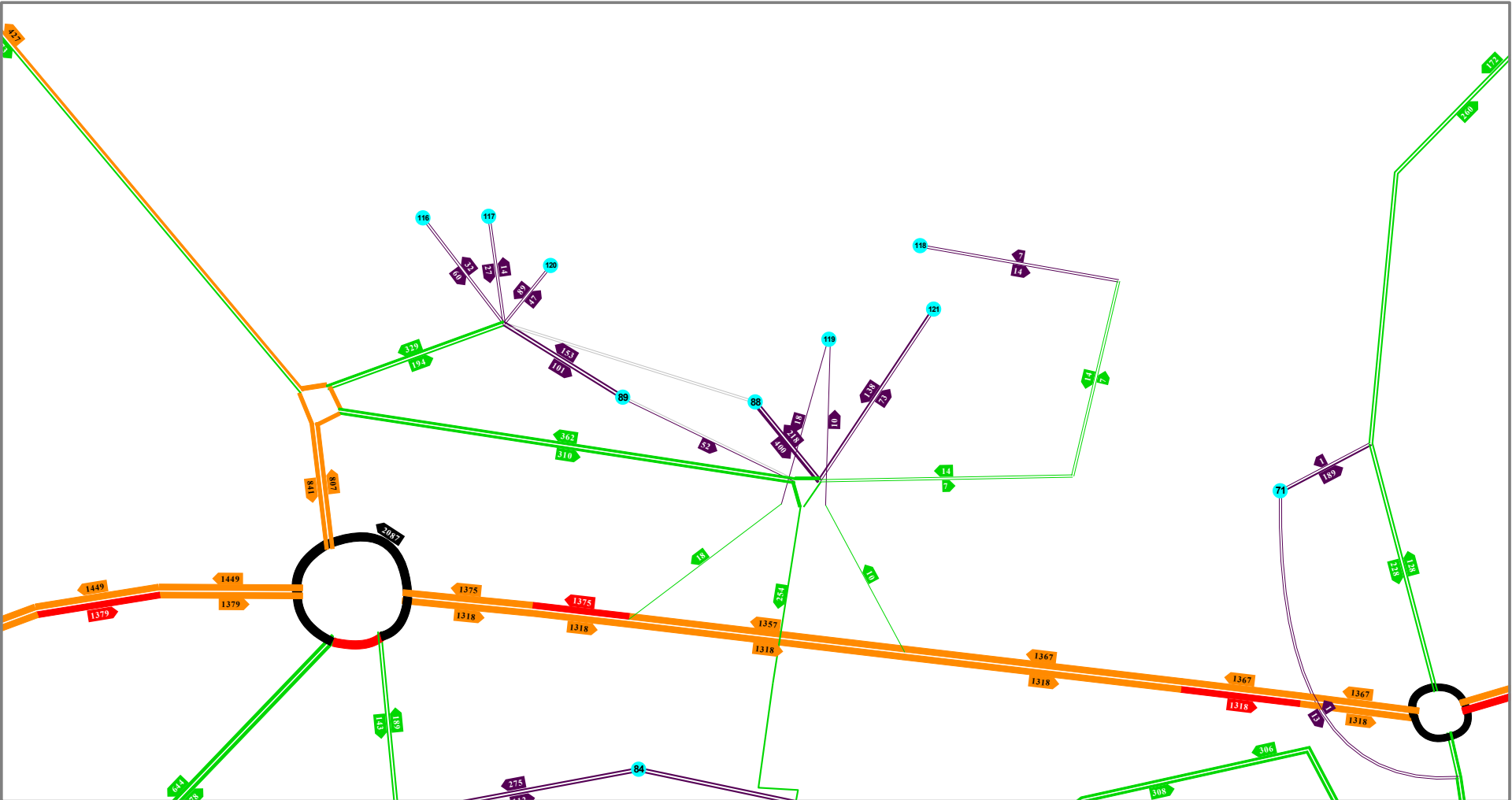




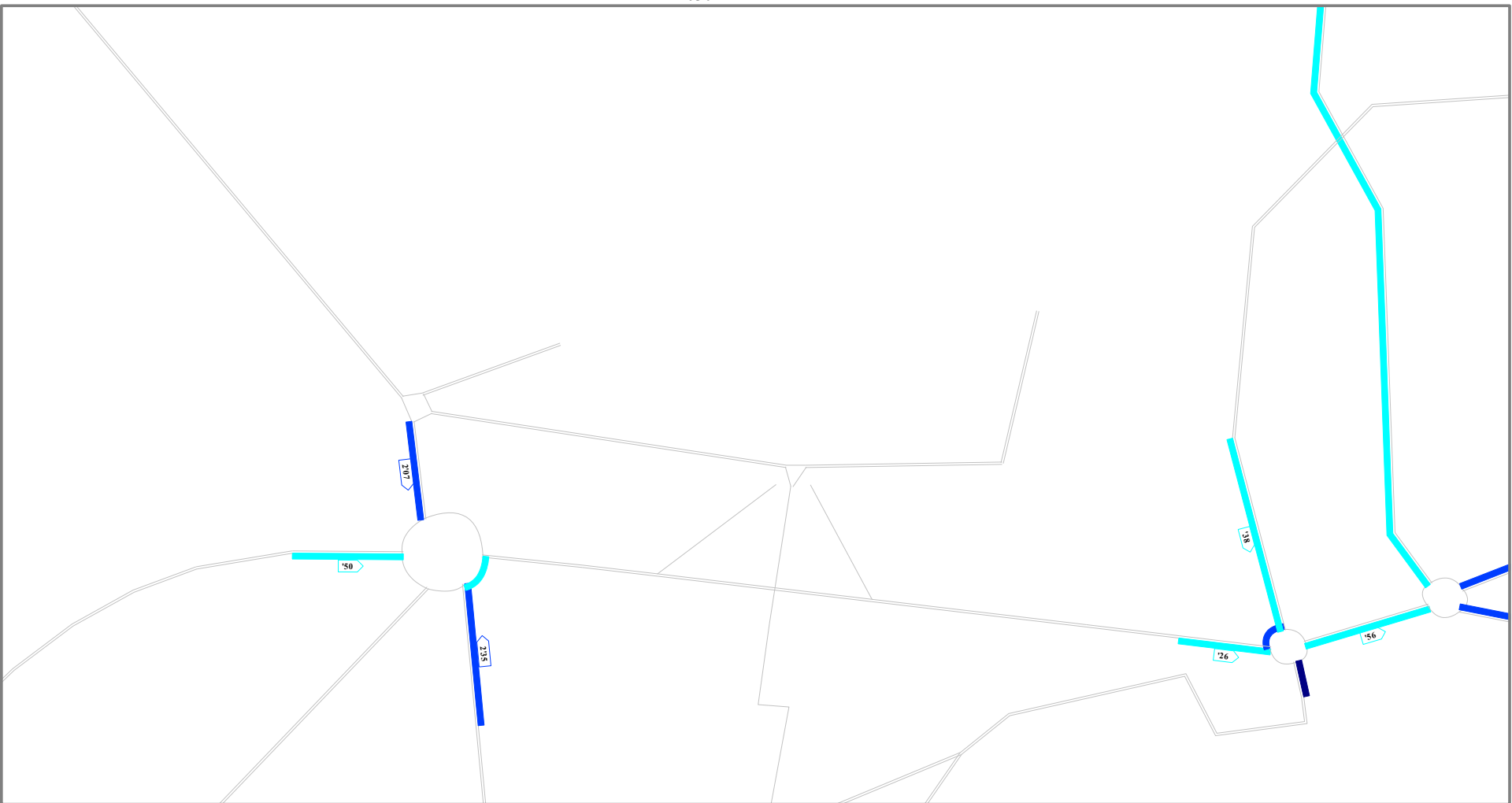
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TARBES IBOS 2030 AFFECTATION HPS

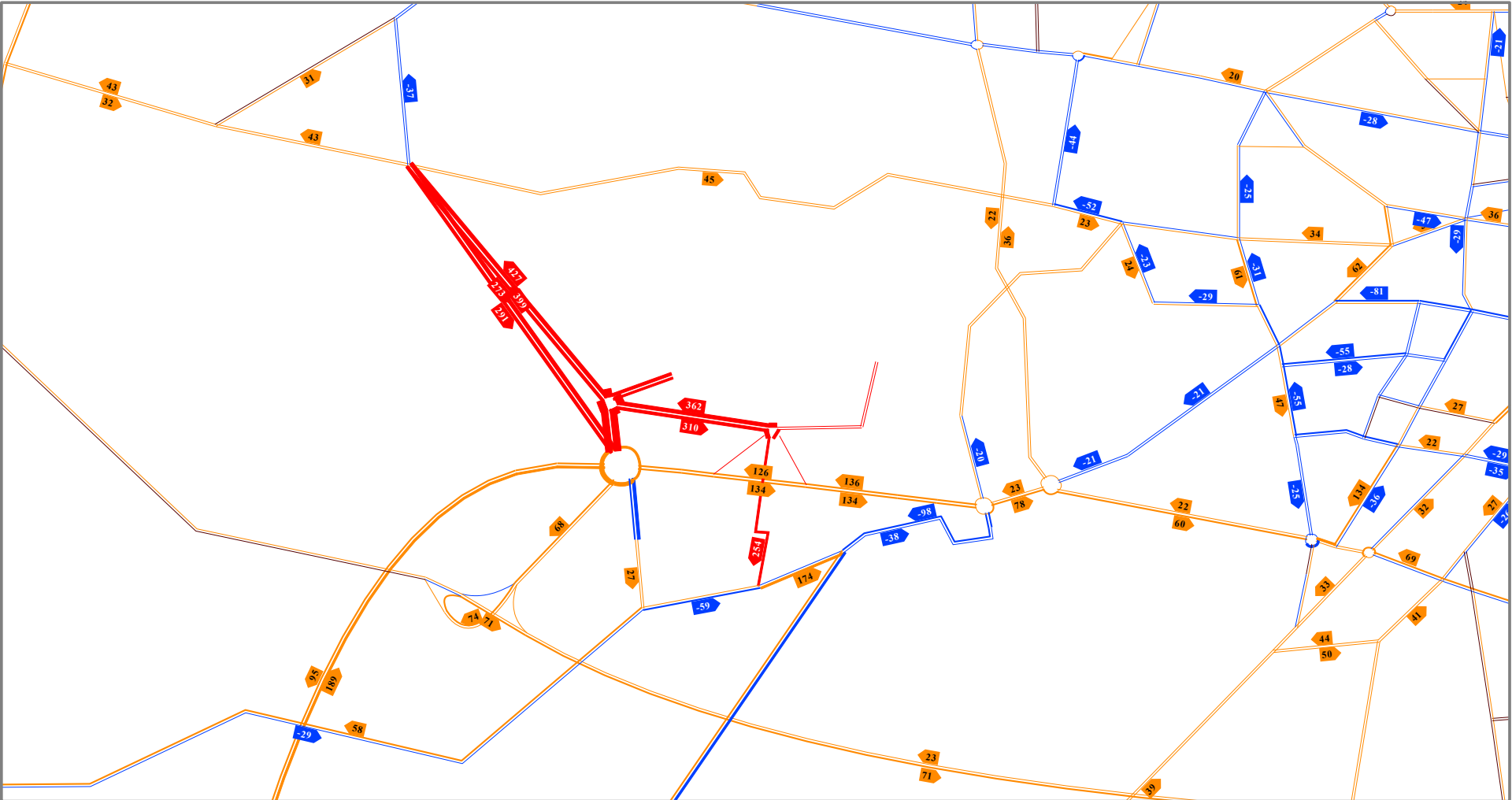


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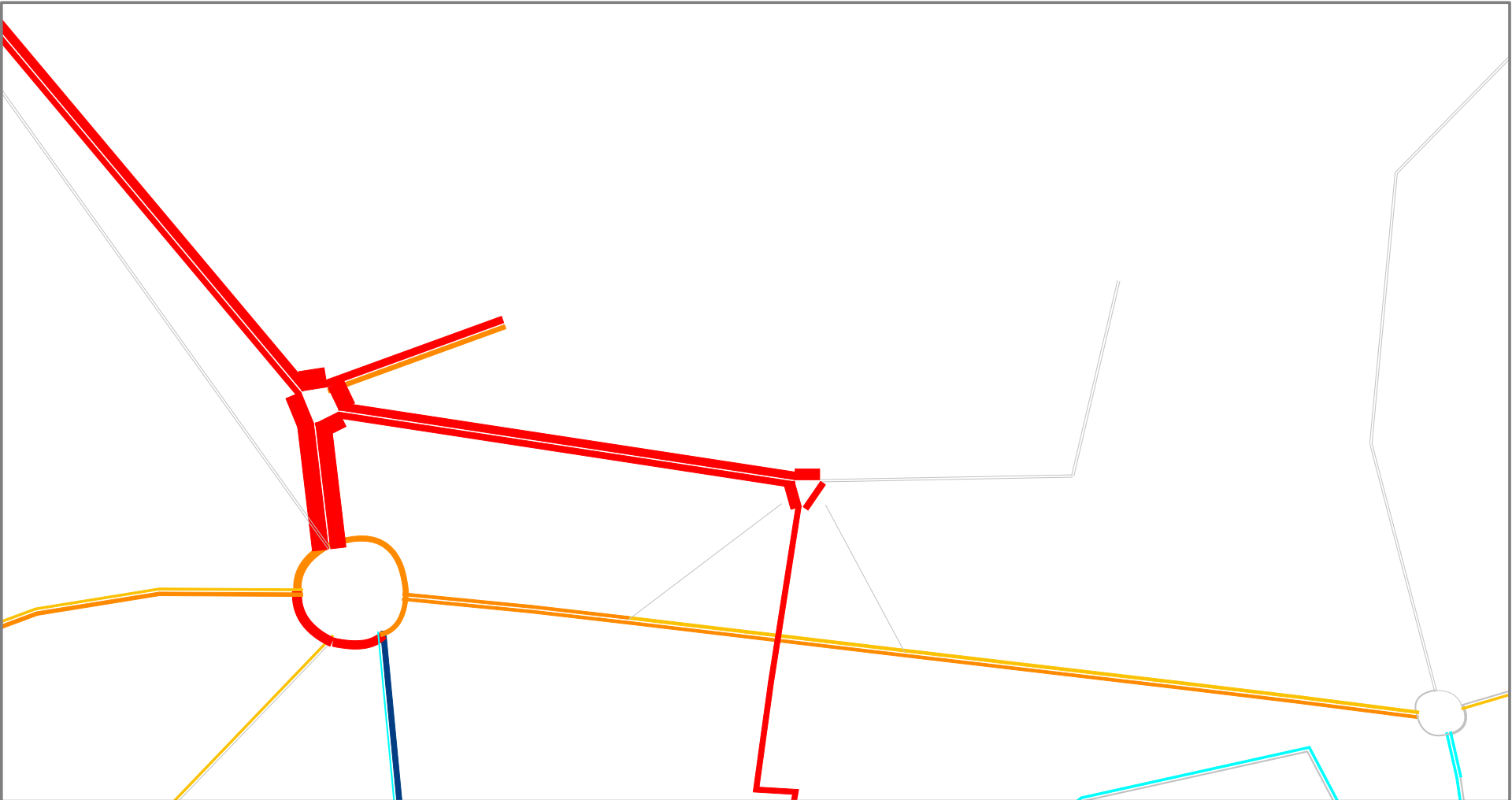


The diagram illustrates a complex network structure with two primary hubs and numerous connecting paths. The left hub is represented by a large white circle, and the right hub is a smaller white circle. Both hubs are surrounded by orange lines representing various connections. A prominent thick red path connects the two hubs, passing through several intermediate nodes. This path includes nodes labeled with values such as 841, 807, 362, 310, 329, 194, 252, 126, 134, 136, 134, 136, 134, 136, 134, and 136. Additionally, there are blue arrows indicating specific flow directions along the paths, with labels like -287, -61, -38, -98, and -20. The overall structure suggests a system where flows are concentrated between the two main hubs via multiple parallel or sequential routes.

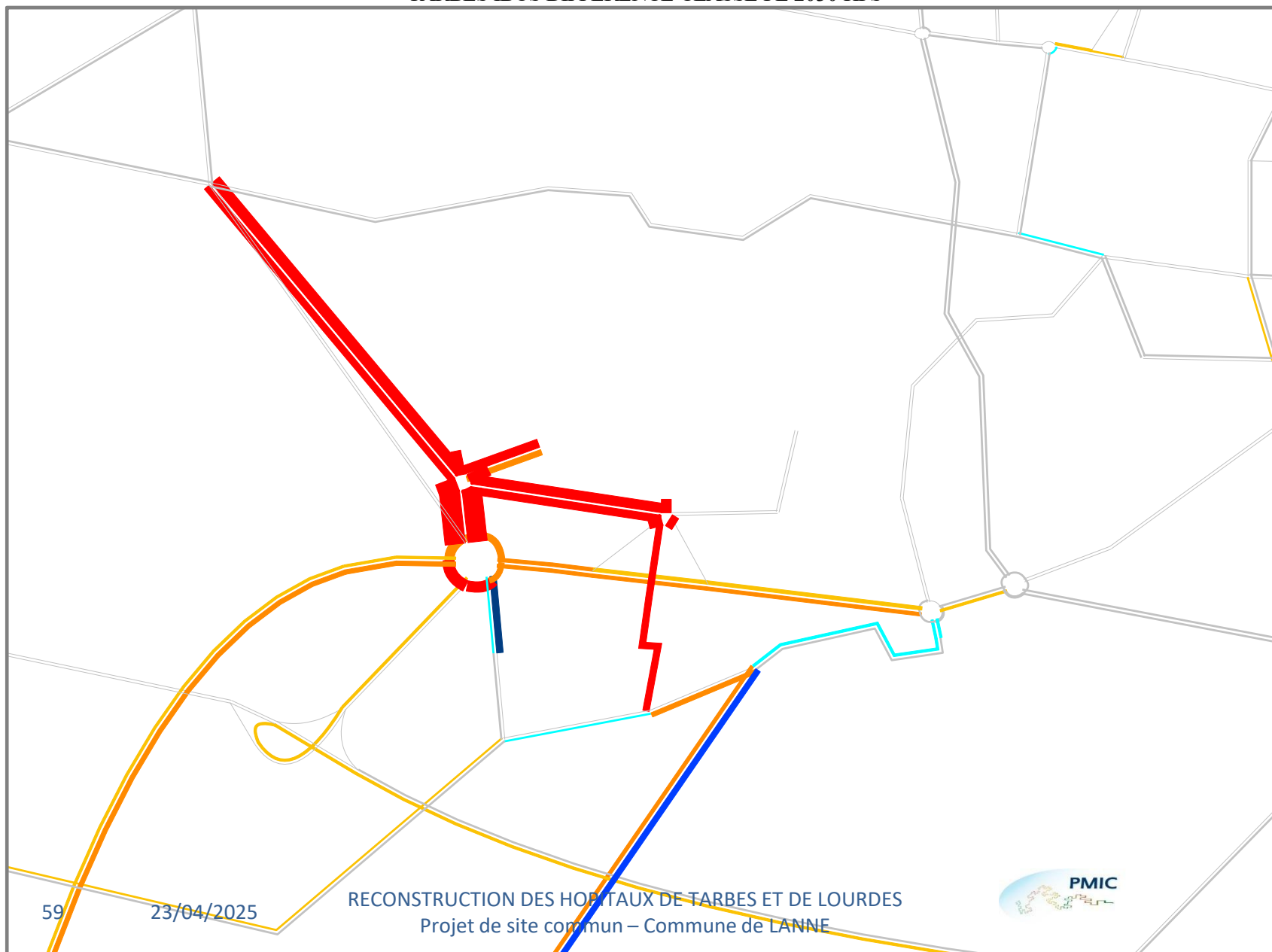
TARBES IBOS DIFFERENCE BRUTE FE 2030PA HPS

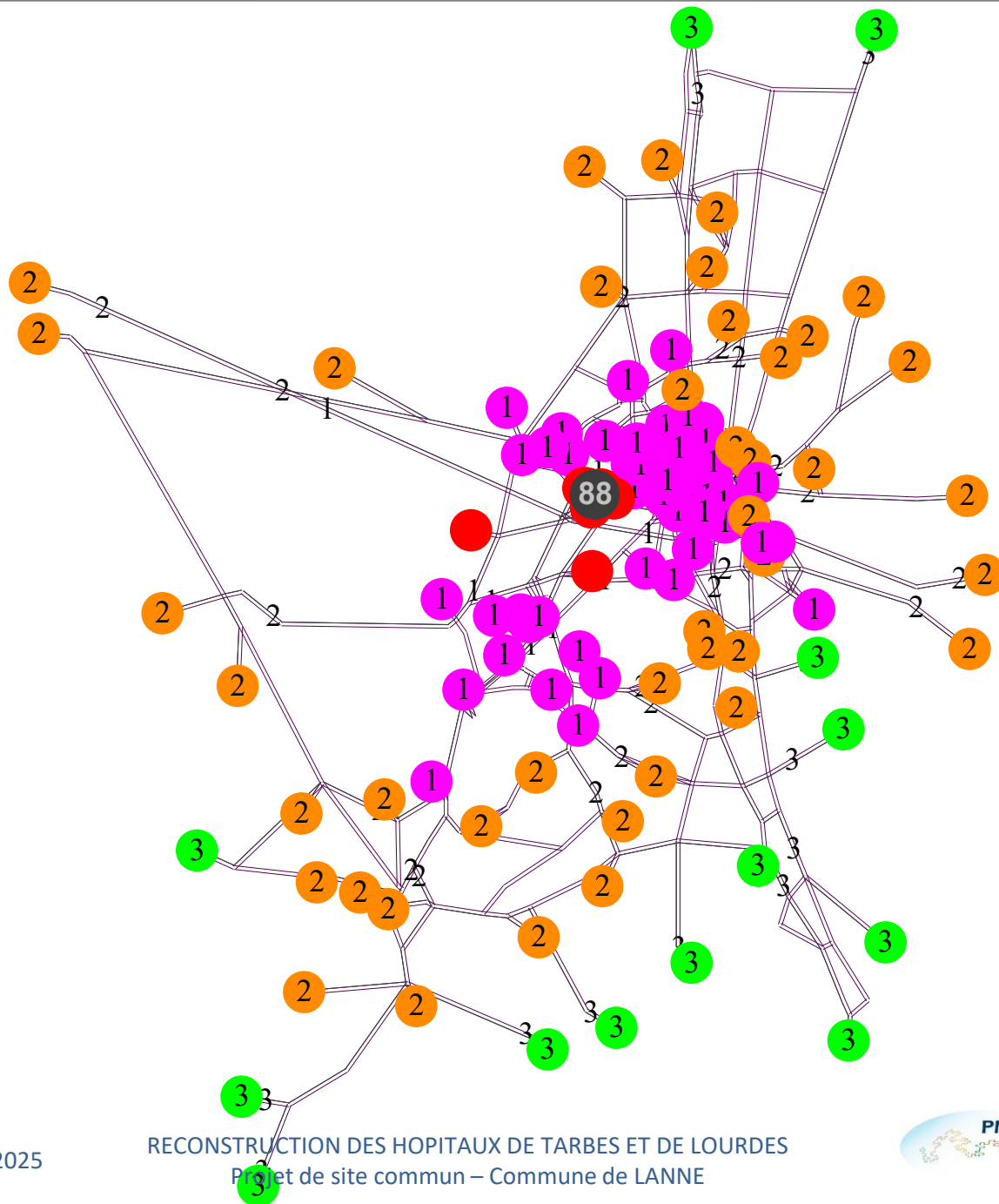


TARBES IBOS DIFFERENCE CLASSE FE 2030 HPS



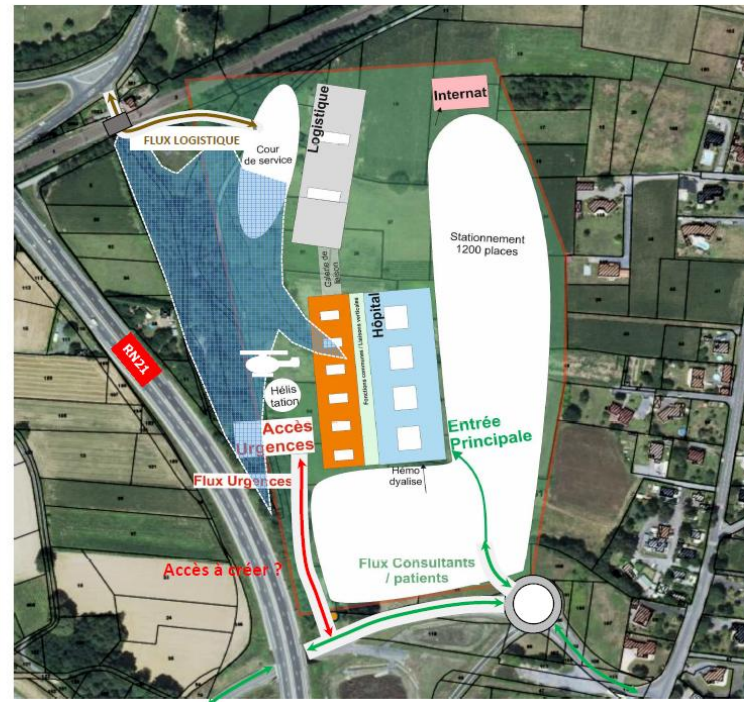
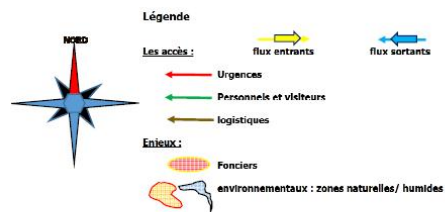
TARBES IBOS DIFFERENCE CLASSE FE 2030 HPS



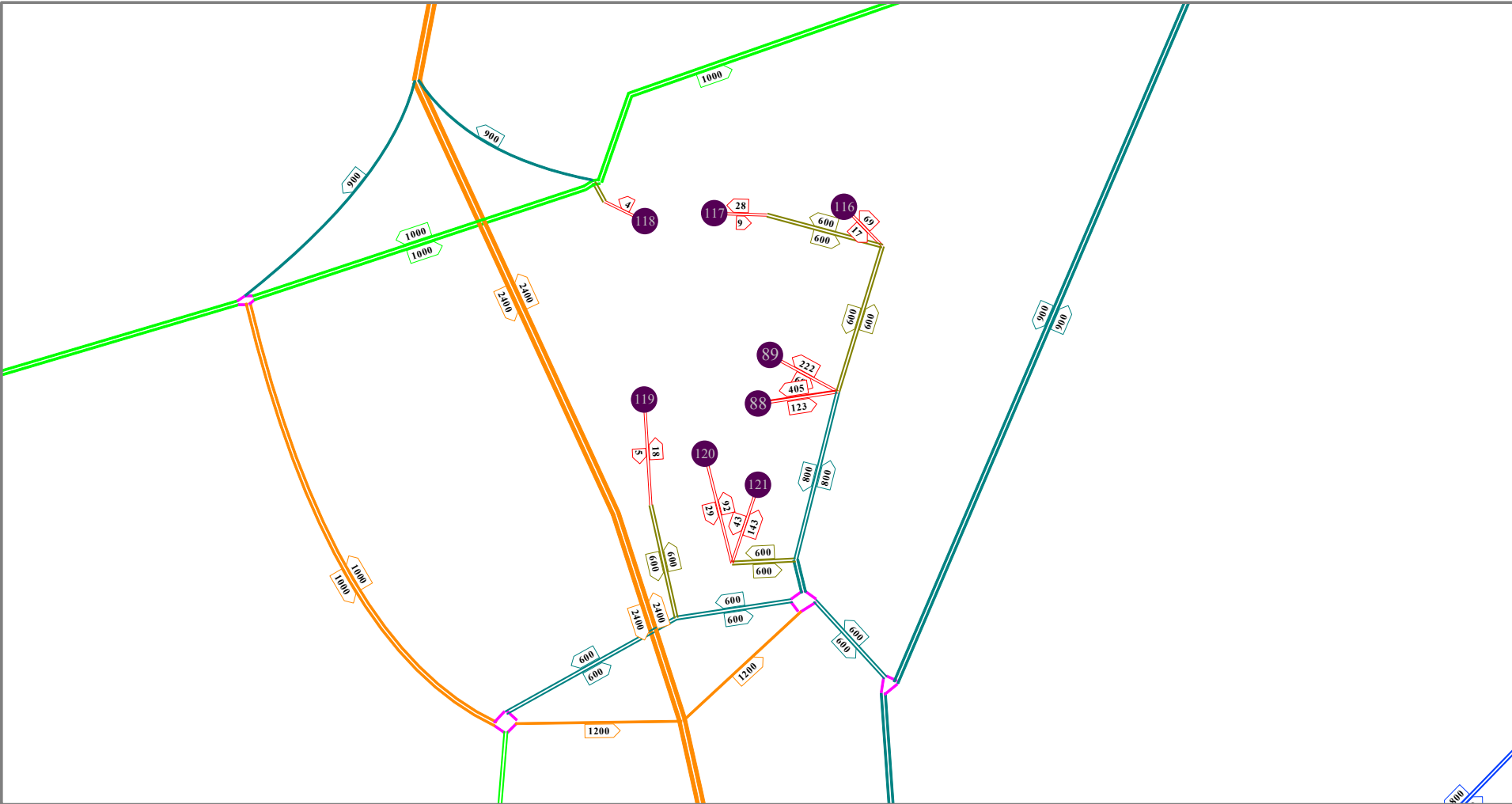


SCENARIO 3 JULLIAN

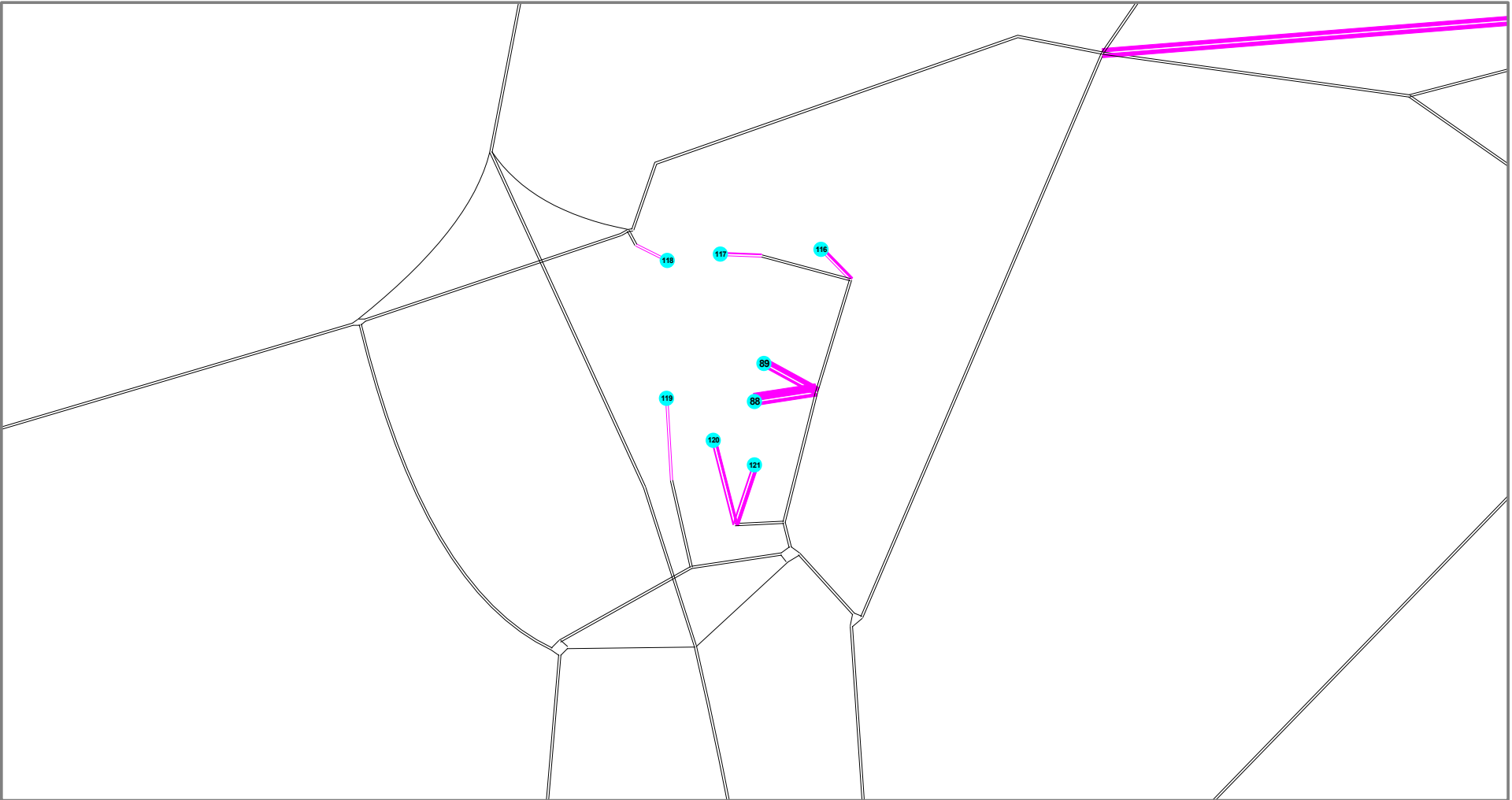
Le site est situé le long de la RN21 entre Tarbes et Lourdes



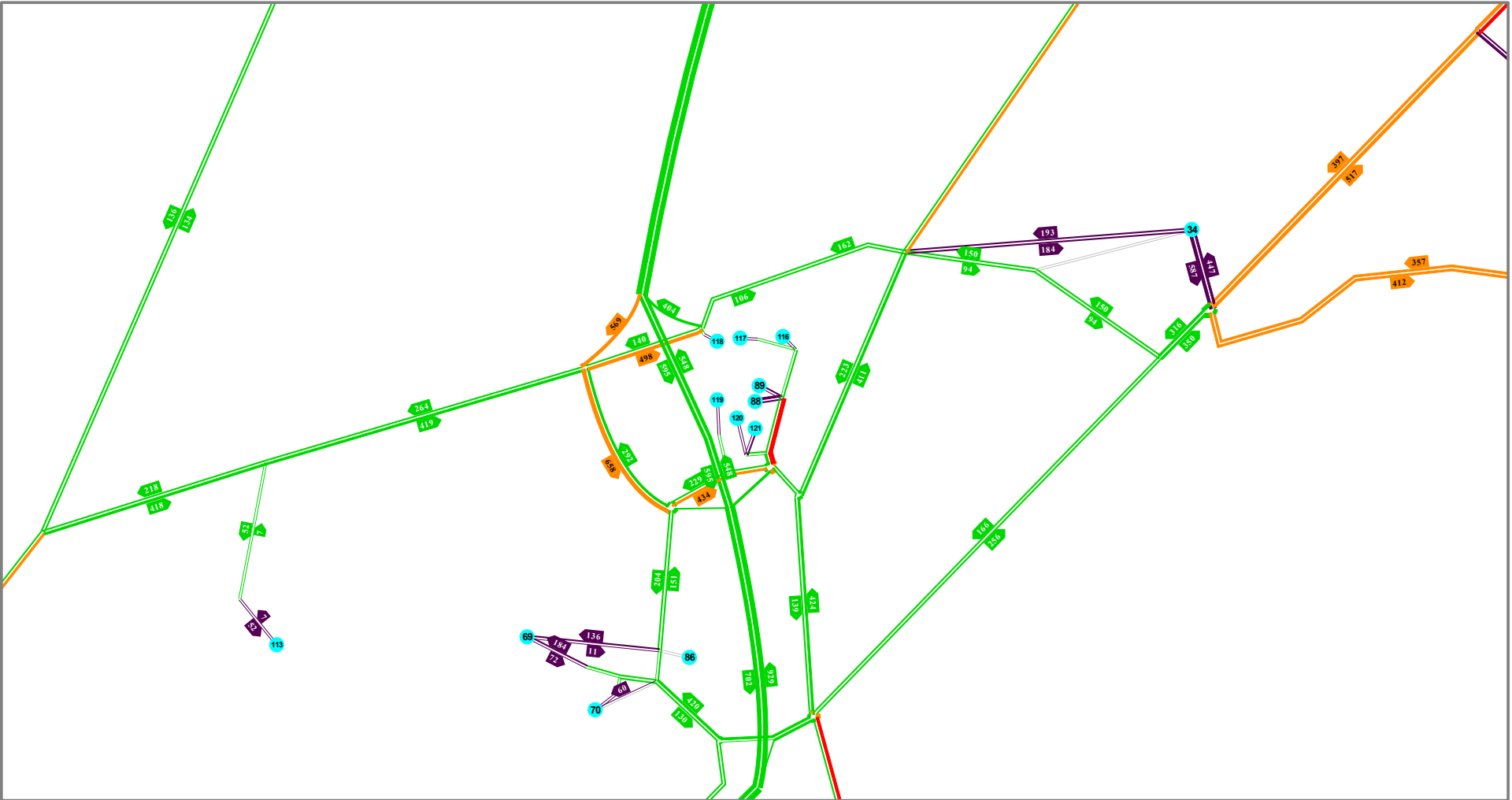
TARBES JULLAN 2030 OFFRE



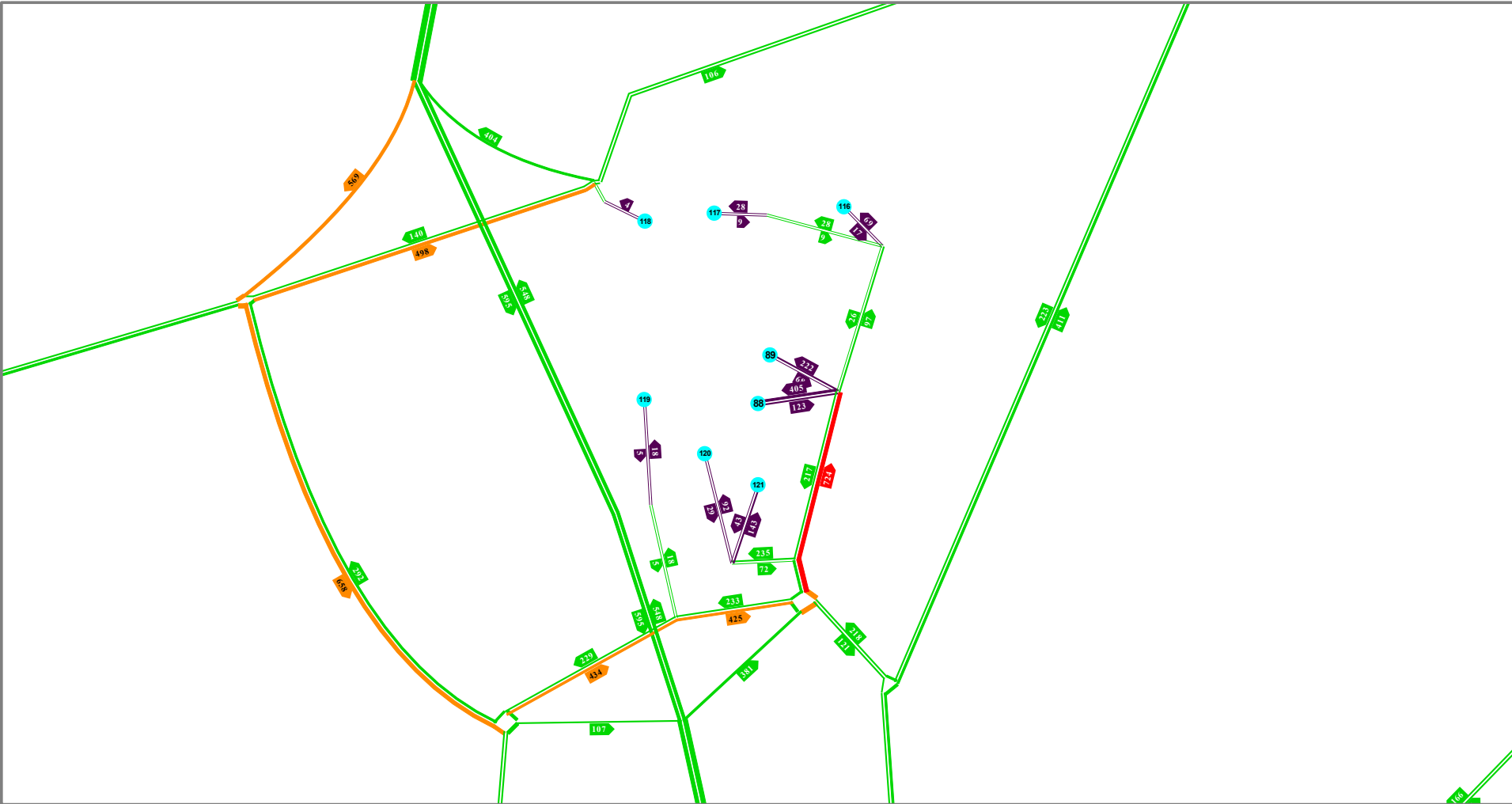
TARBES JUILLAN 2030 DEMANDE



TARBES JUILLAN 2030 AFFECTATION HPM



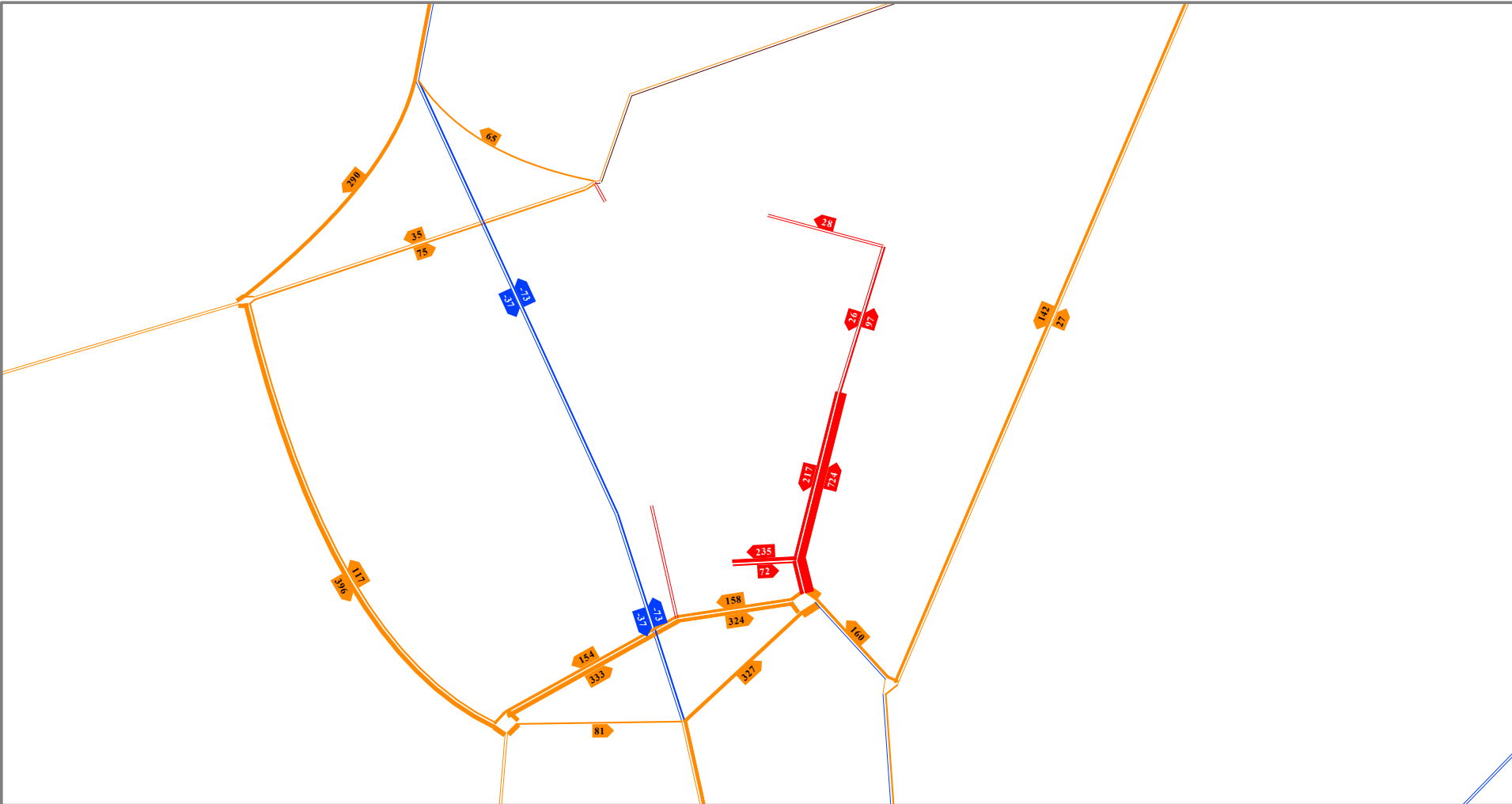
TARBES JULLIAN 2030 AFFECTATION HPM



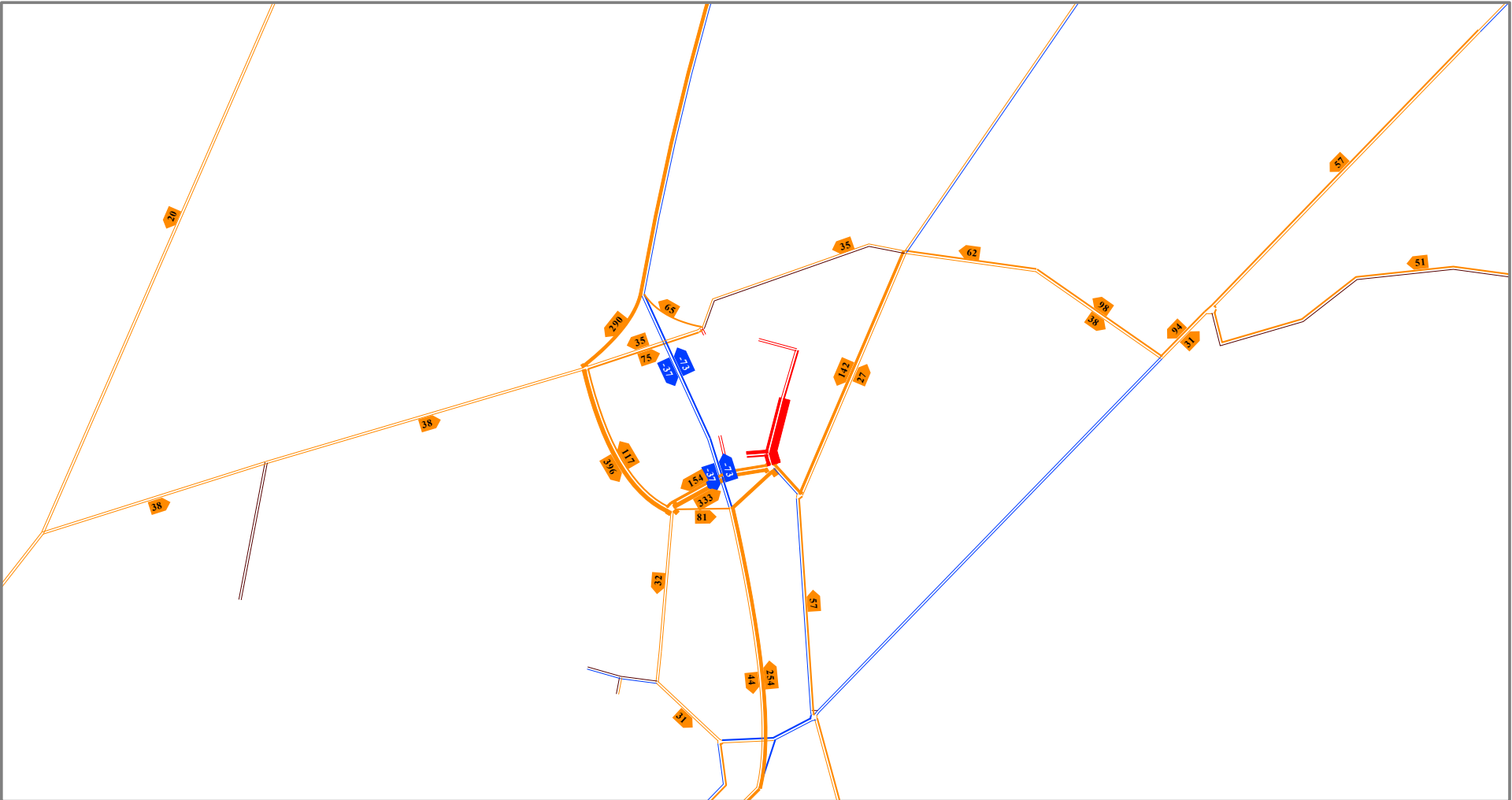
TARBES JULLIAN 2030 AFFECTATION HPM ATTENTE



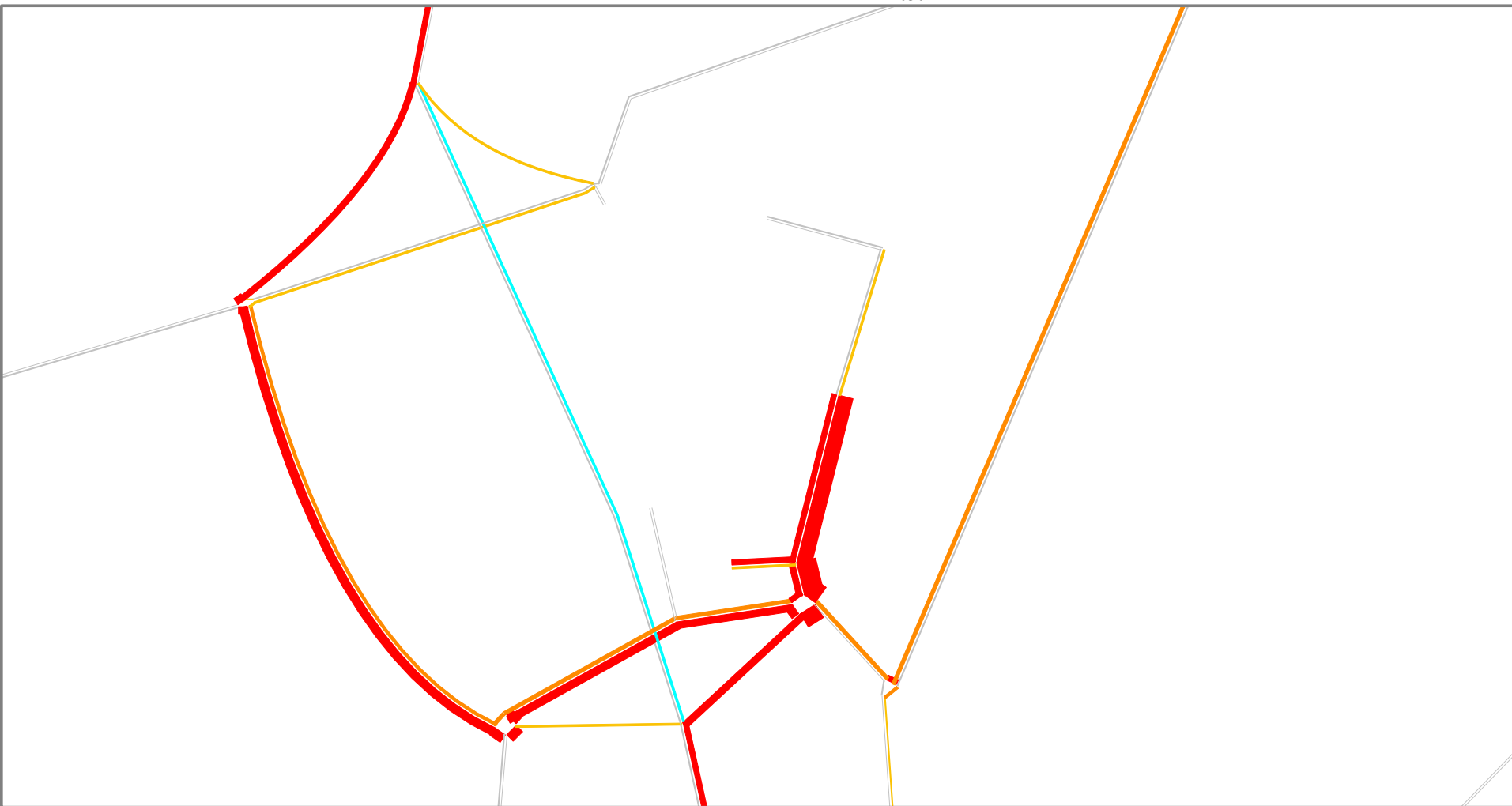
TARBES JULLIAN DIFFERENCE BRUTE FE 2030 HPM



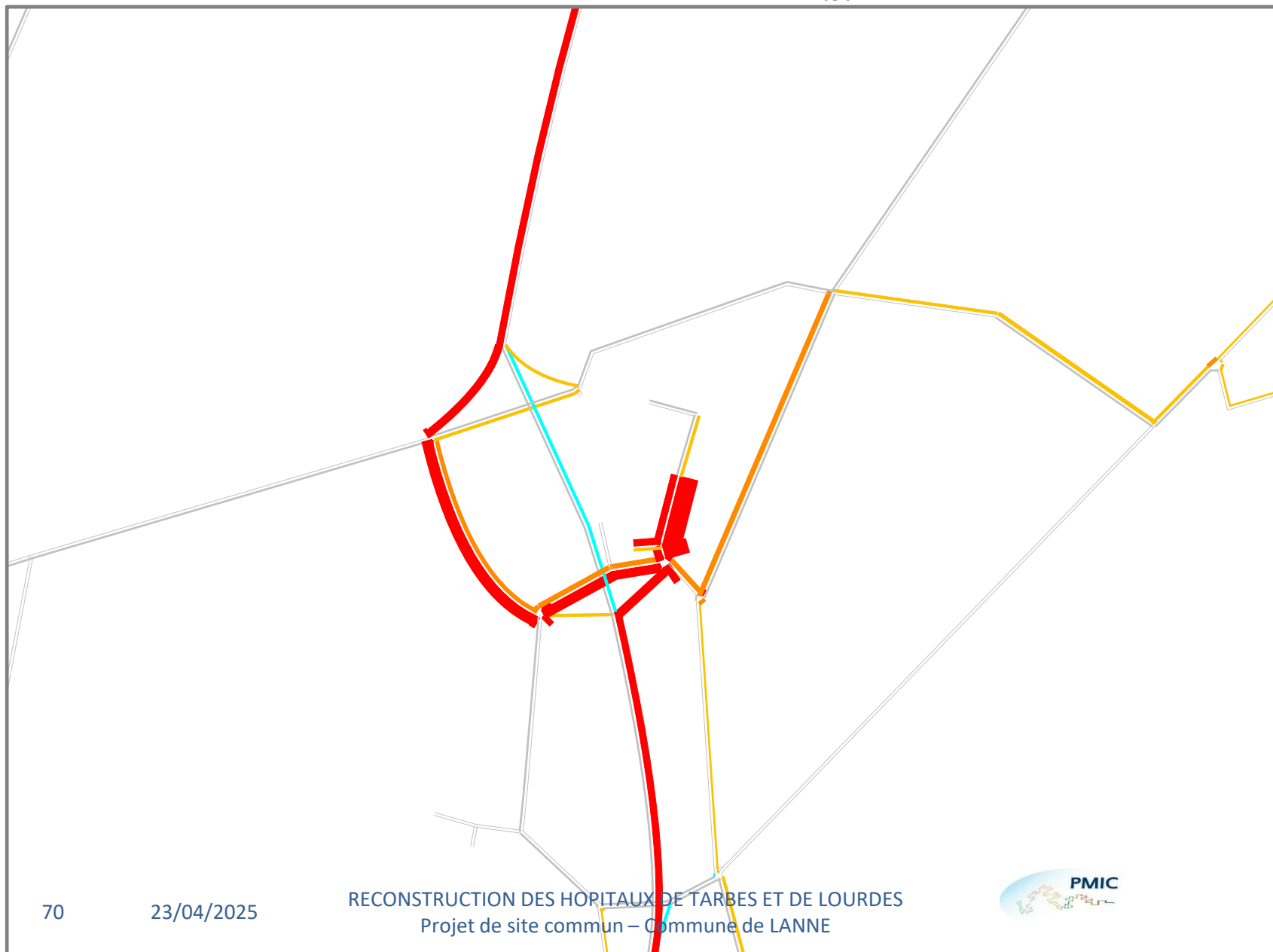
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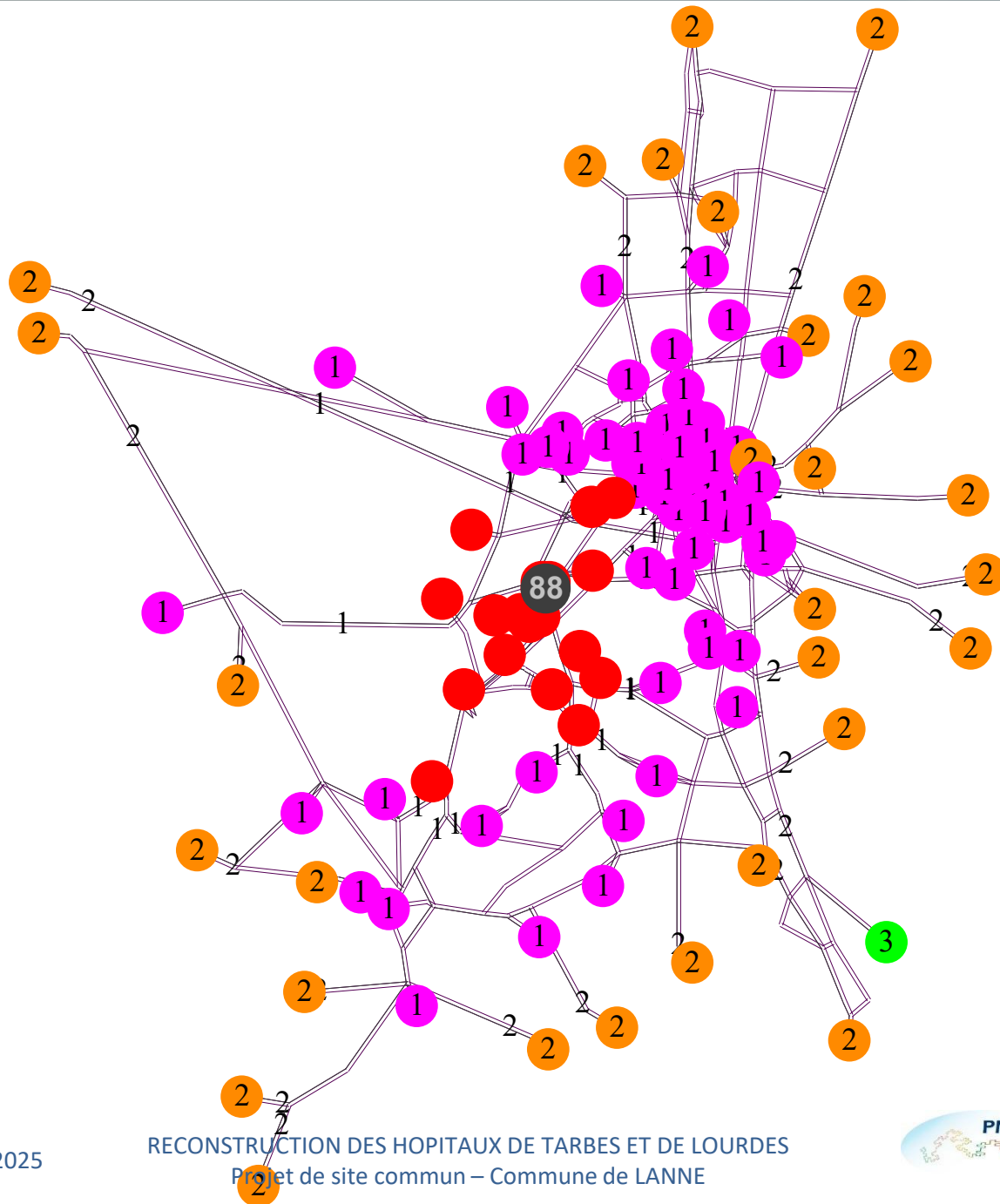


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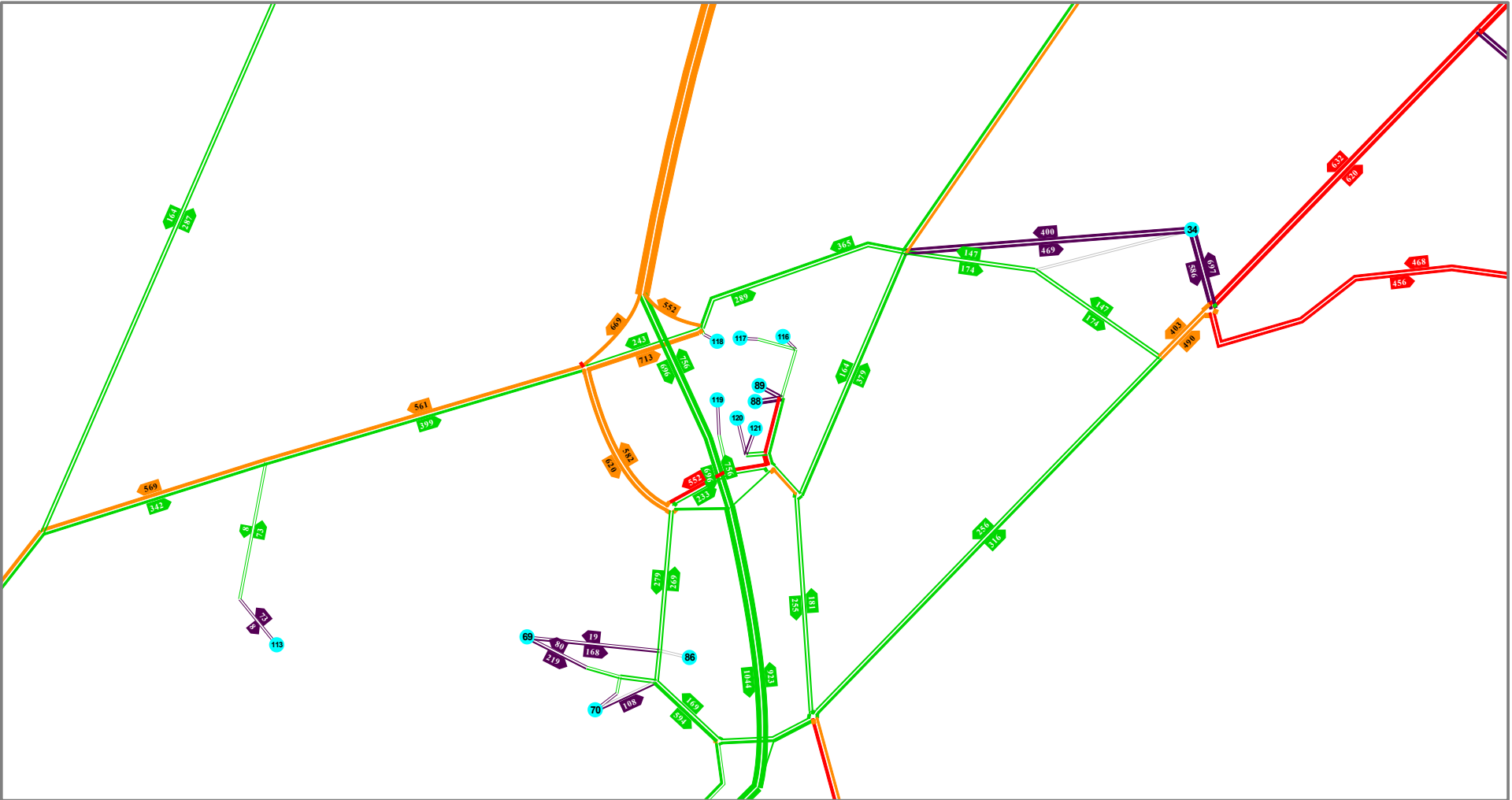


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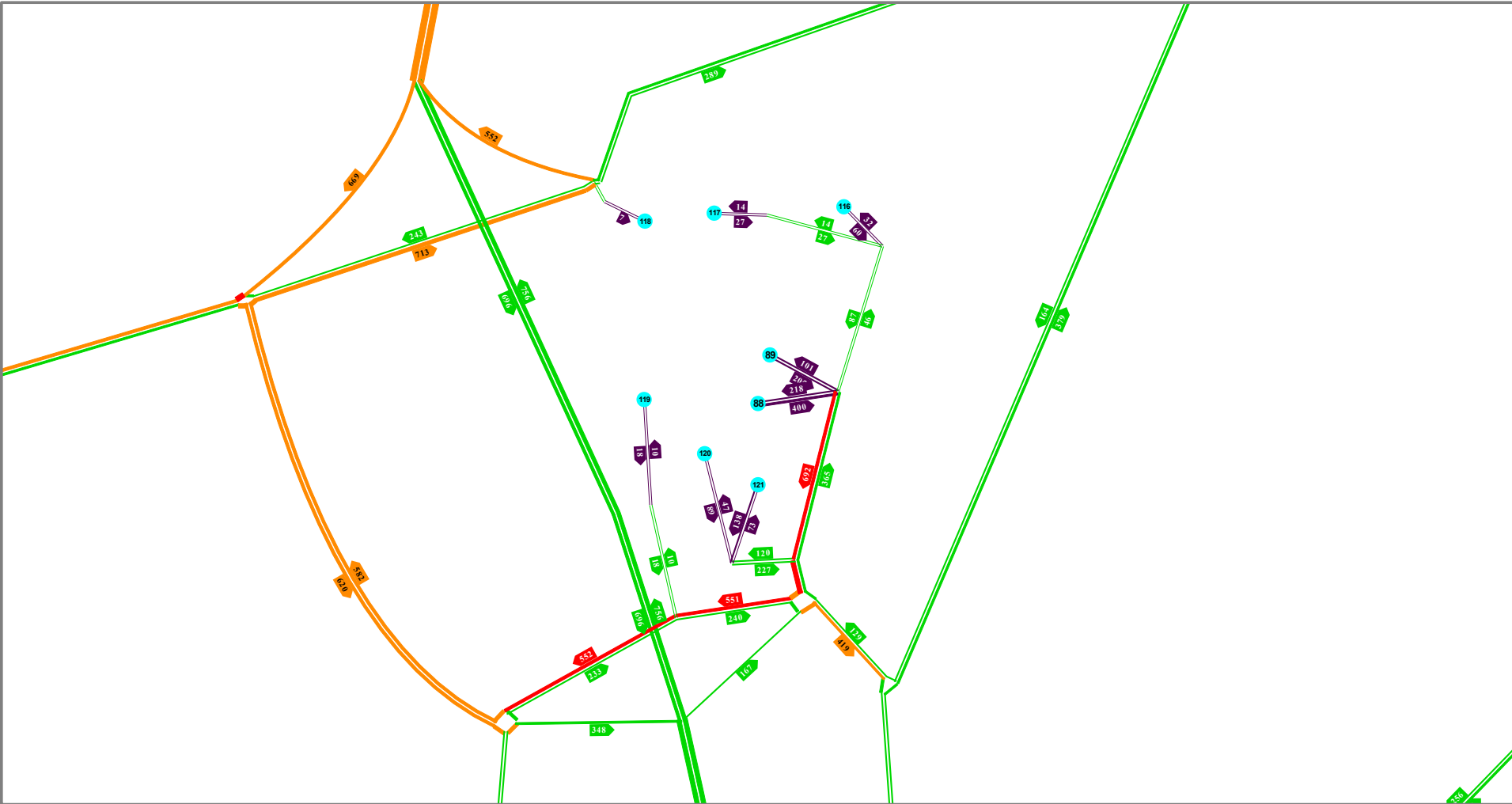




TARBES JULLIAN 2030 AFFECTATION HPS



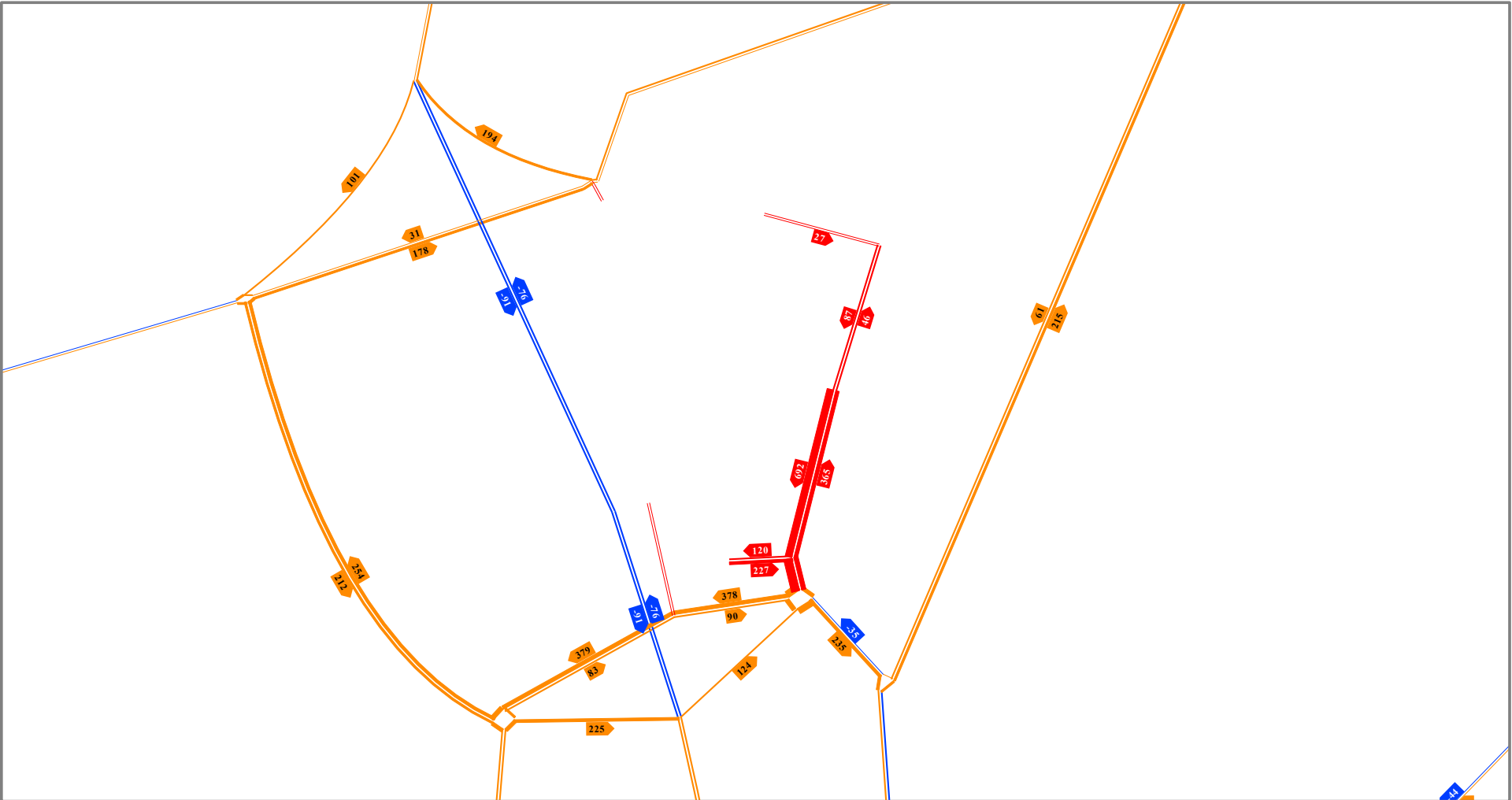
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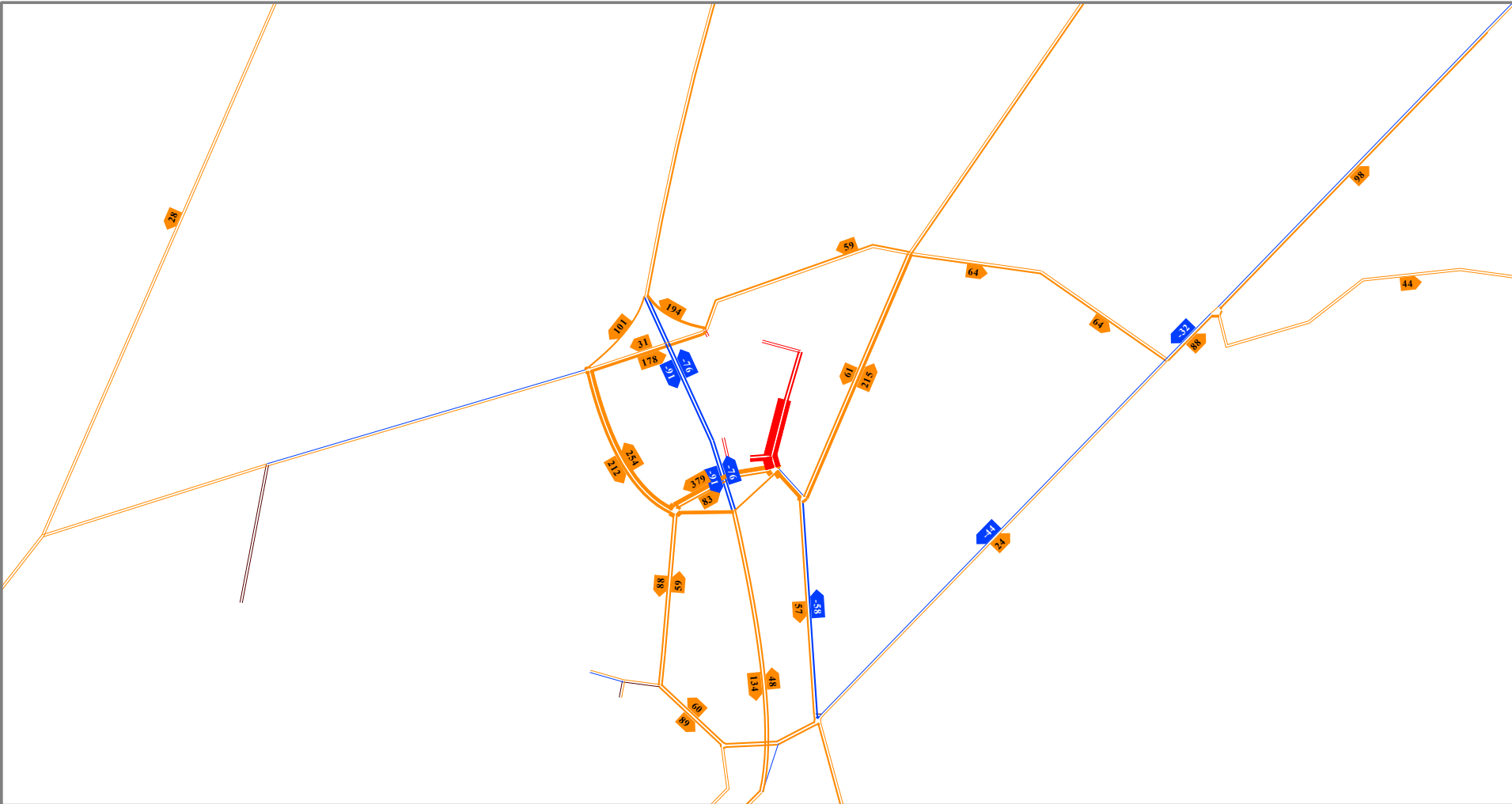
TARBES JUILLAN 2030 AFFECTATION HPS ATTENTE



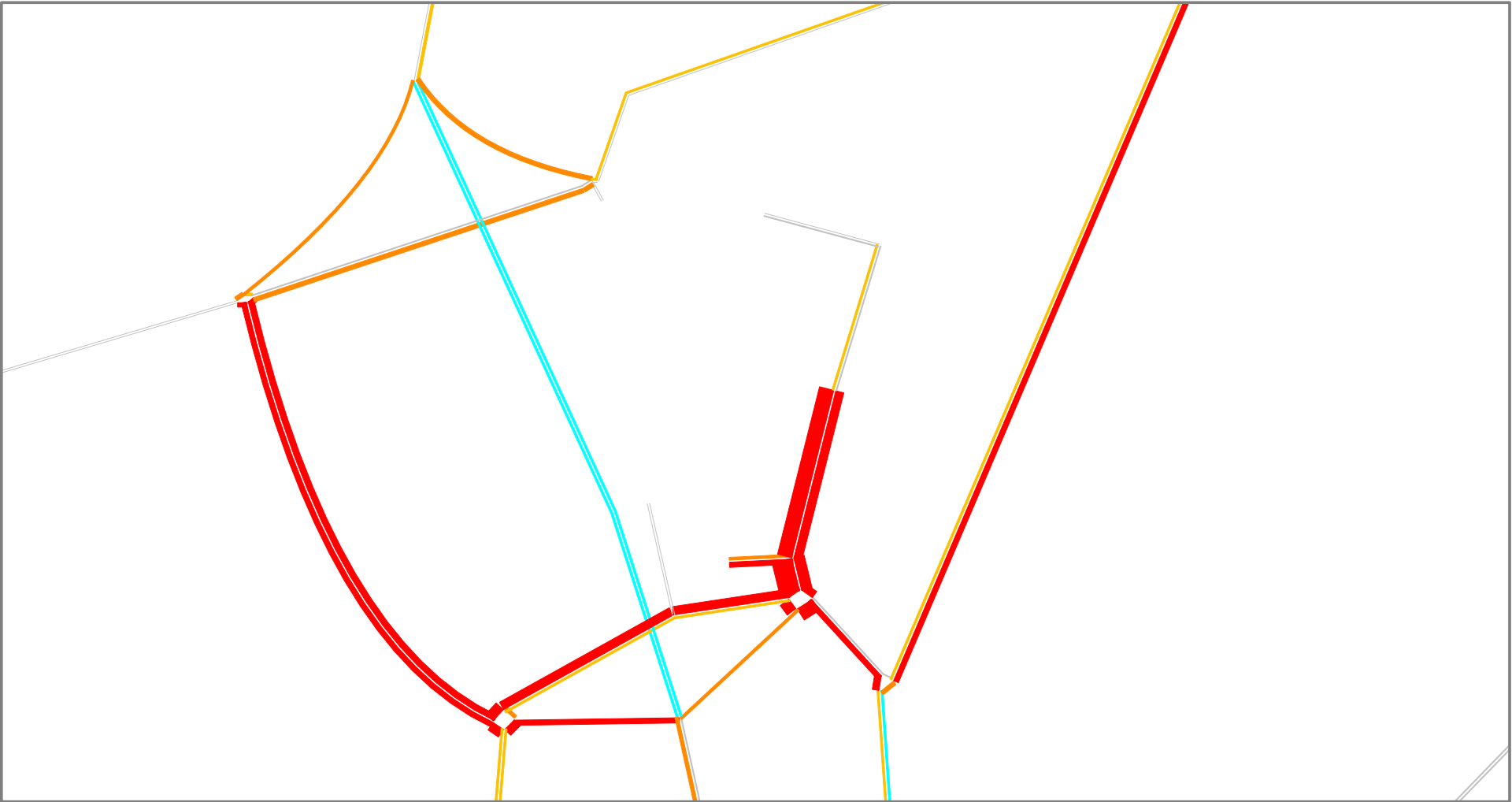
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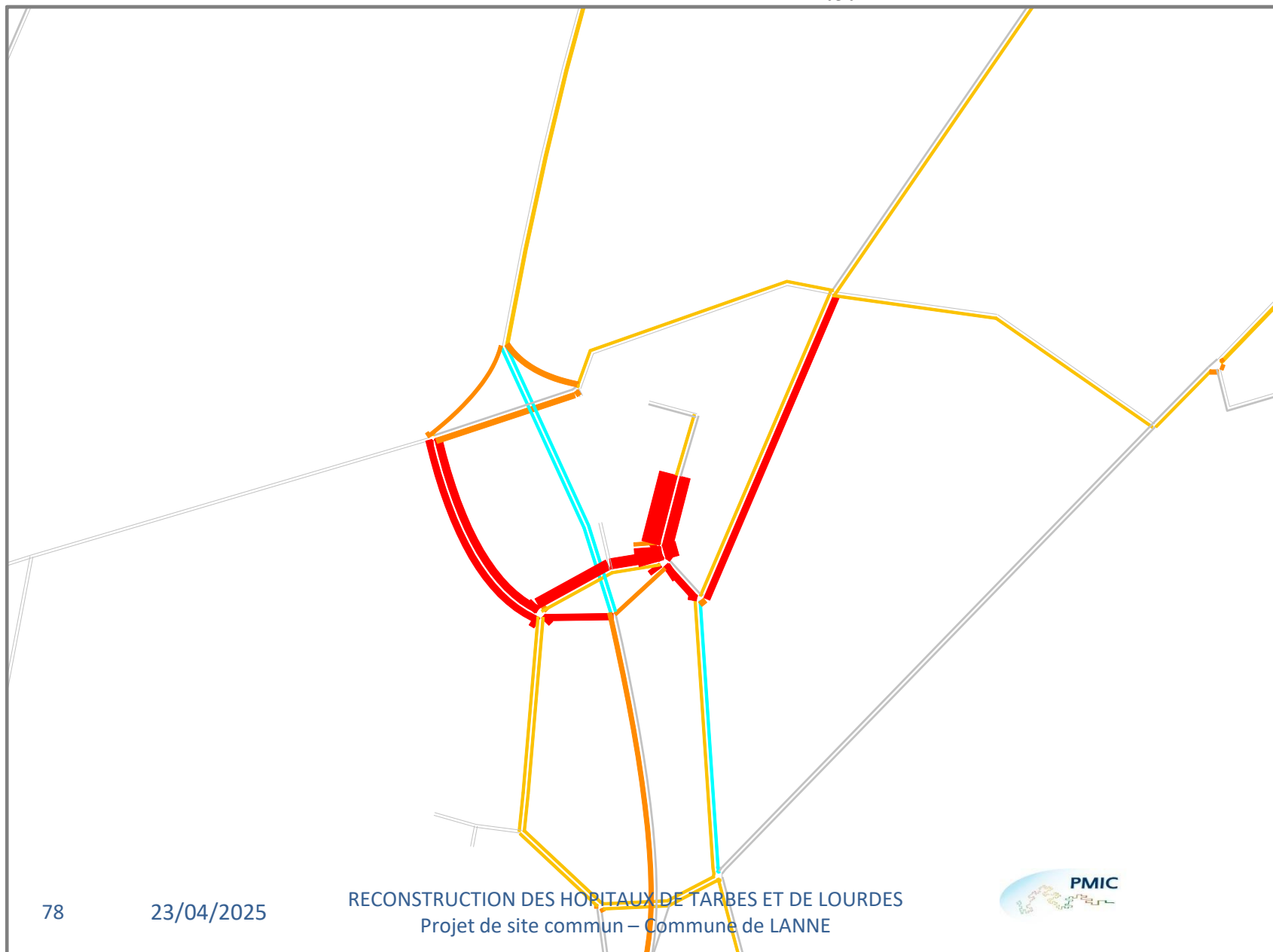
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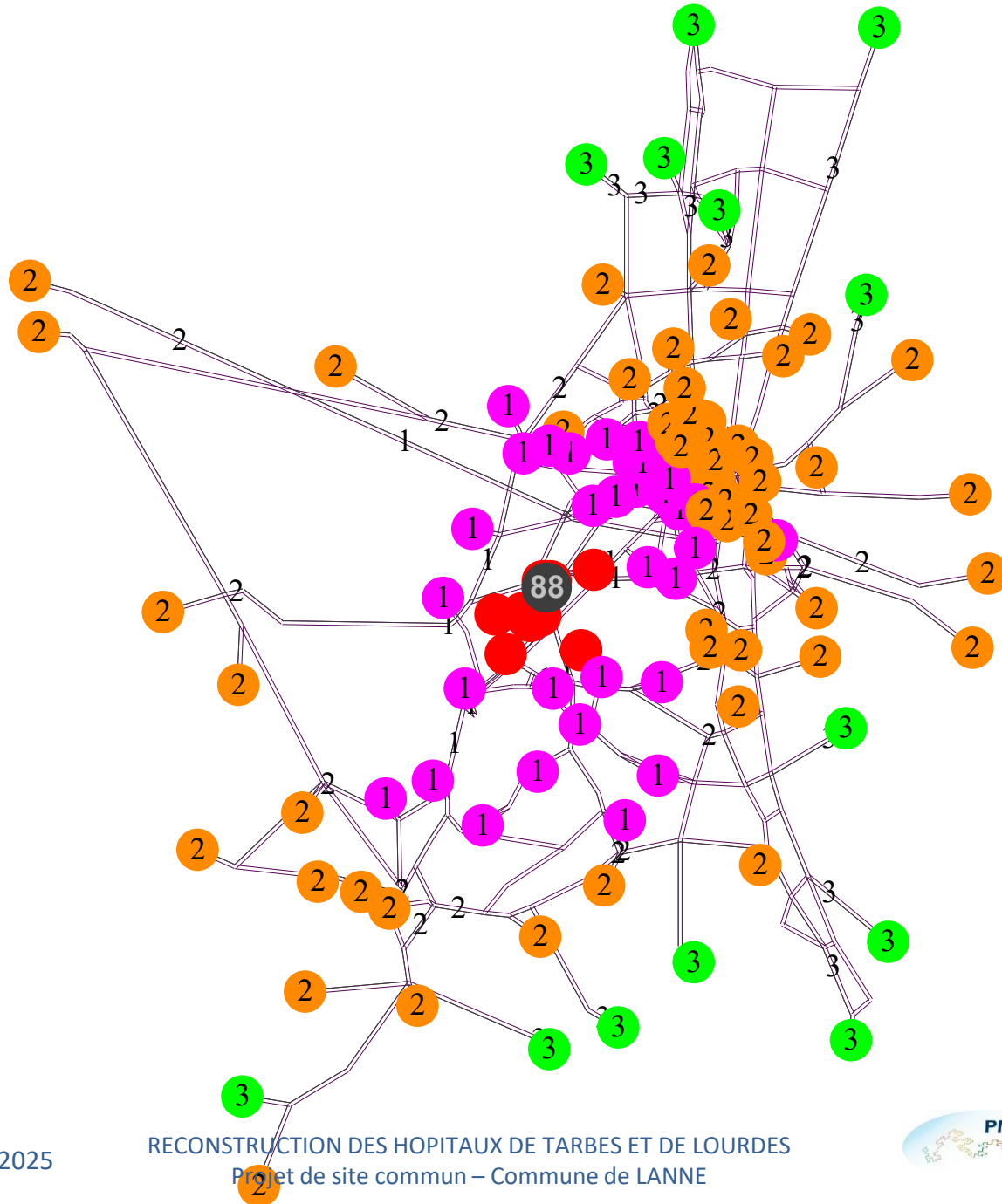


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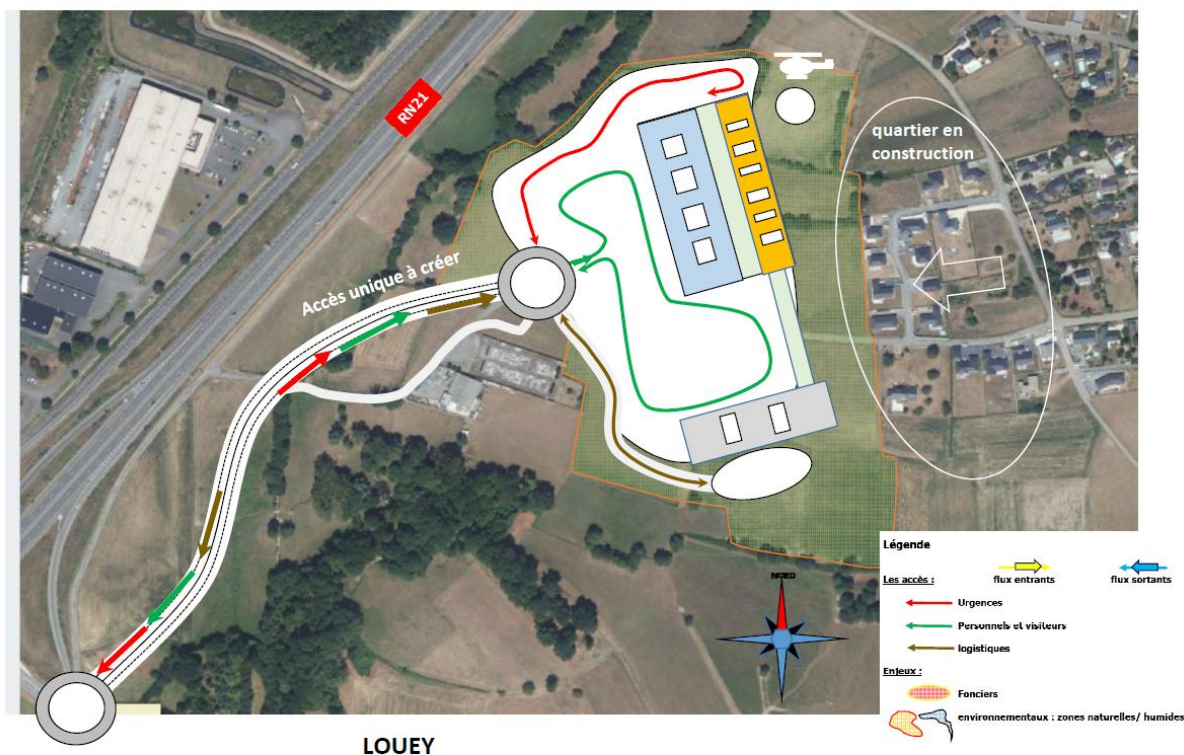
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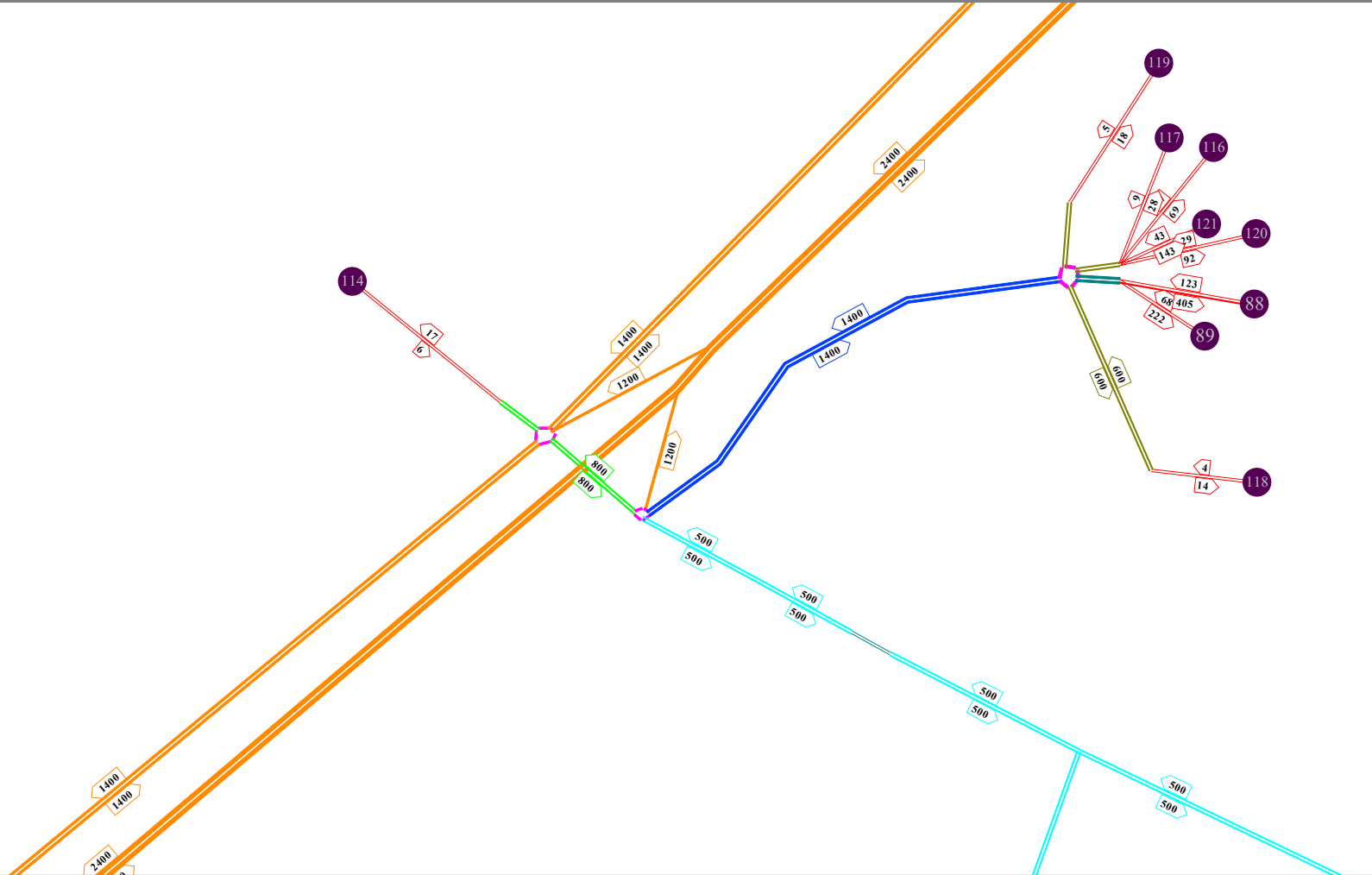


SCENARIO 4 LOUEY

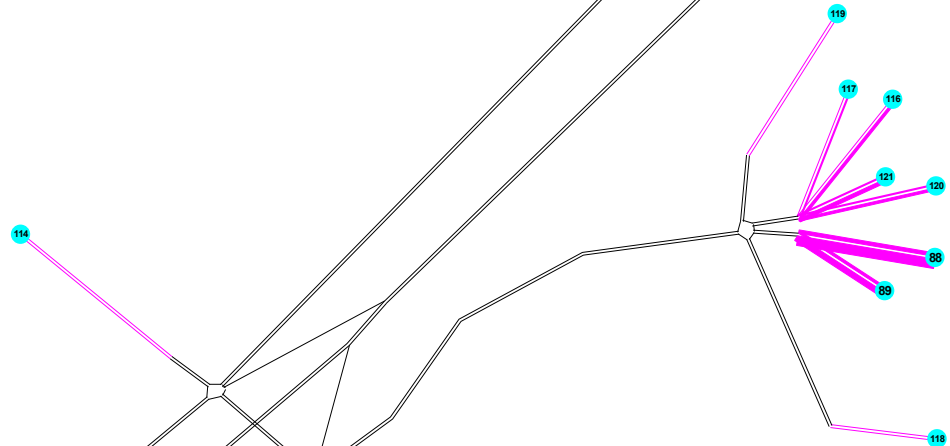
Le site est situé le long de la RN21 entre Tarbes et Lourdes



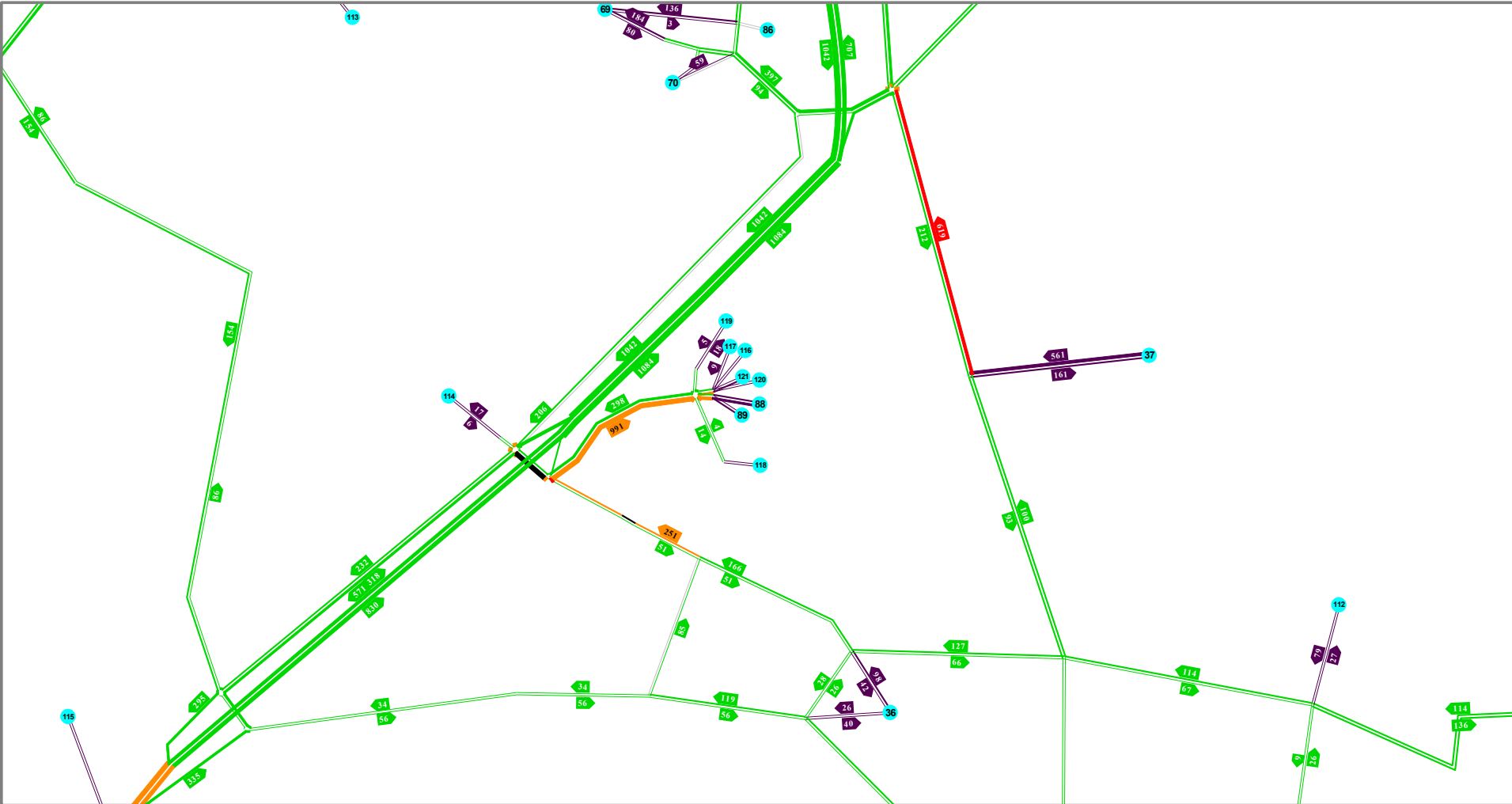
TARBES LOUEY 2030 OFFRE



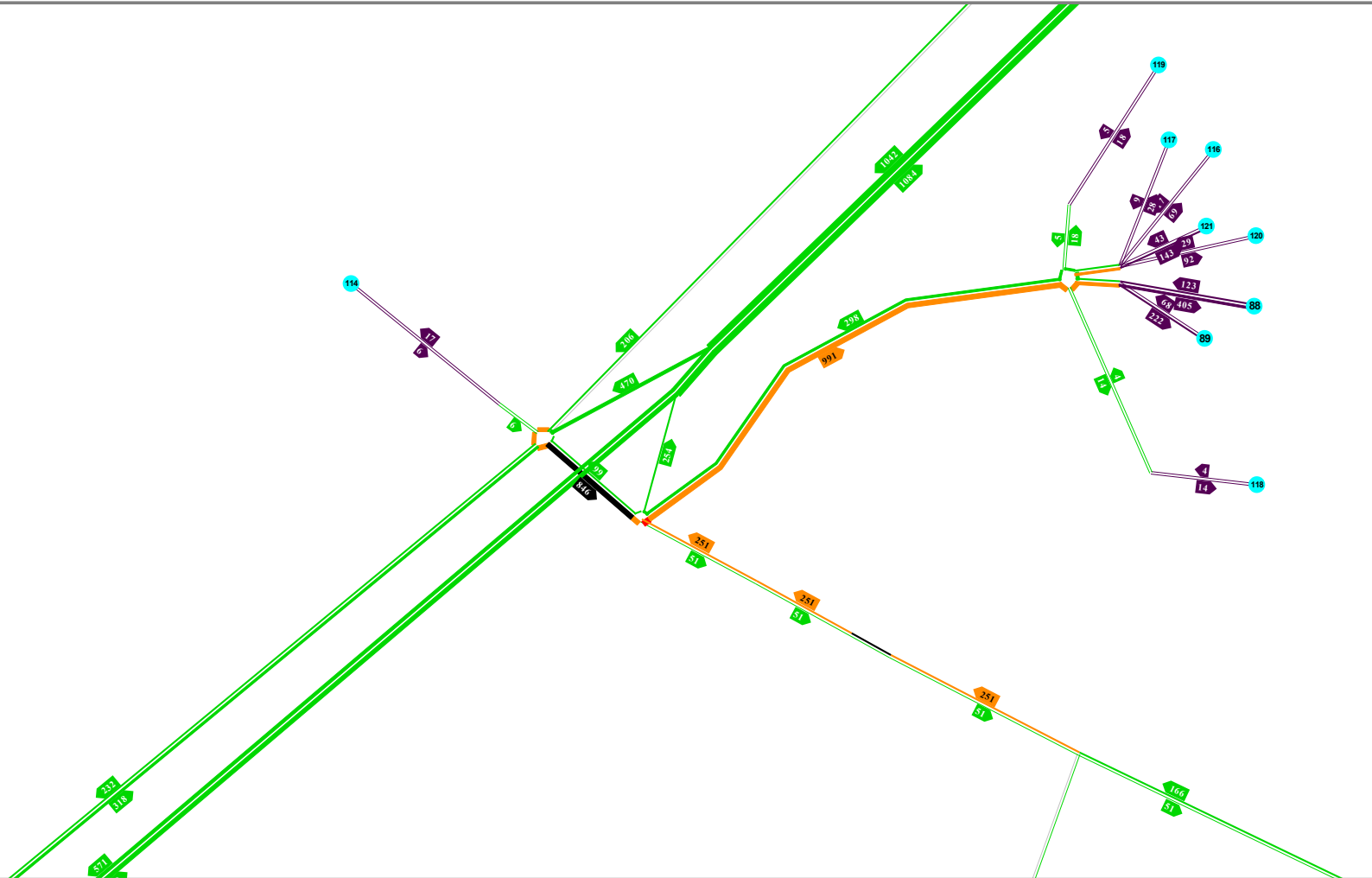
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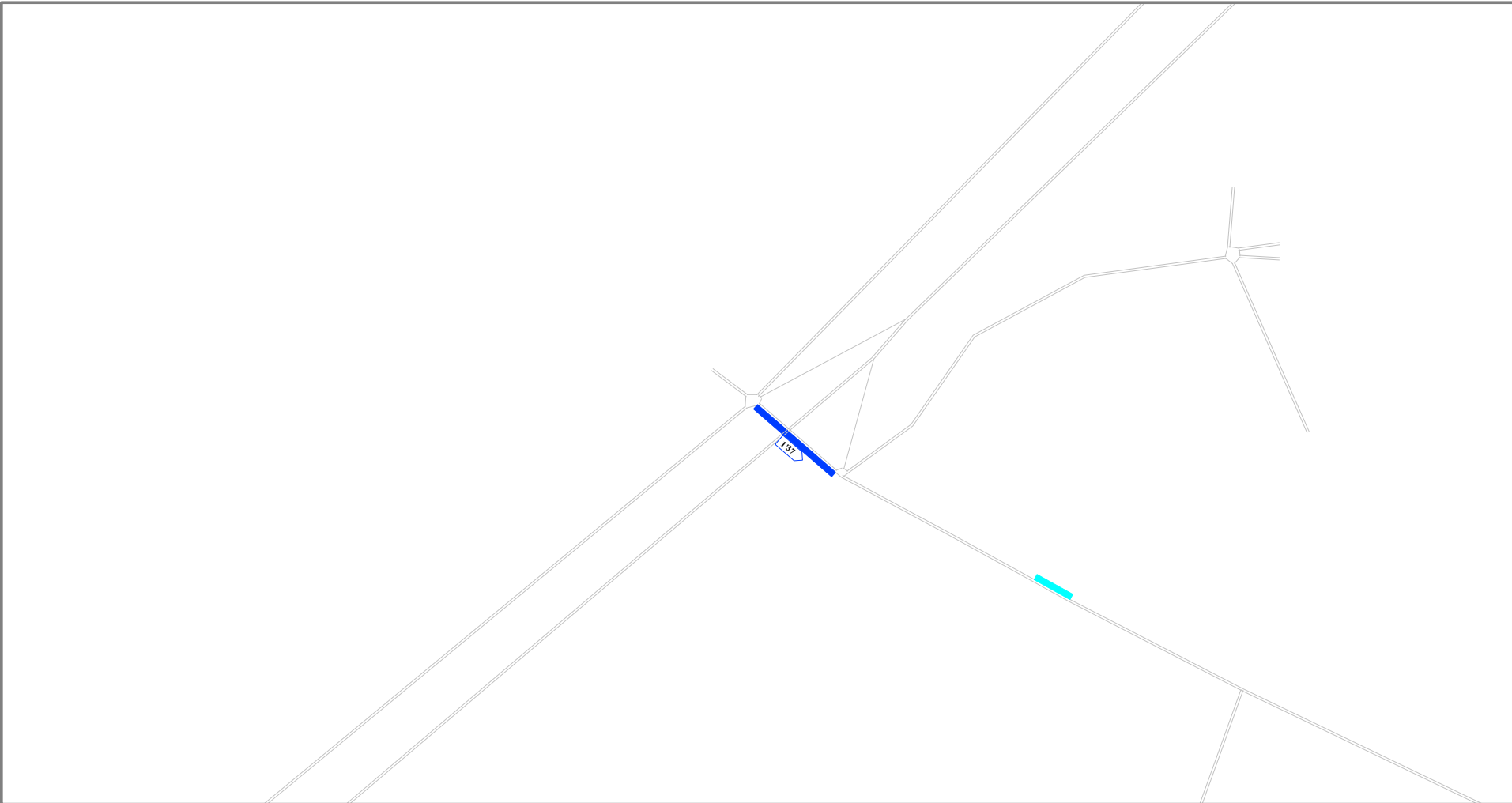
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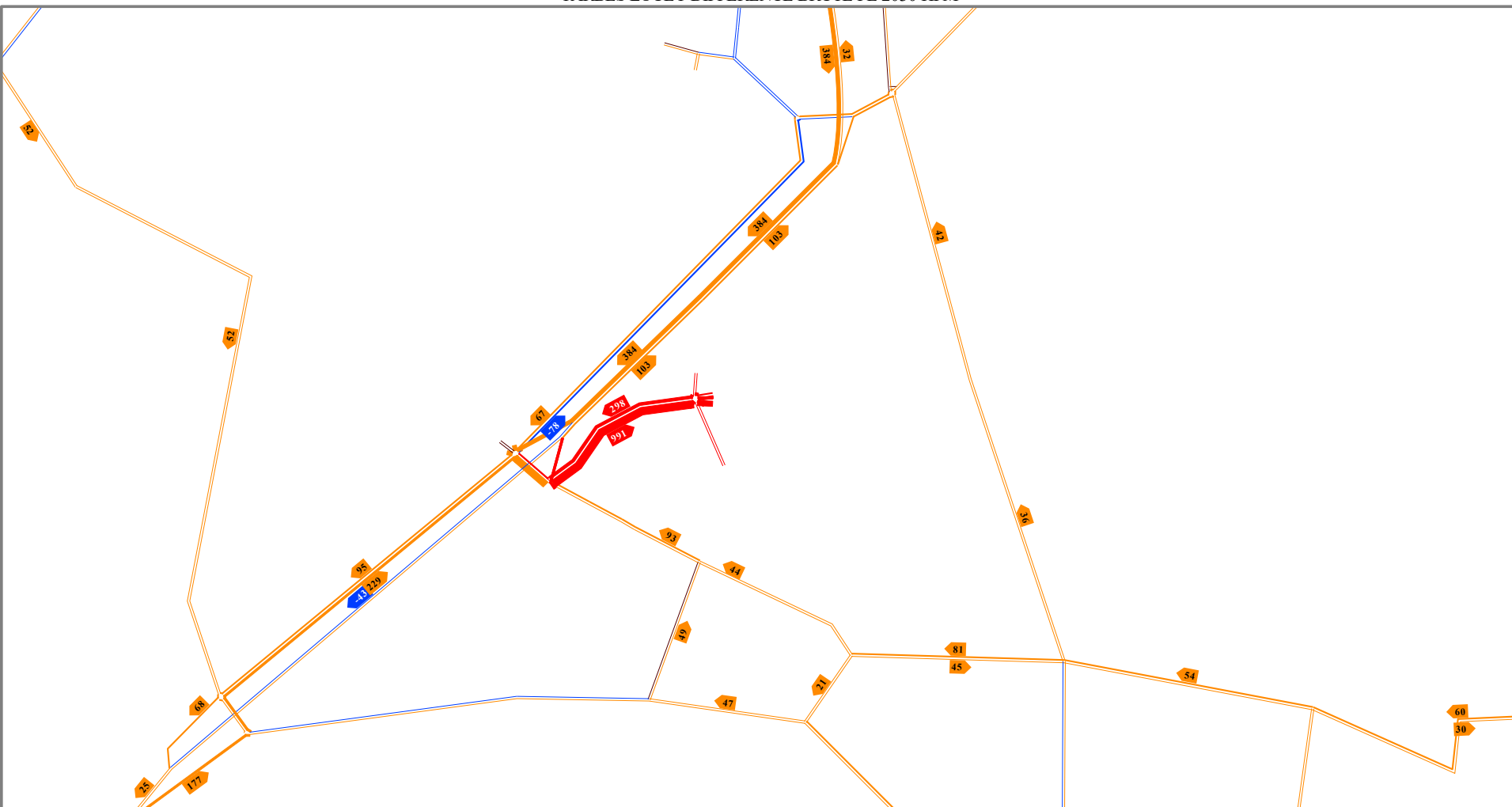
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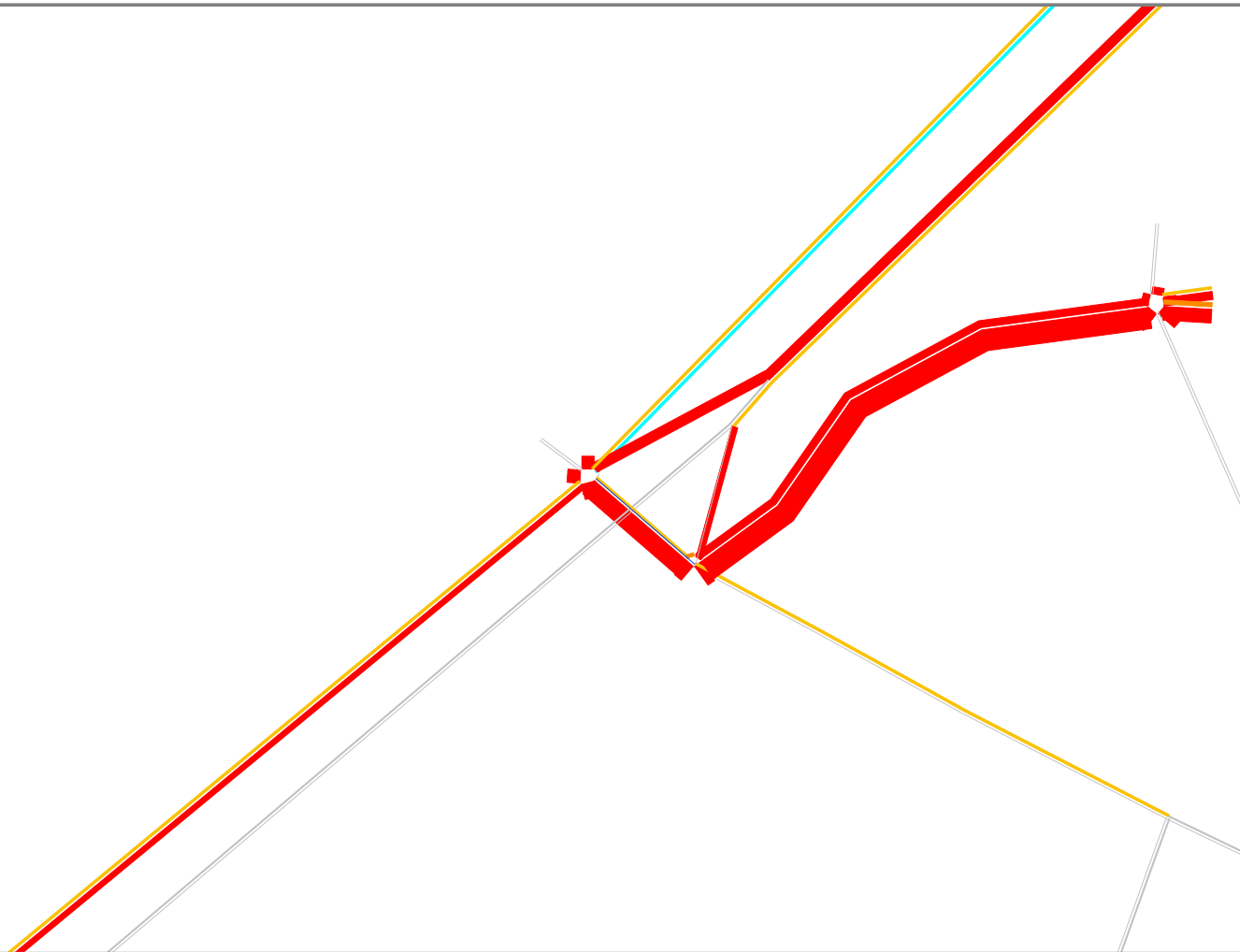
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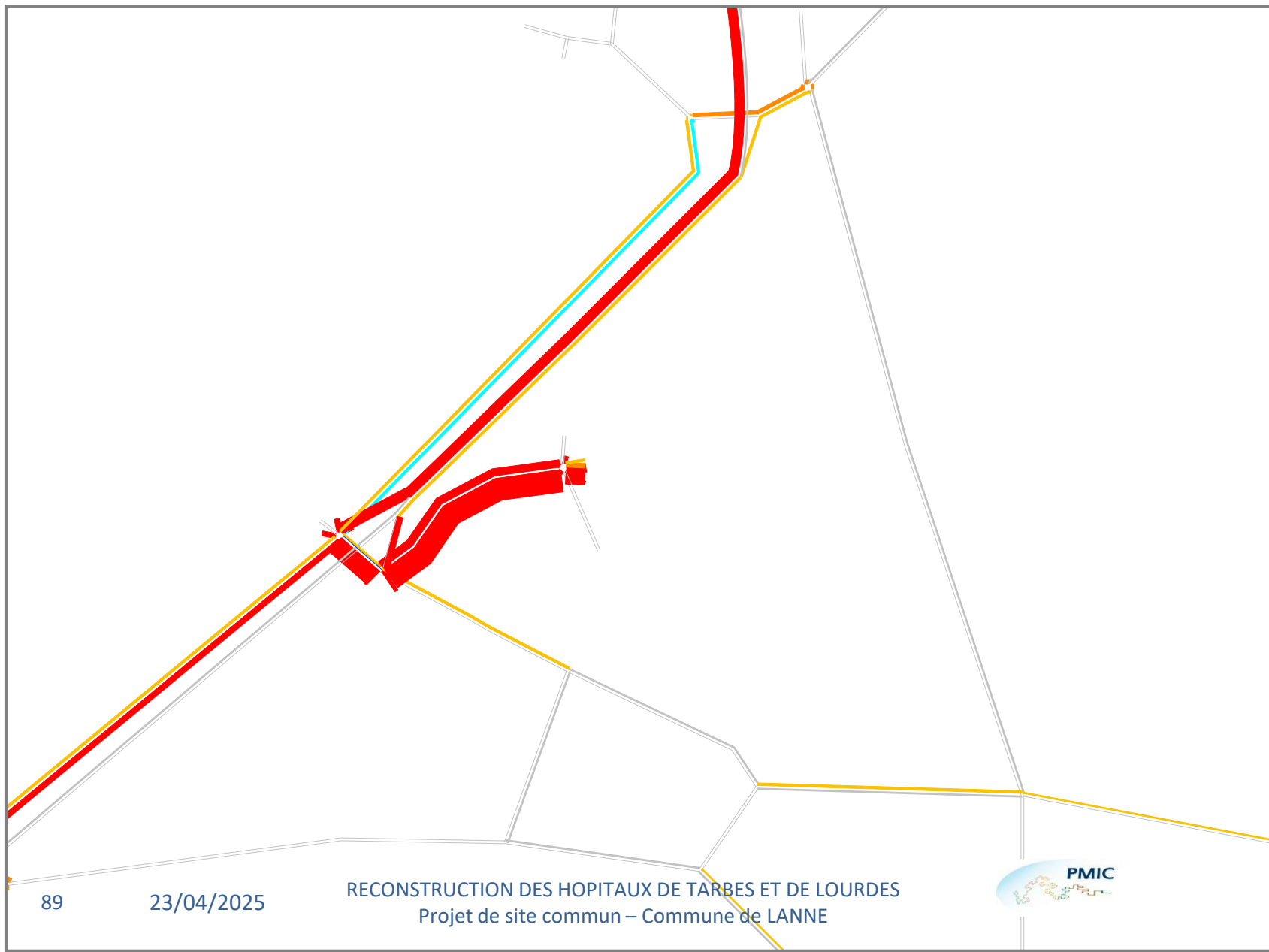
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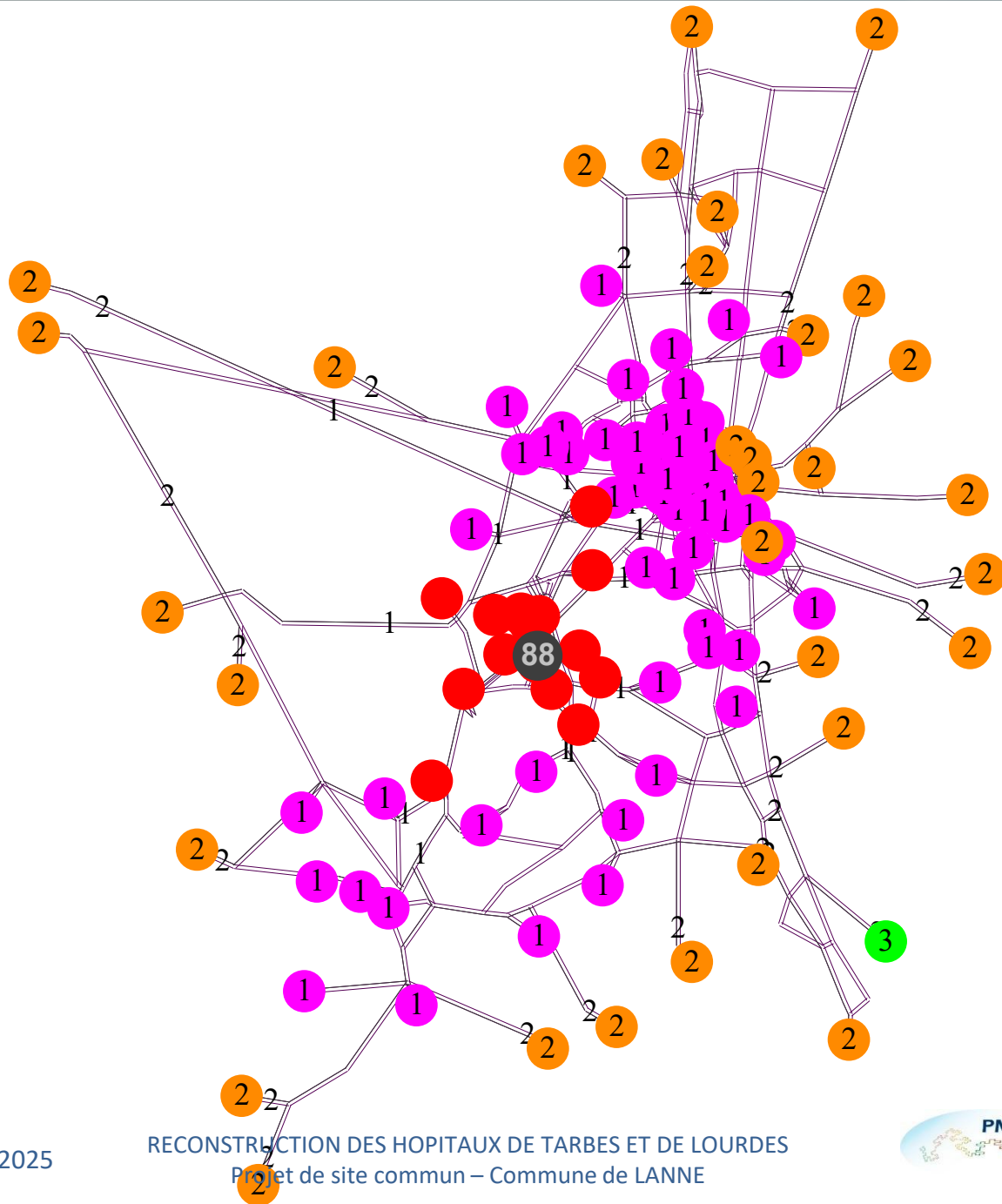


TARBES LOUEY DIFFERENCE CLASSE FE 2030 HPM

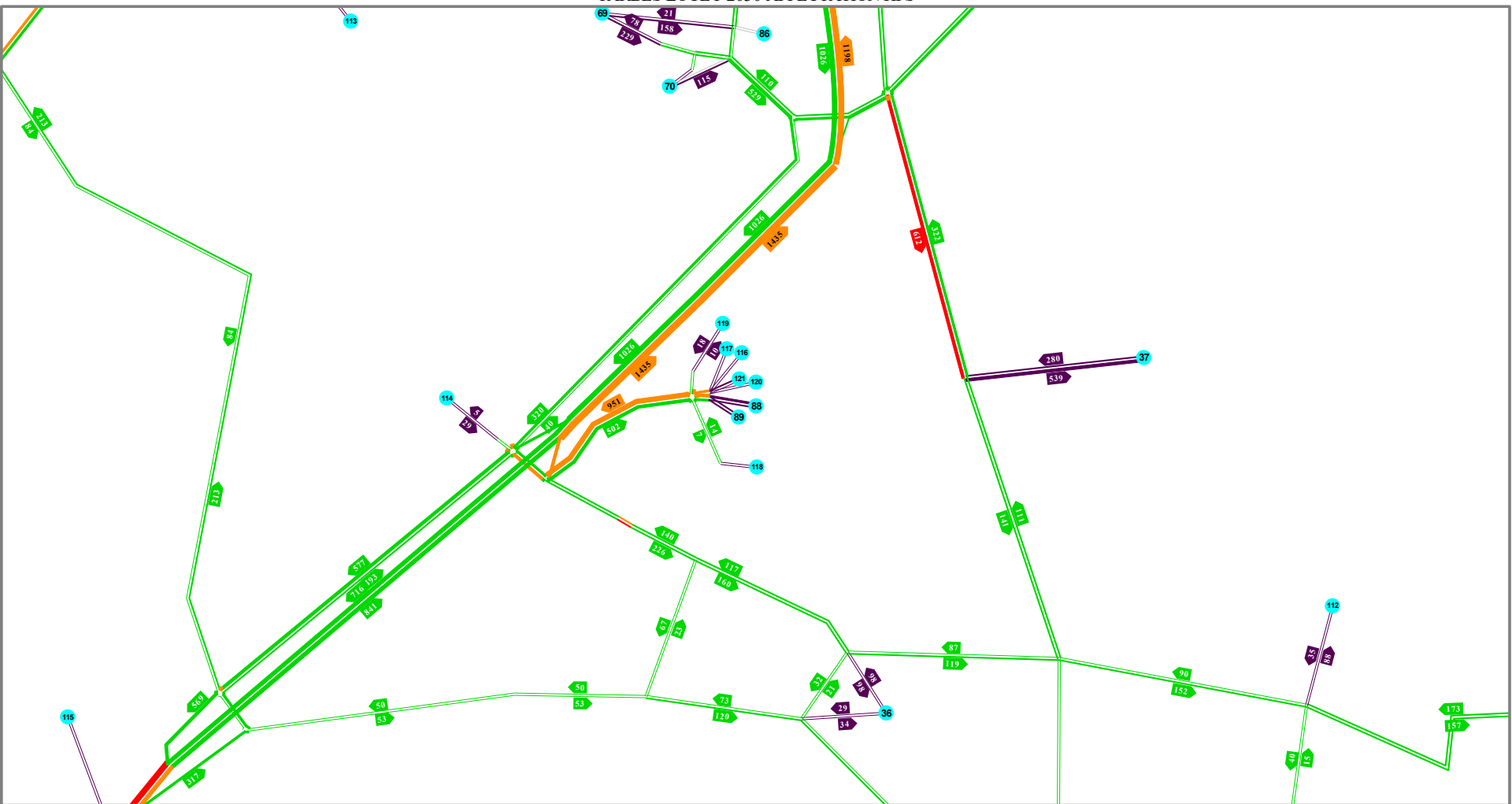


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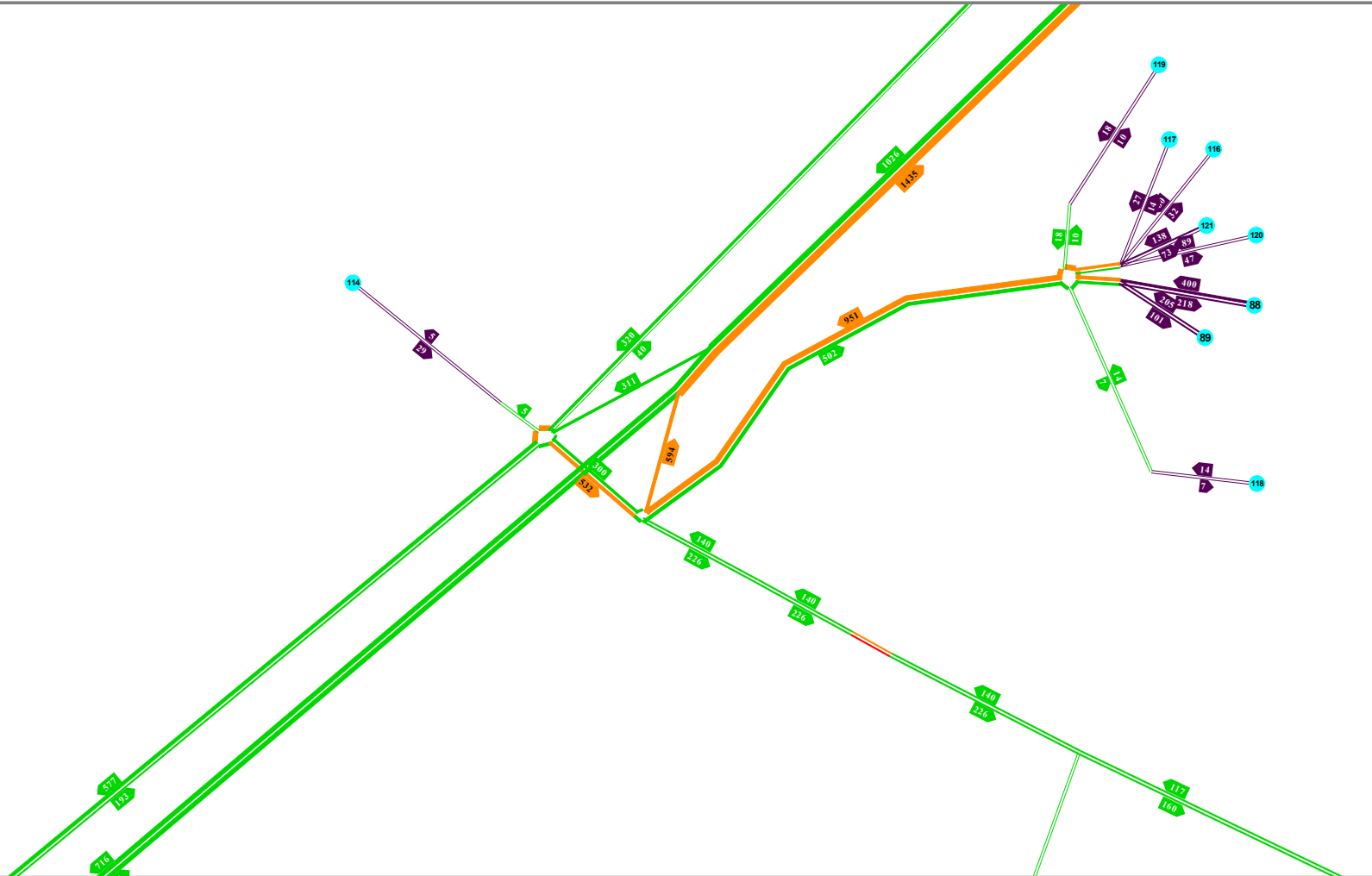




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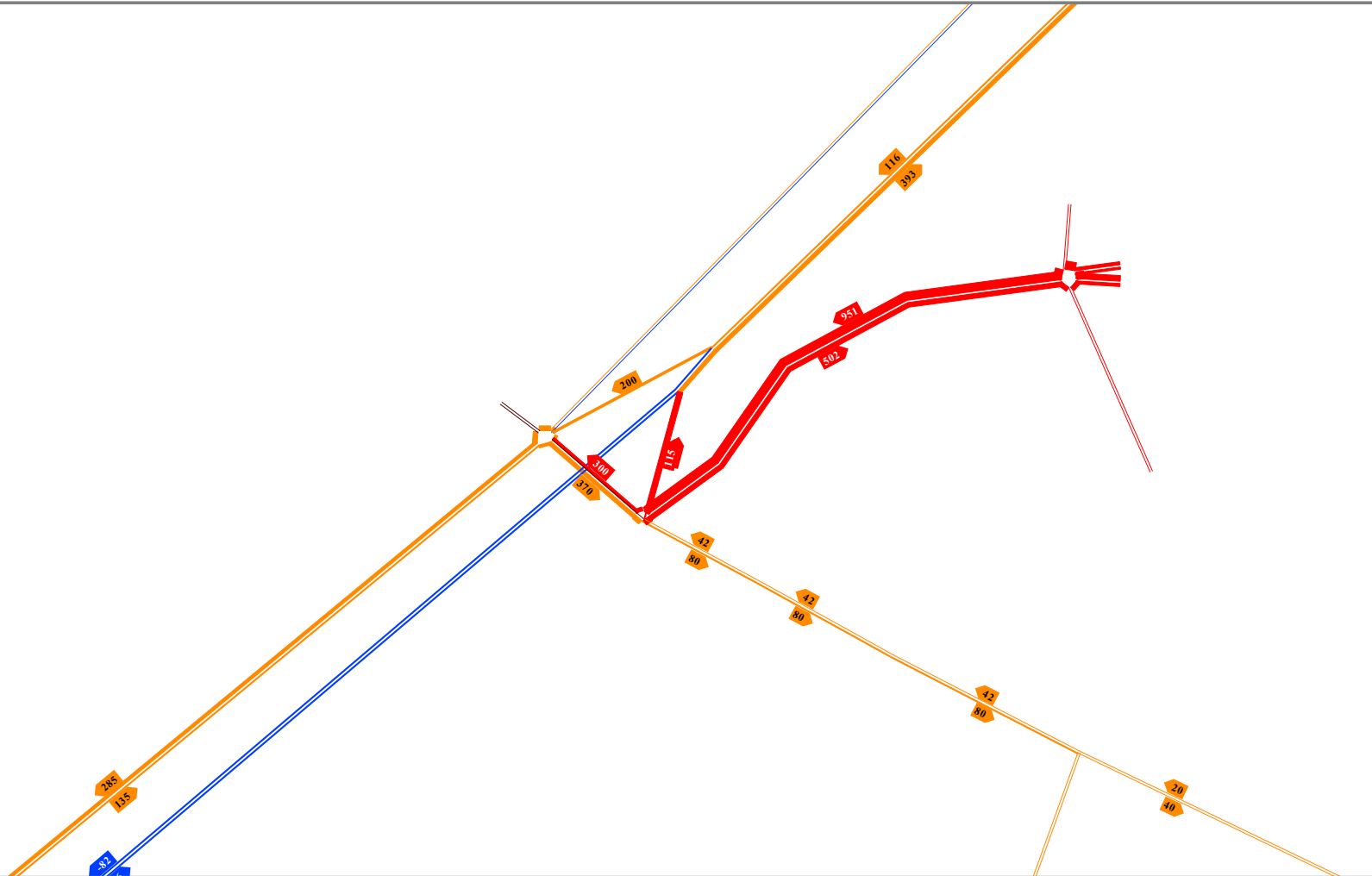
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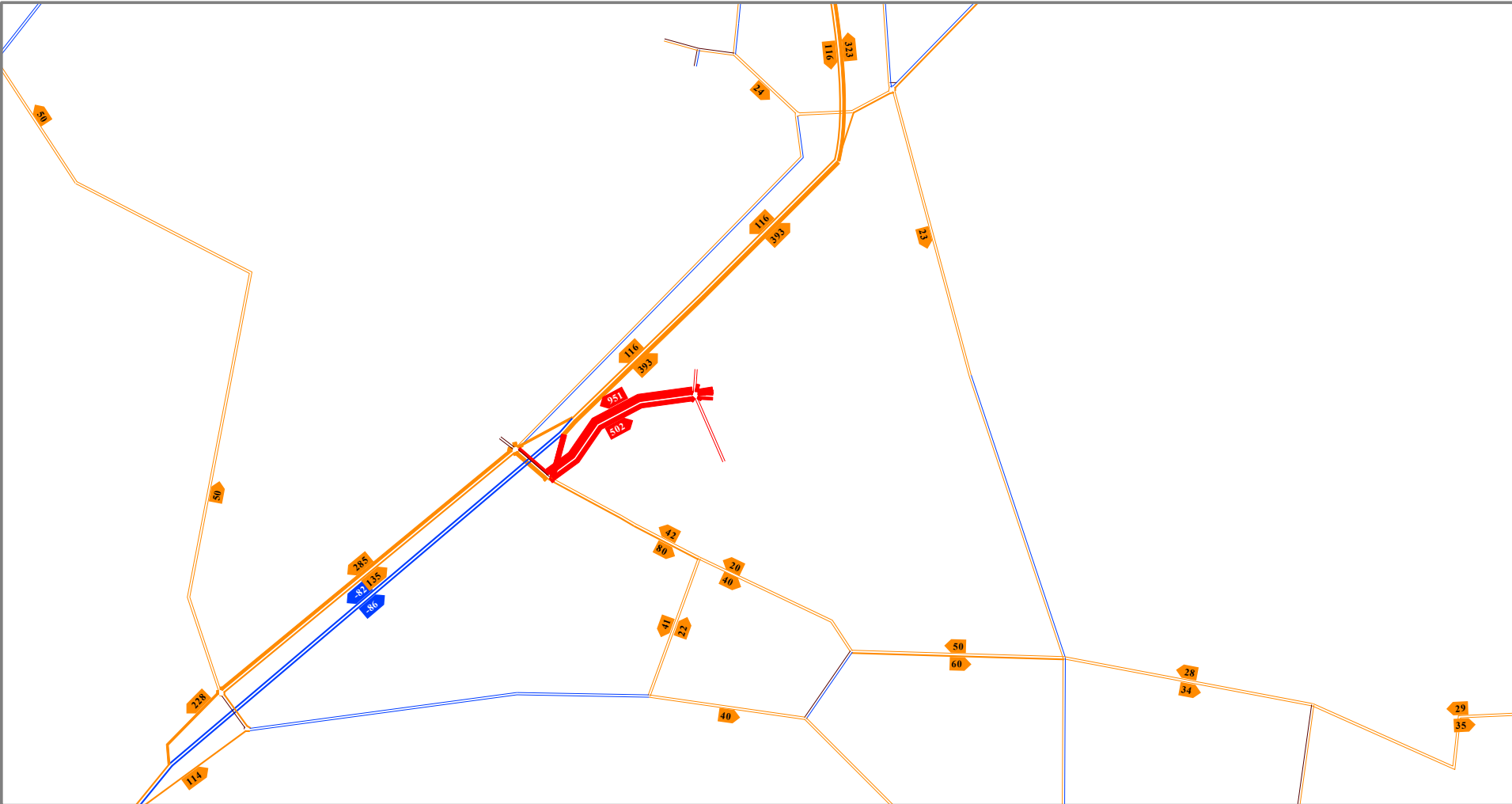
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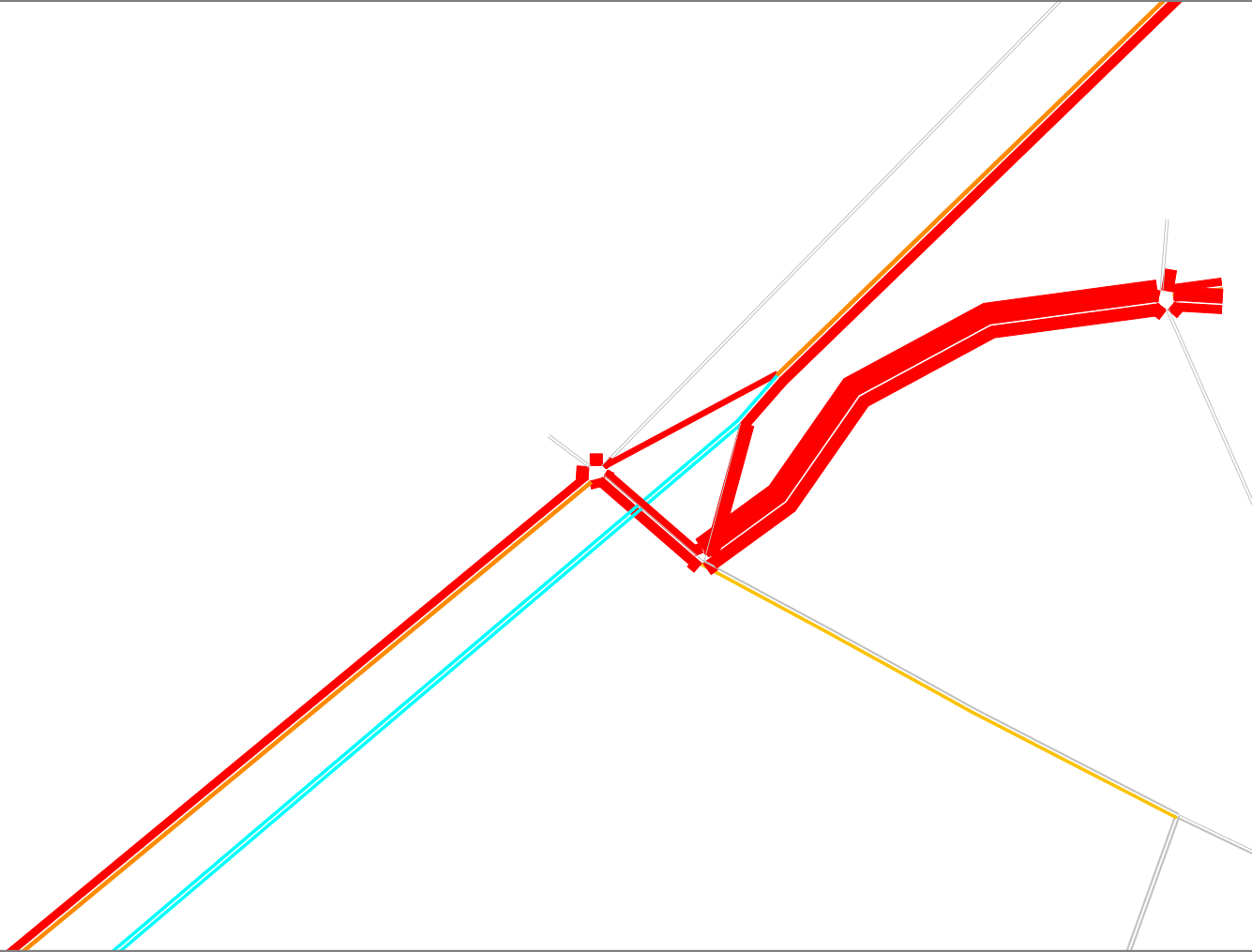
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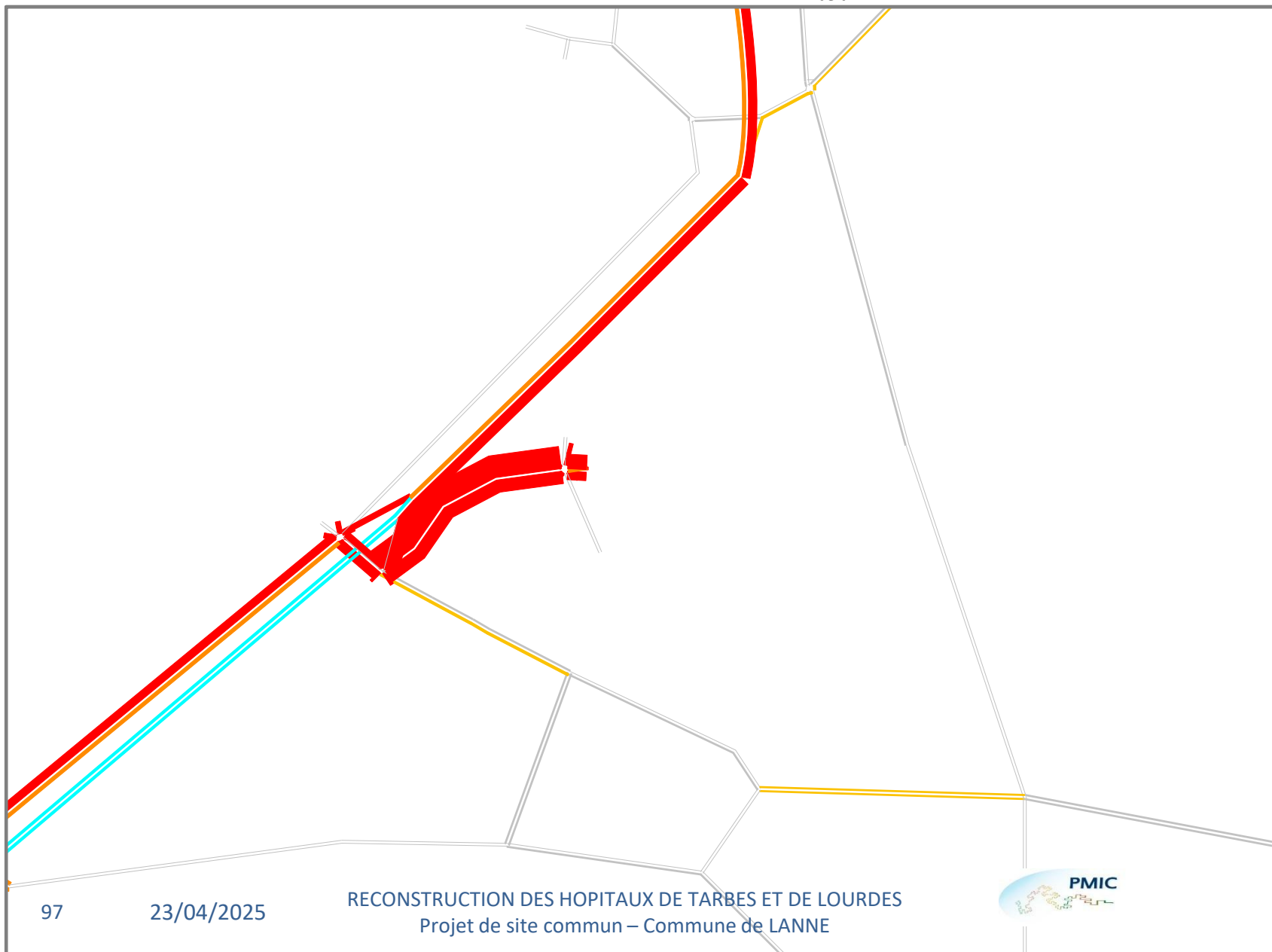
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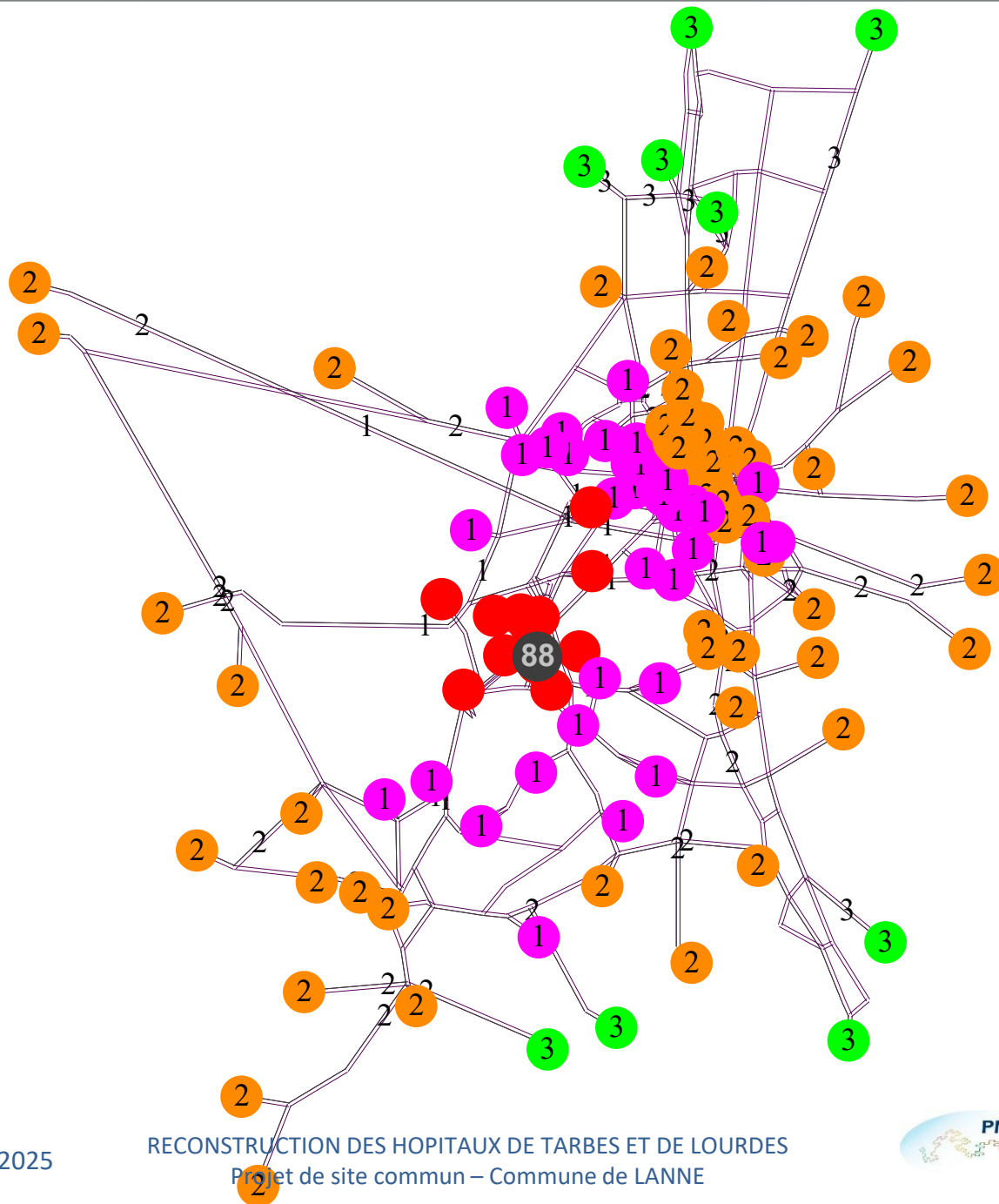


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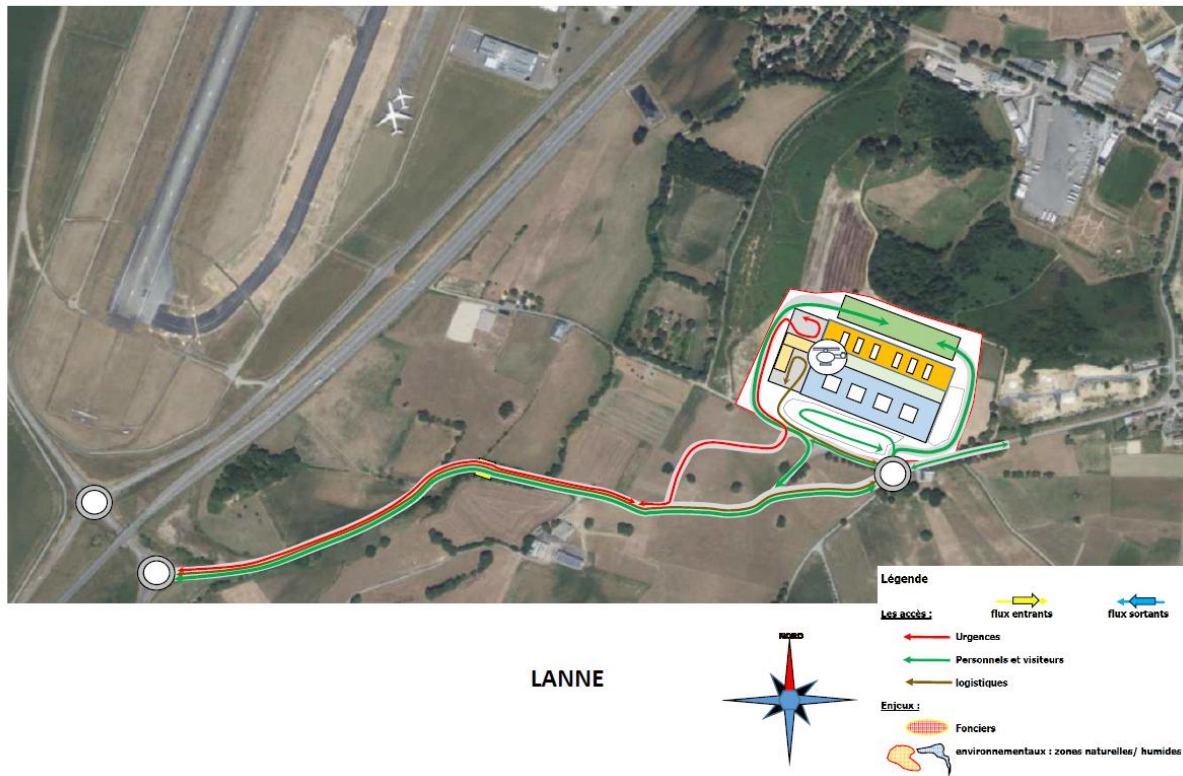
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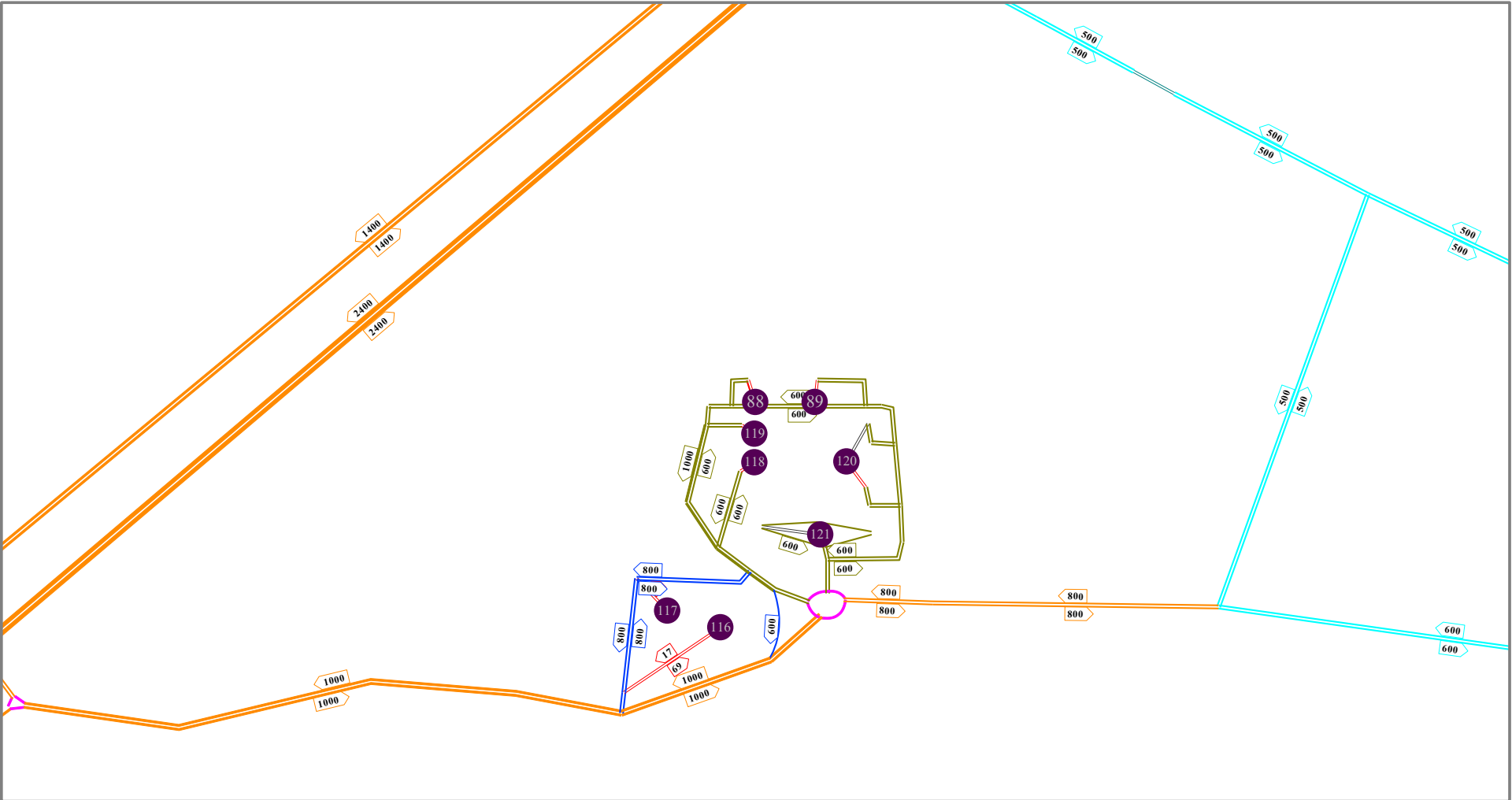


SCENARIO 5 LANNE DOUBLE FLUX

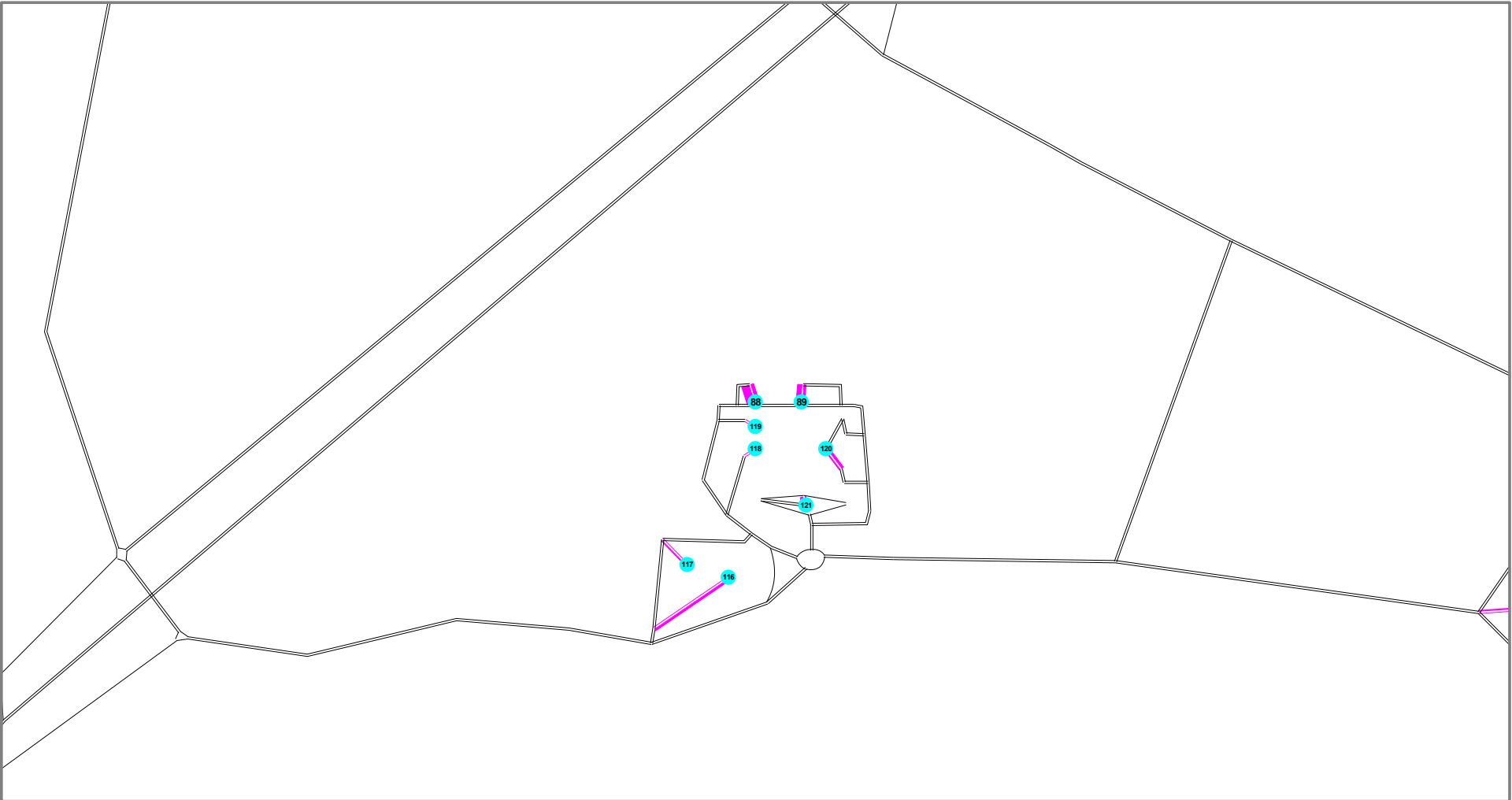
Le site est situé le long de la RN21 entre Tarbes et Lourdes



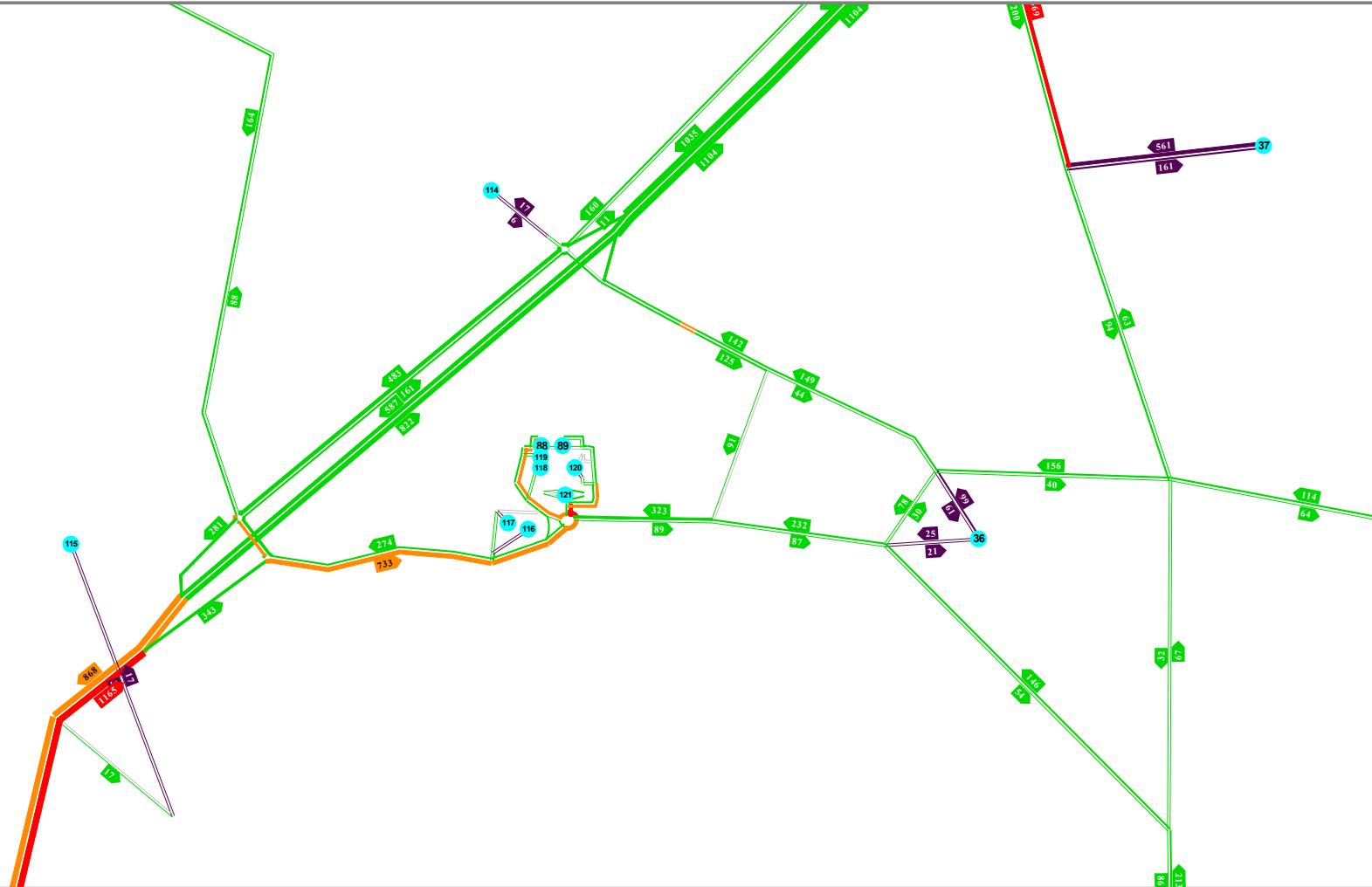
TARBES LANNE DOUBLE FLUX 2030 OFFRE



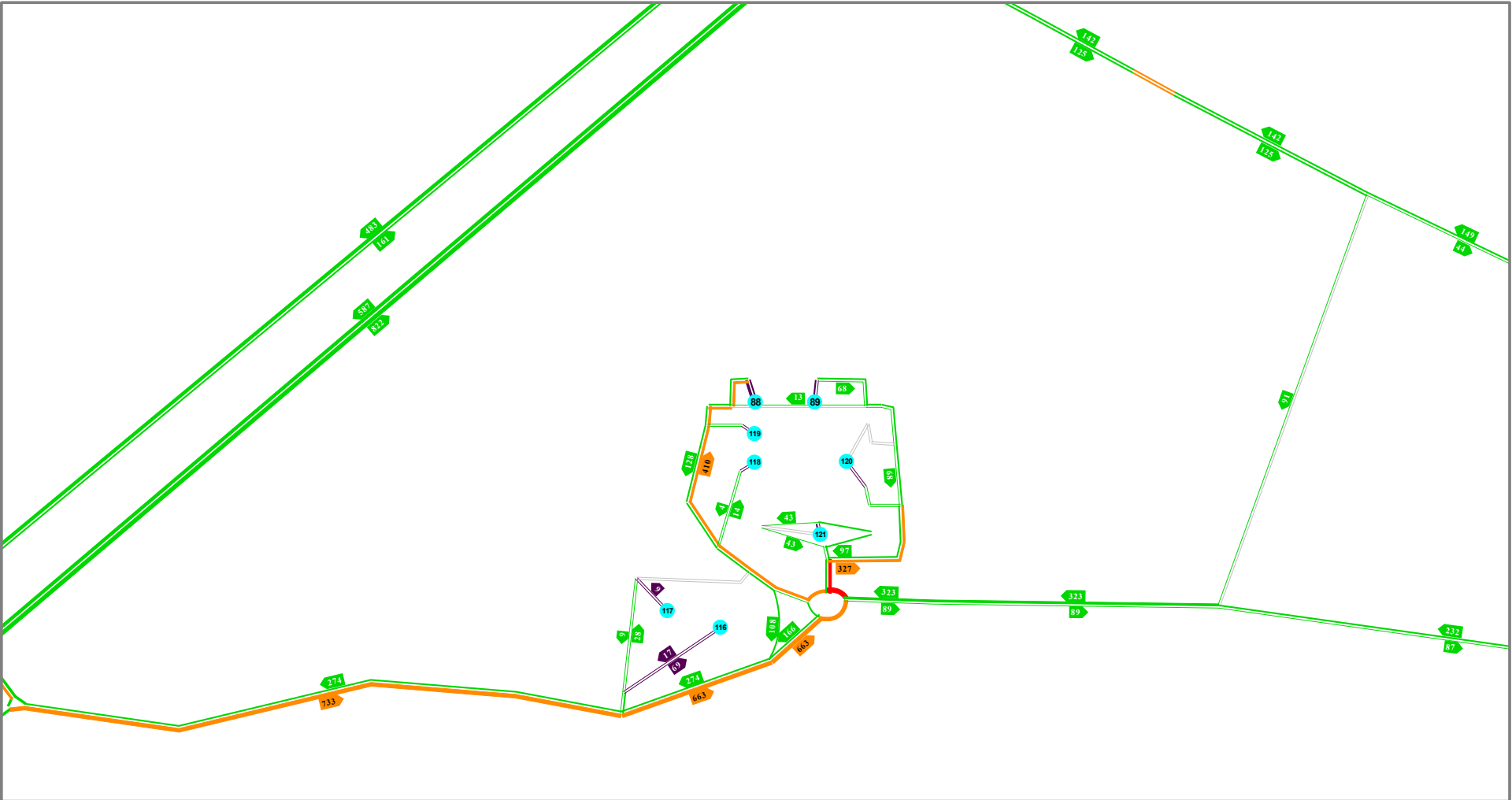
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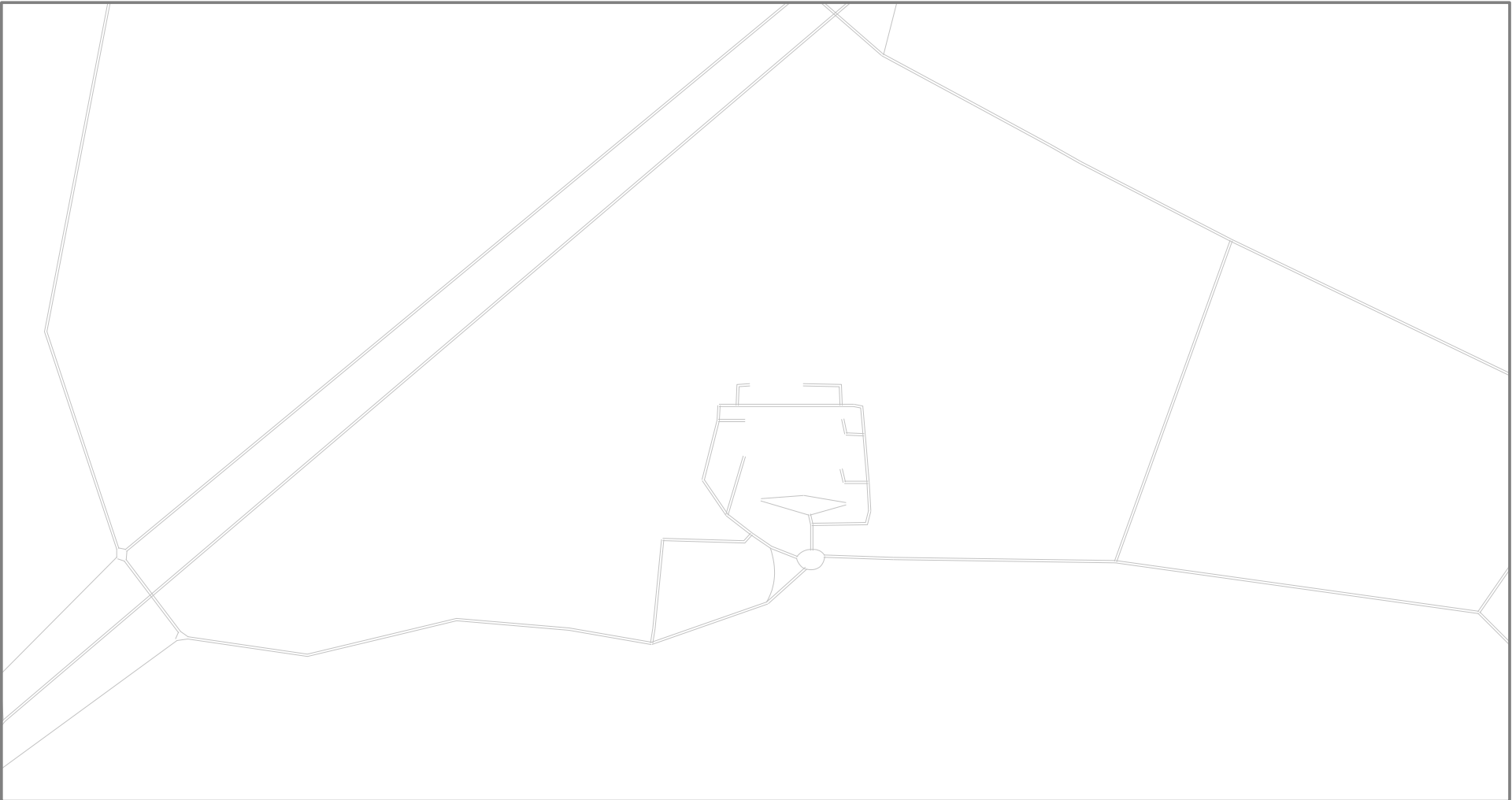
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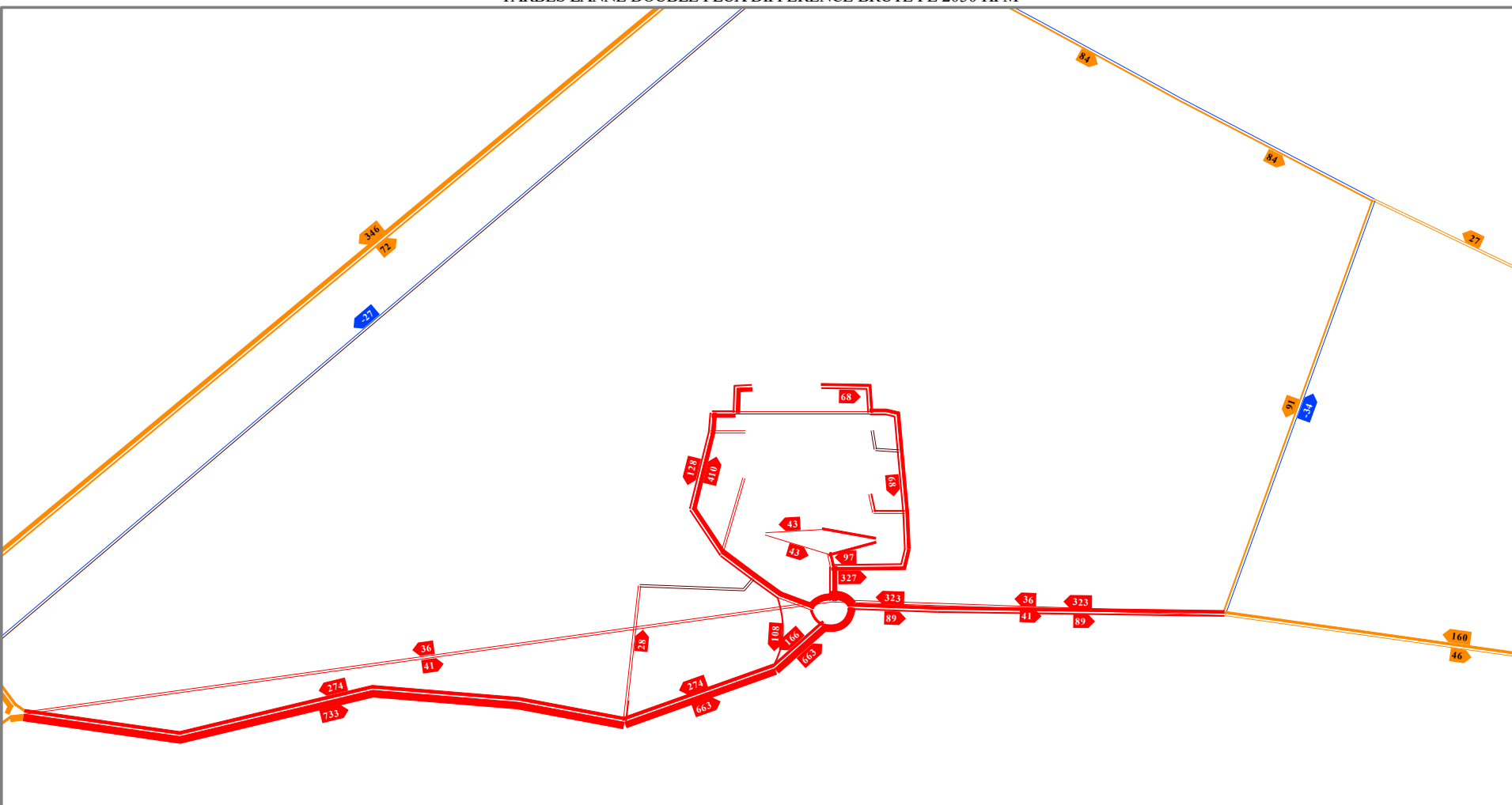
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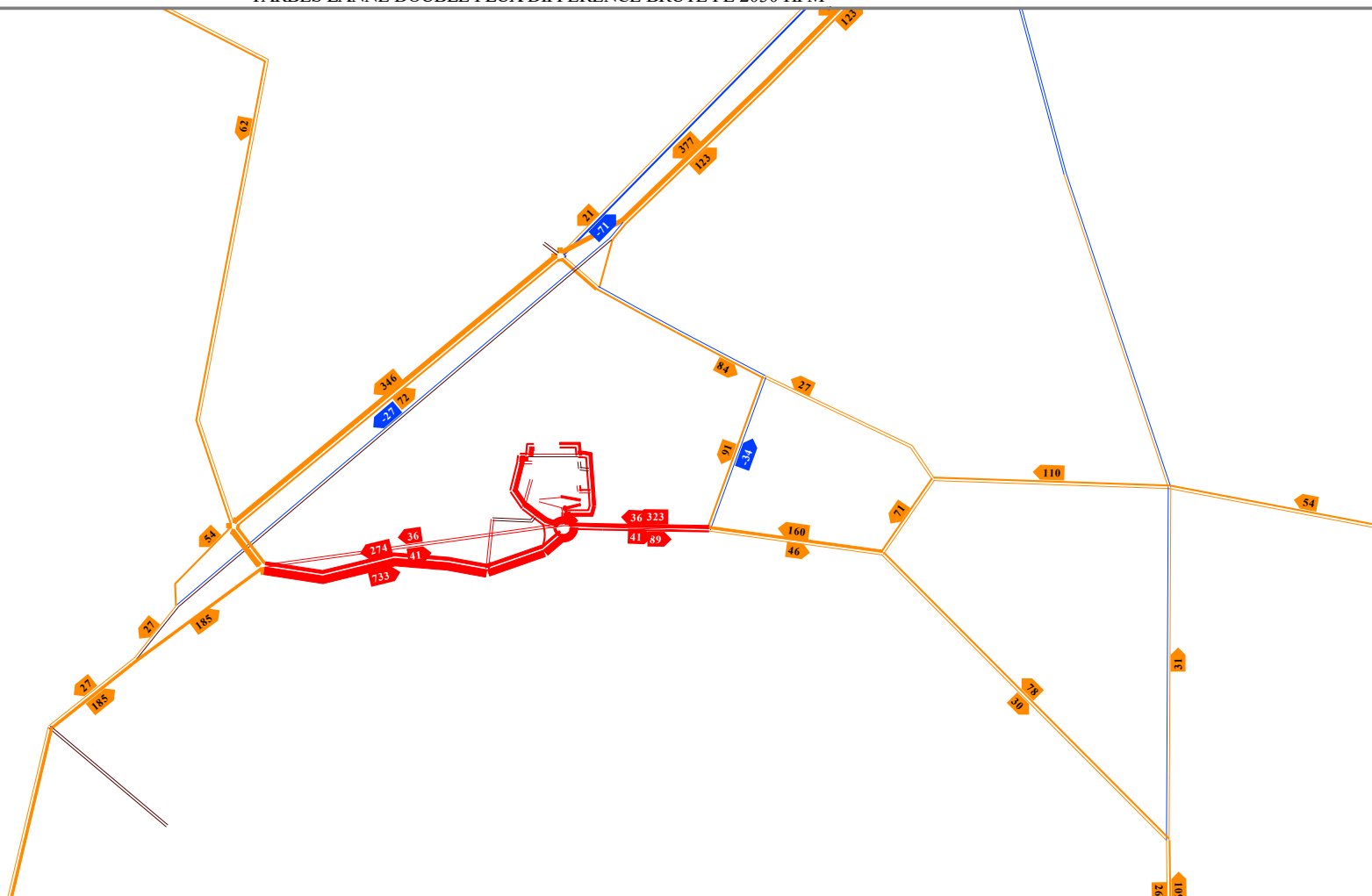
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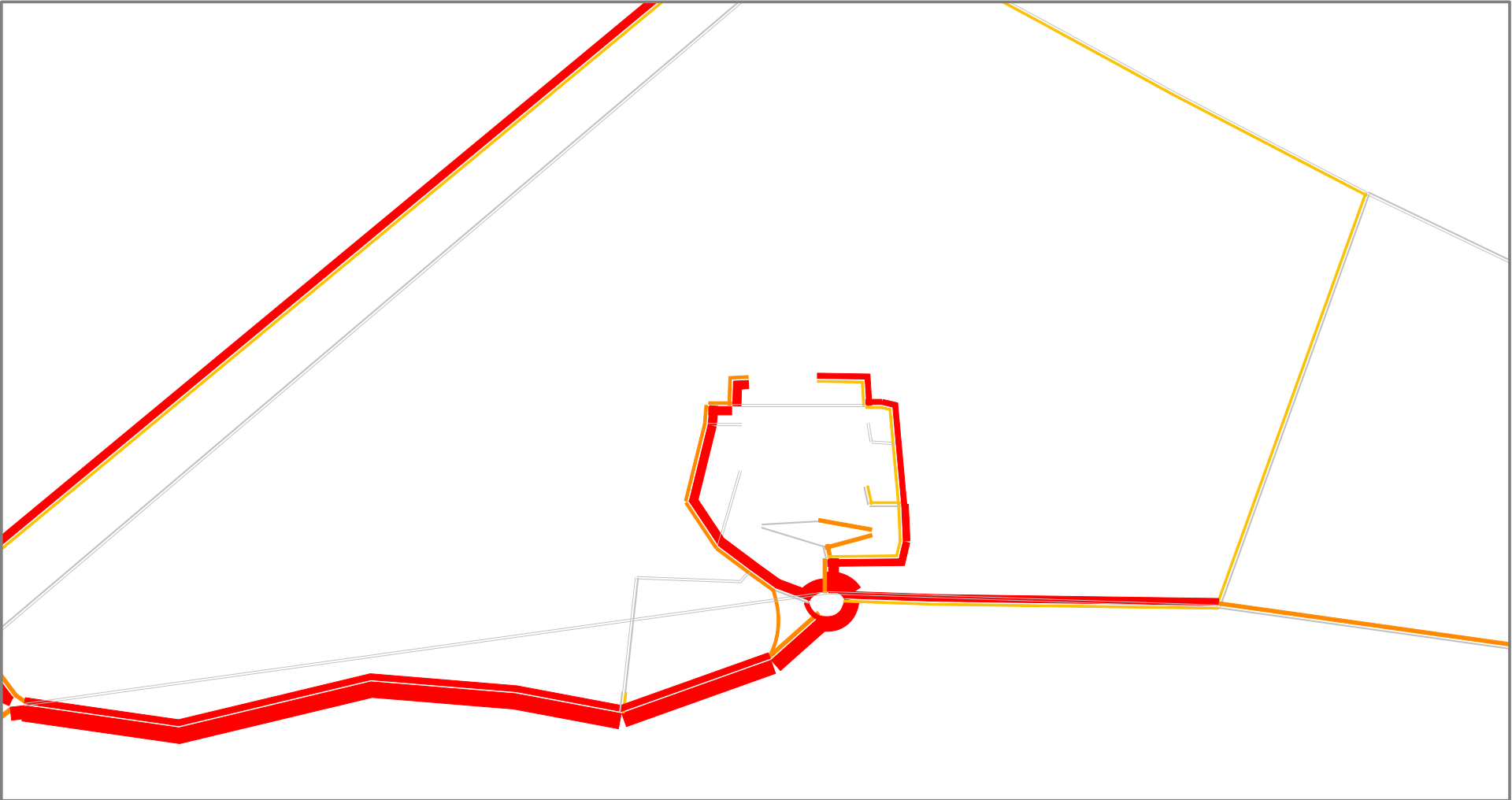
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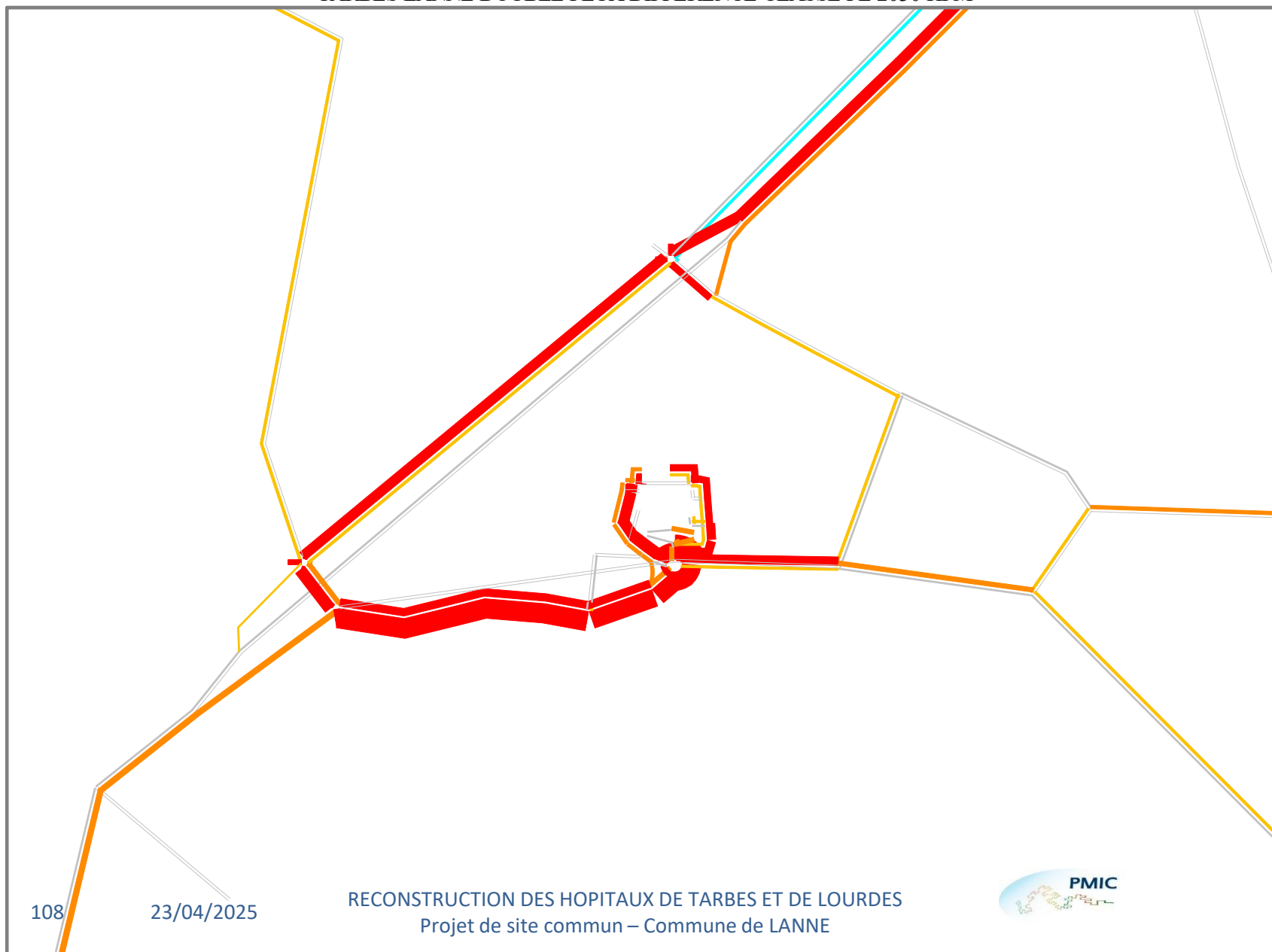
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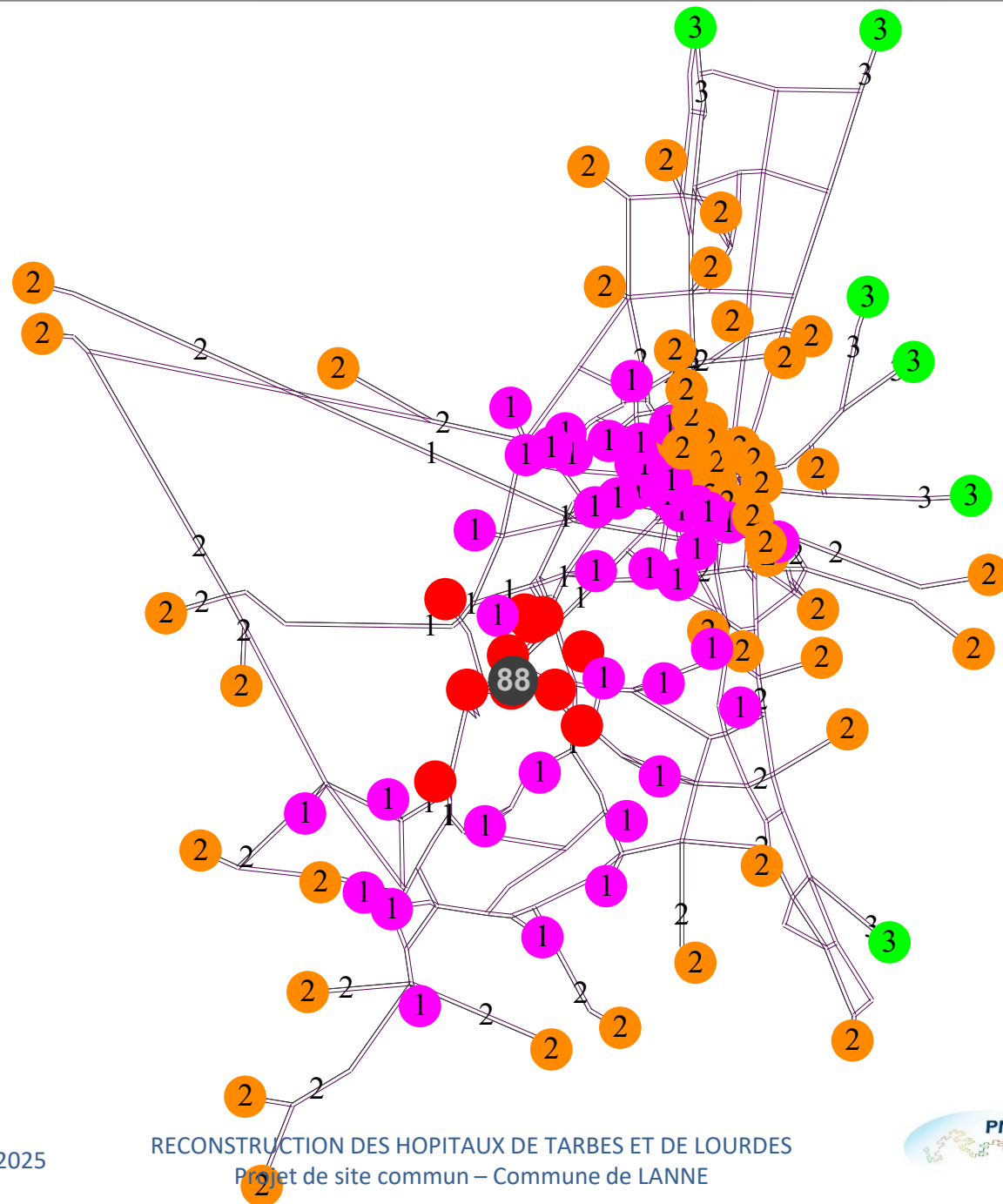


TARBES LANNE DOUBLE FLUX DIFFERENCE CLASSE FE 2030 HPM

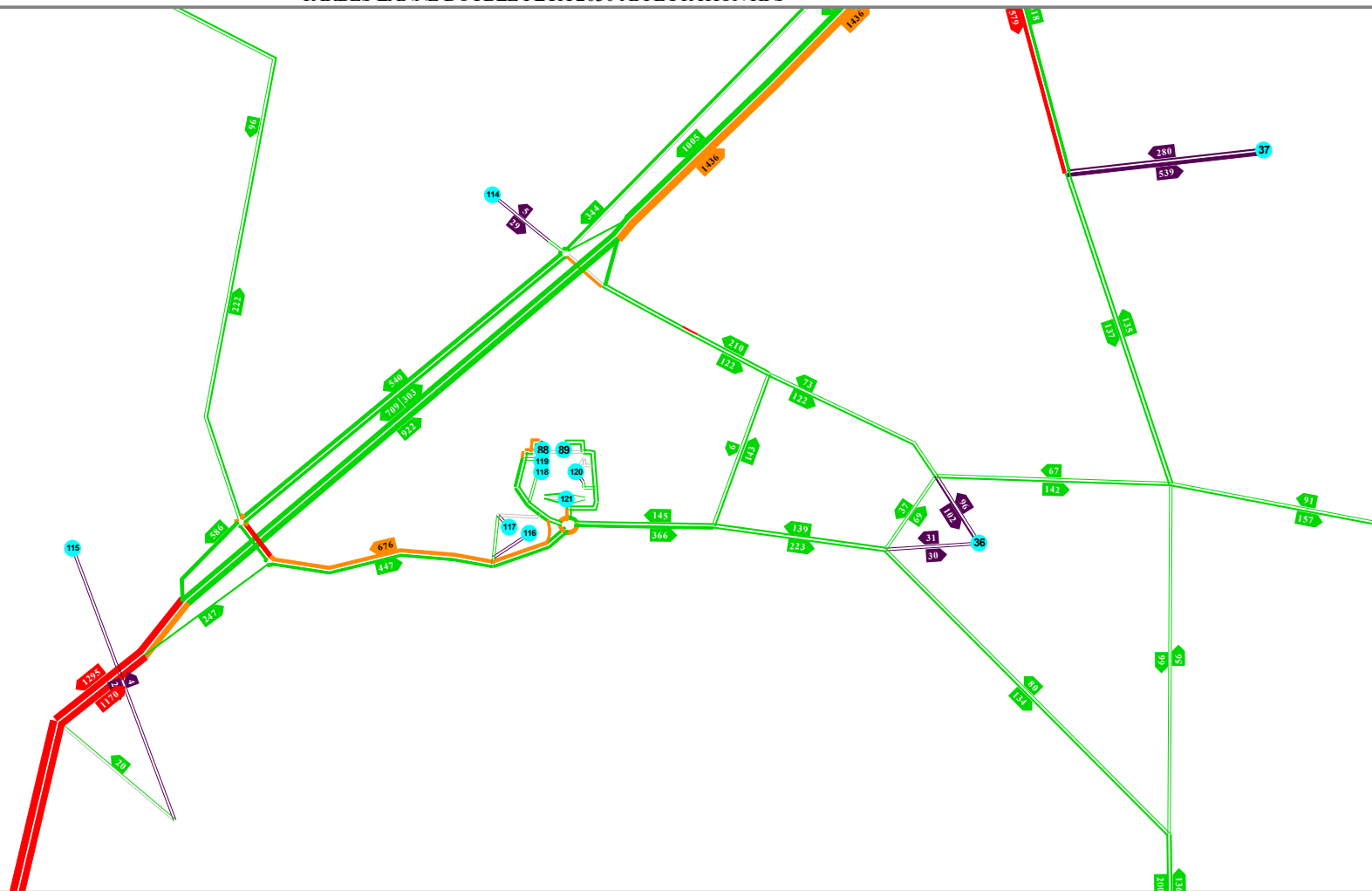


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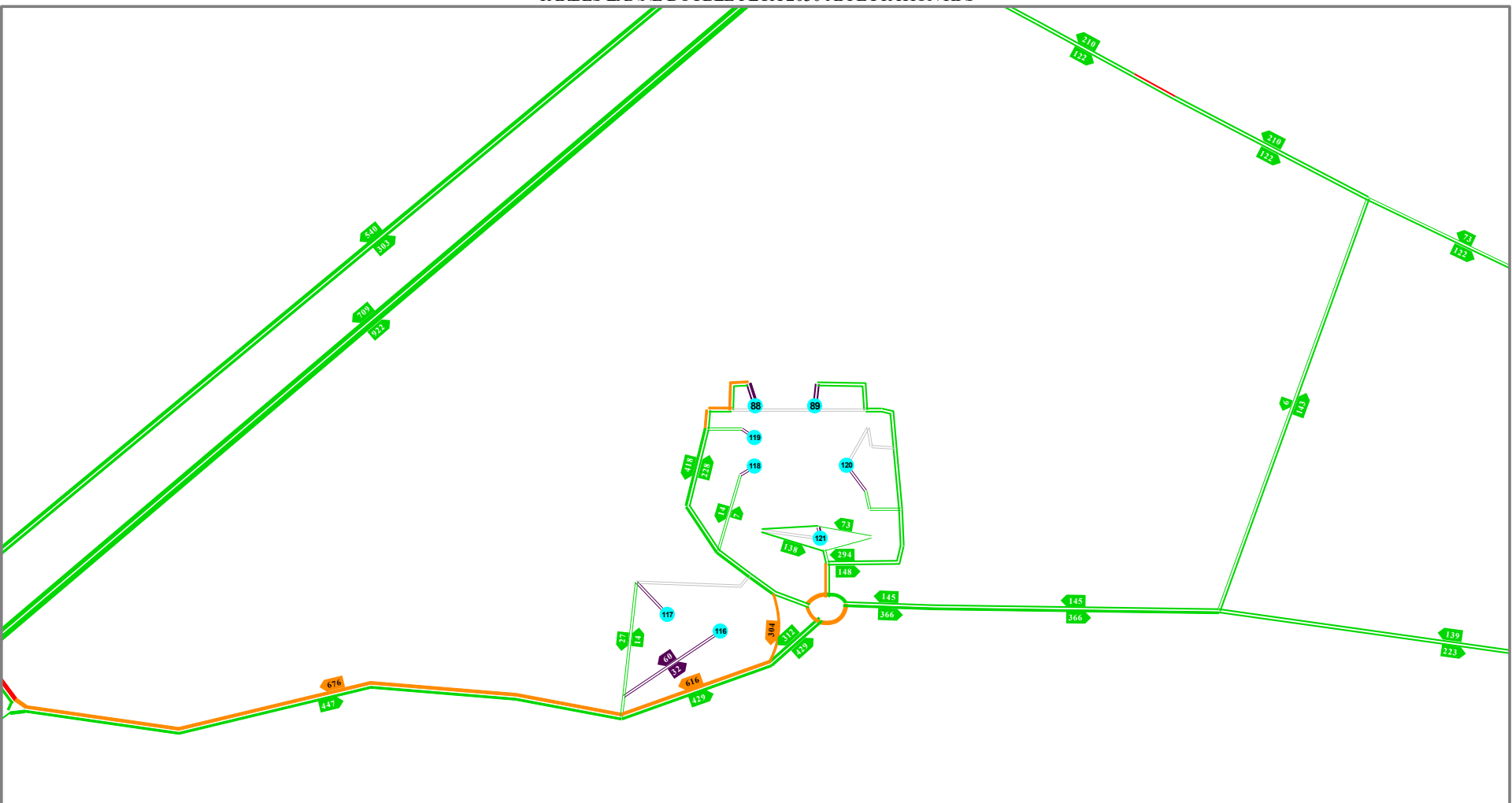




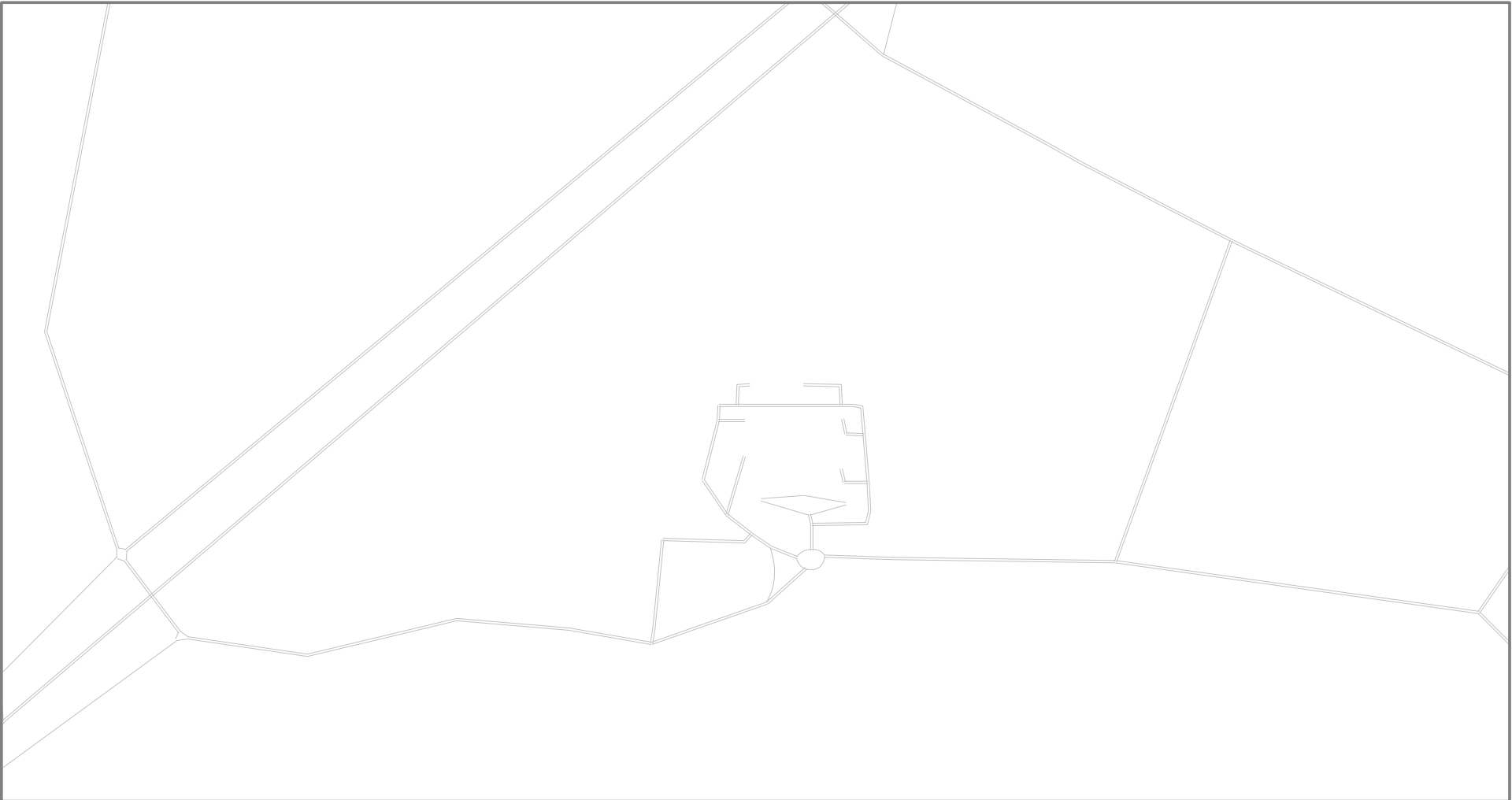
TARBES LANNE DOUBLE FLUX 2030 AFFECTATION HPS



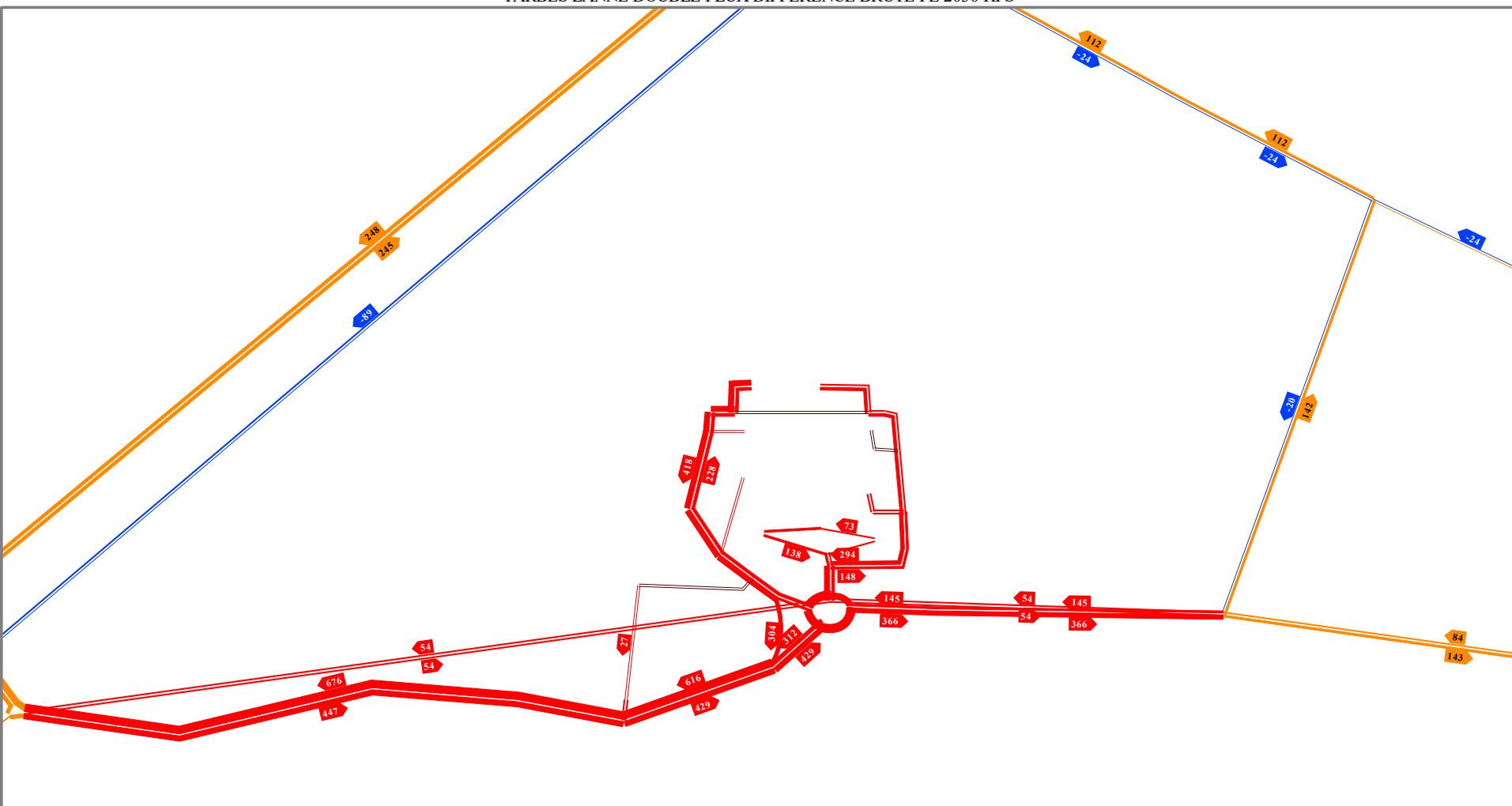
TARBES LANNE DOUBLE FLUX 2030 AFFECTATION HPS



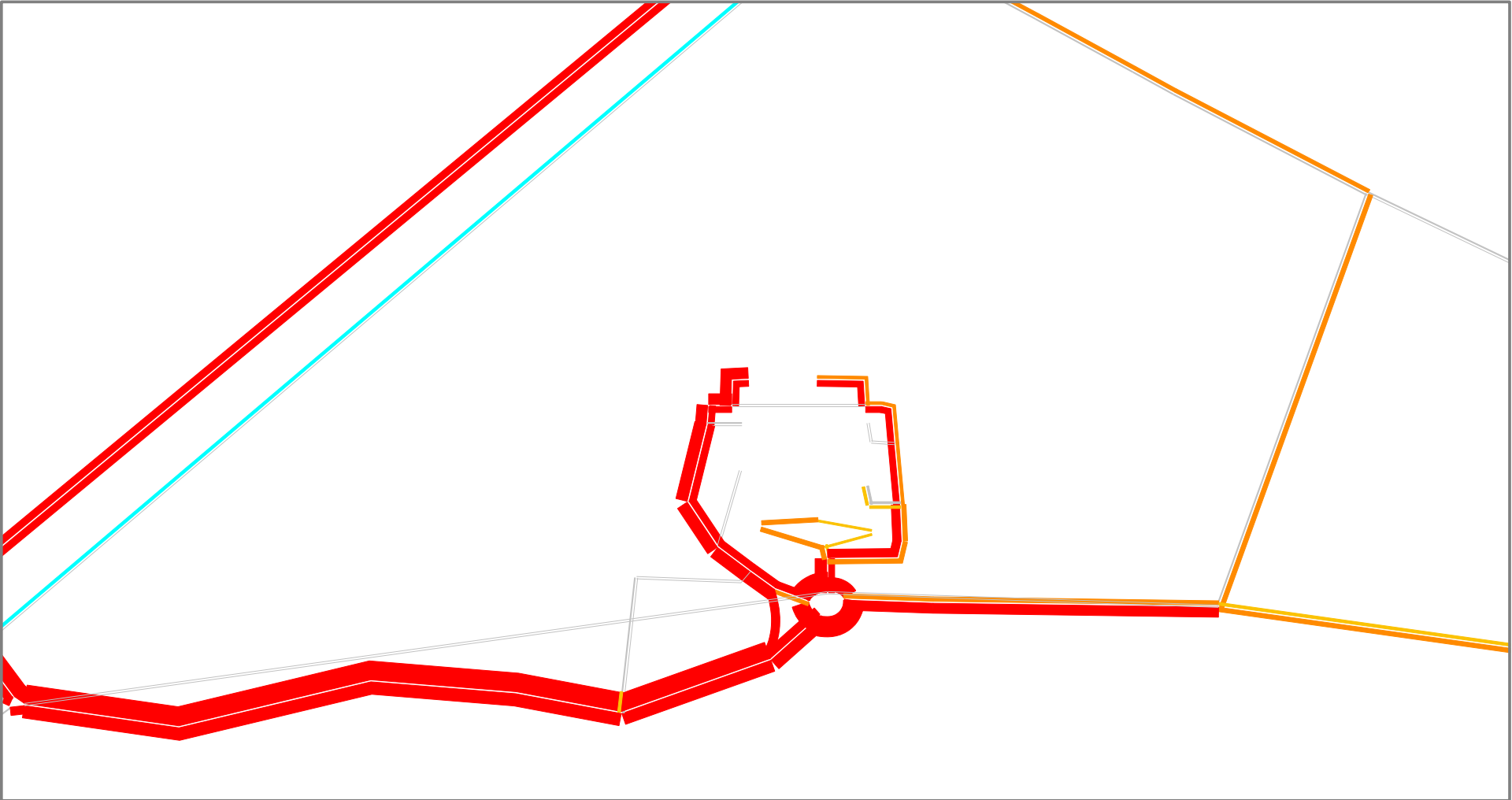
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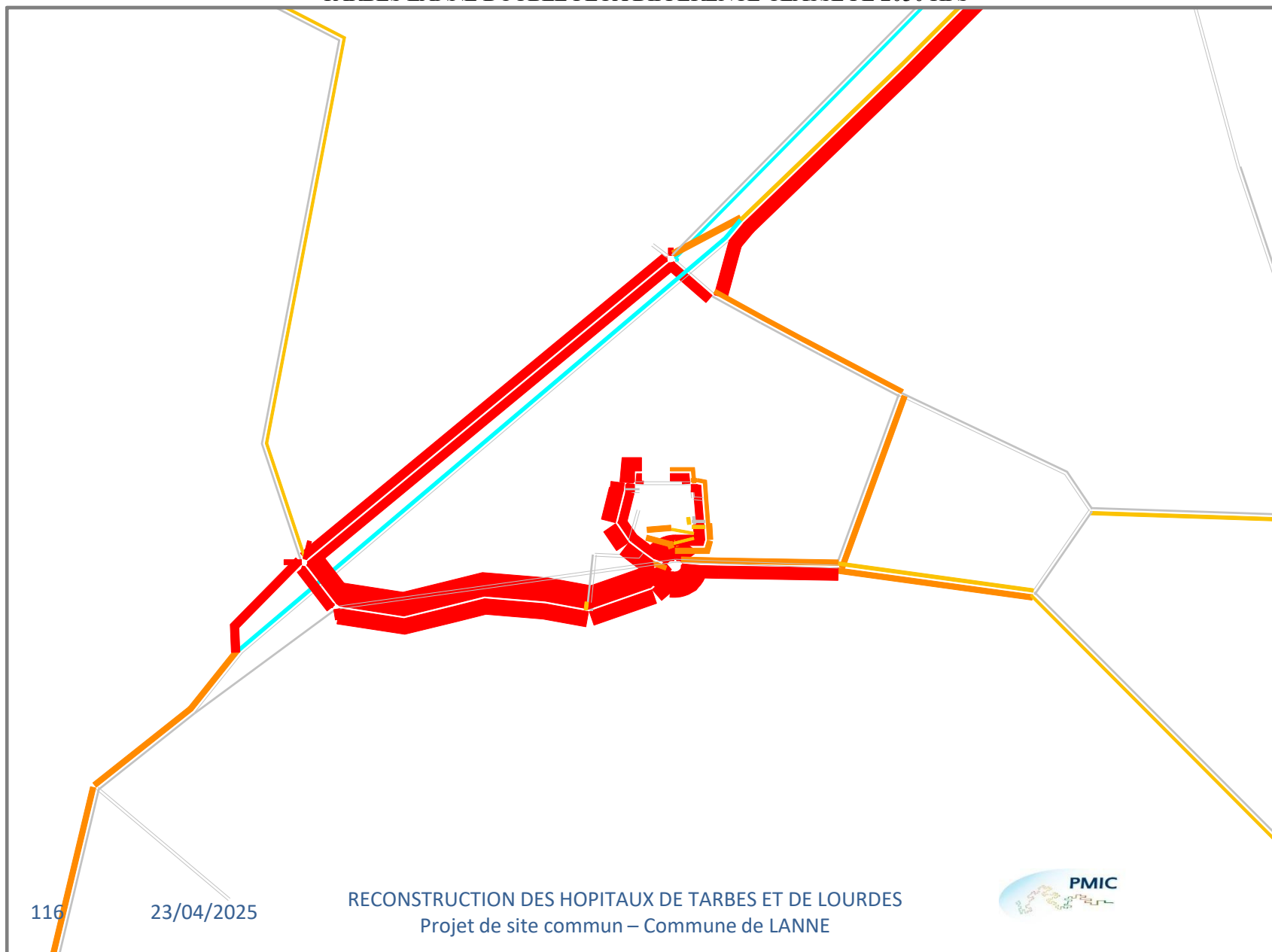
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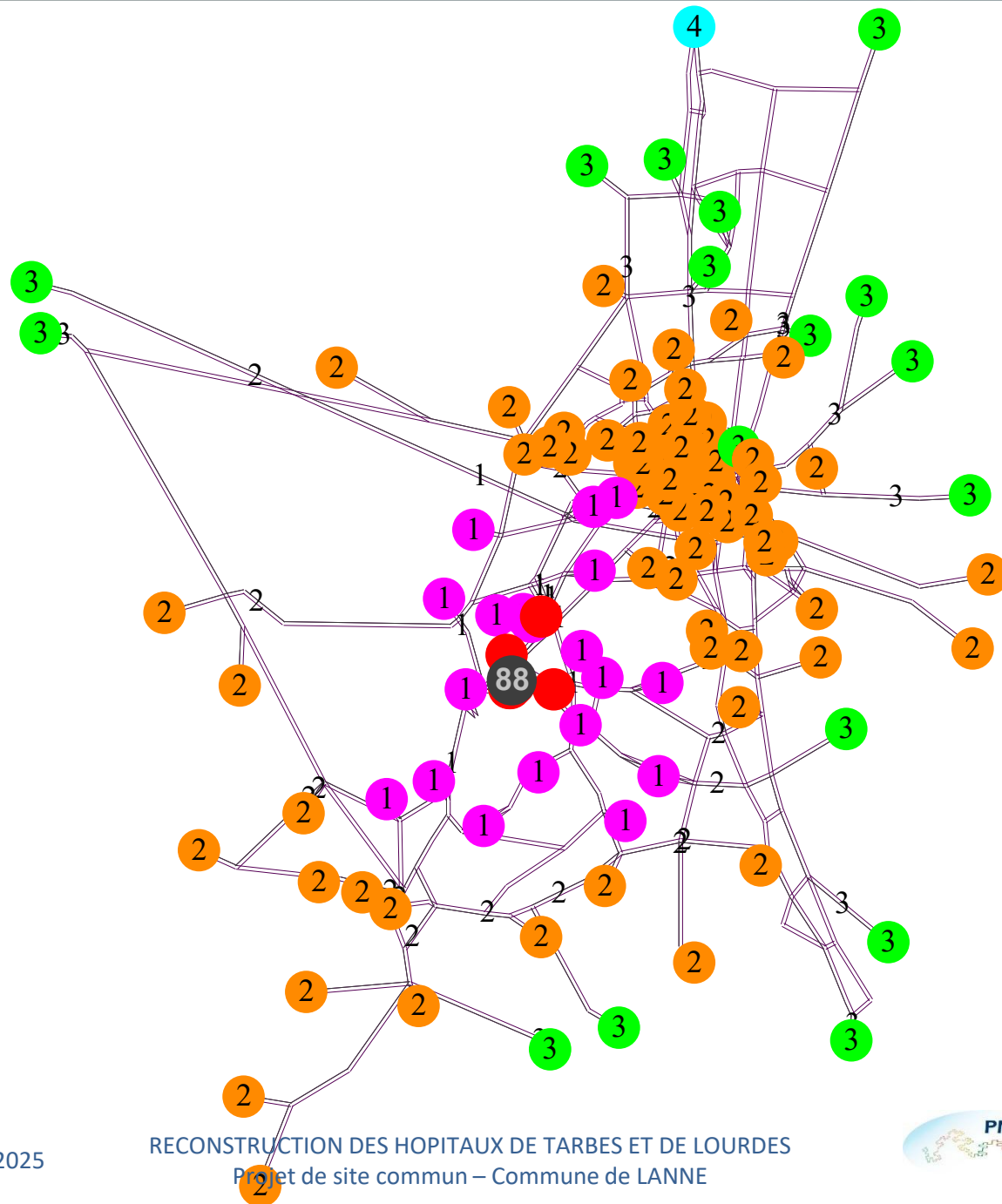


TARBES LANNE DOUBLE FLUX DIFFERENCE CLASSE FE 2030 HPS



TARBES LANNE DOUBLE FLUX DIFFERENCE CLASSE FE 2030 HPS



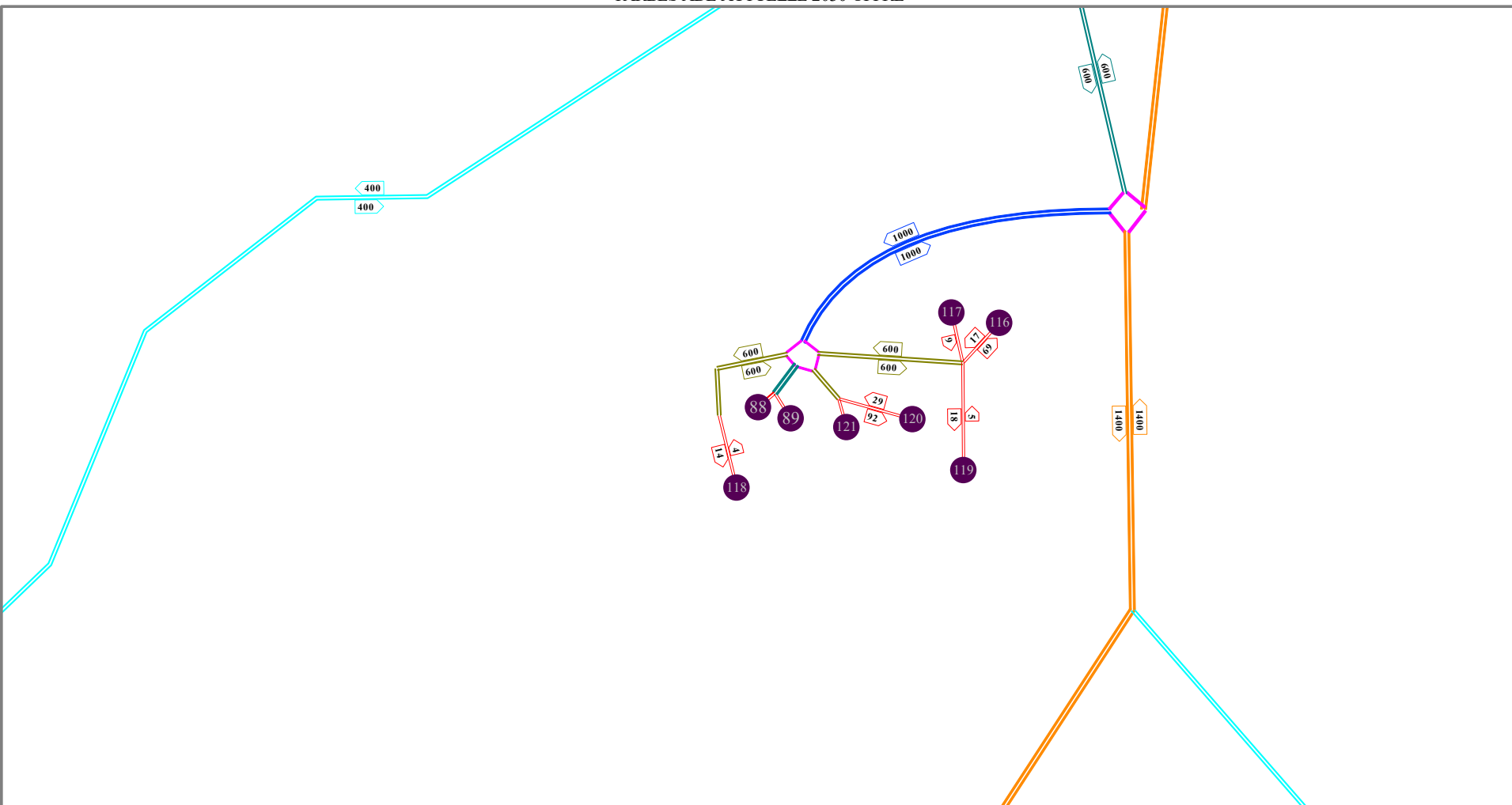


SCENARIO 6 ADE

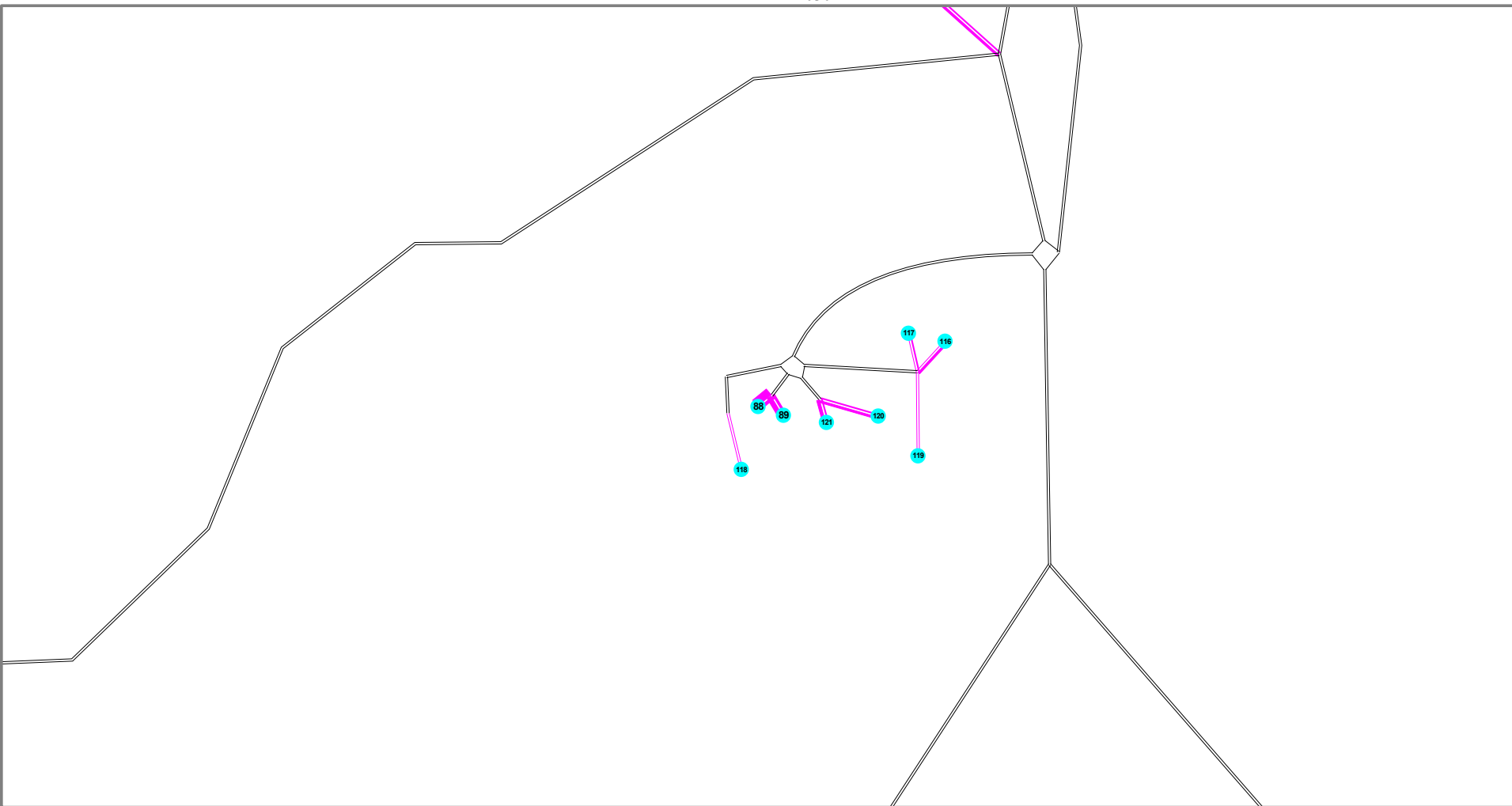
Le site est situé le long de la RN21 entre Tarbes et Lourdes



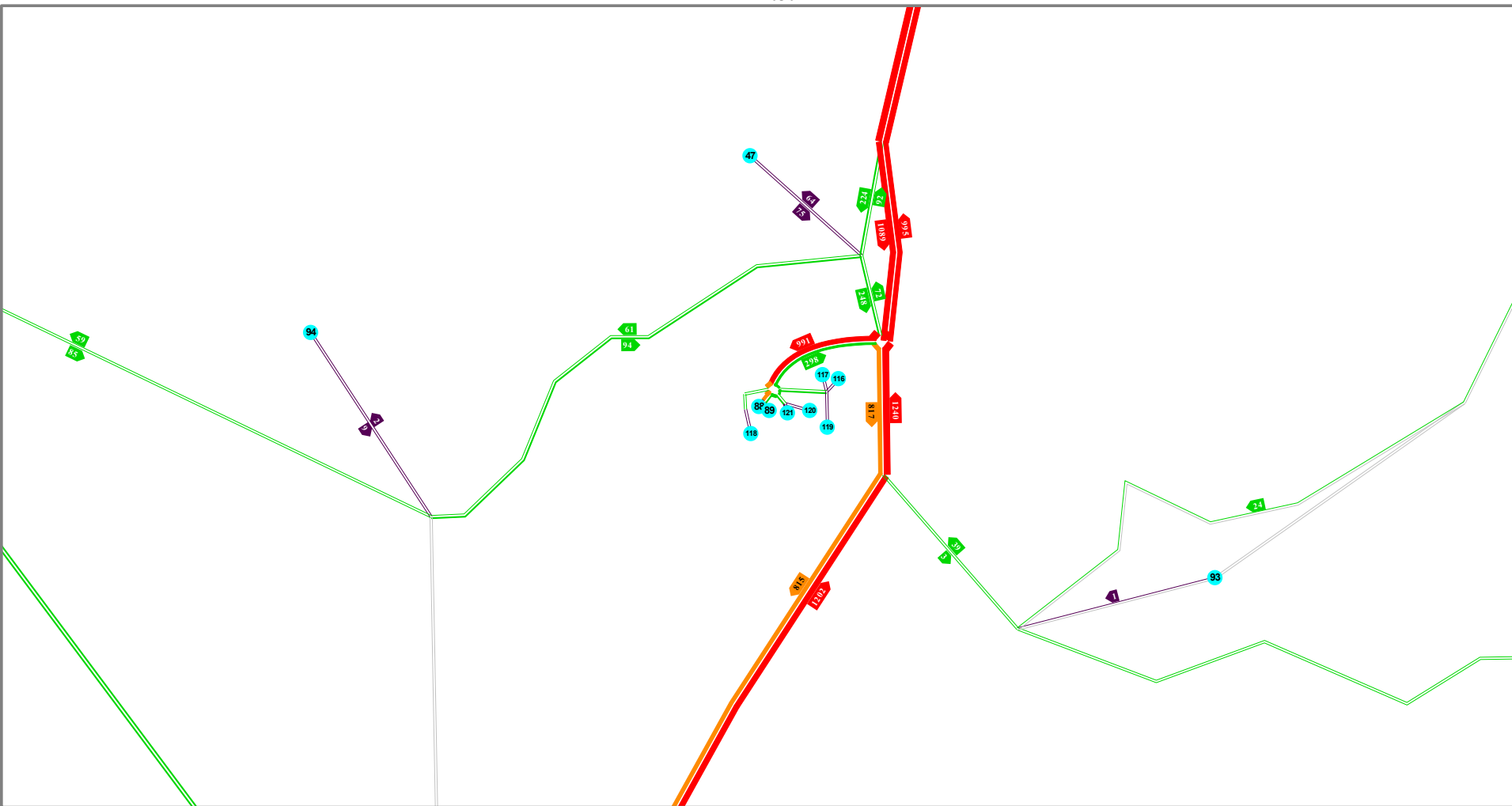
TARBES ADE ACTUELLE 2030 OFFRE



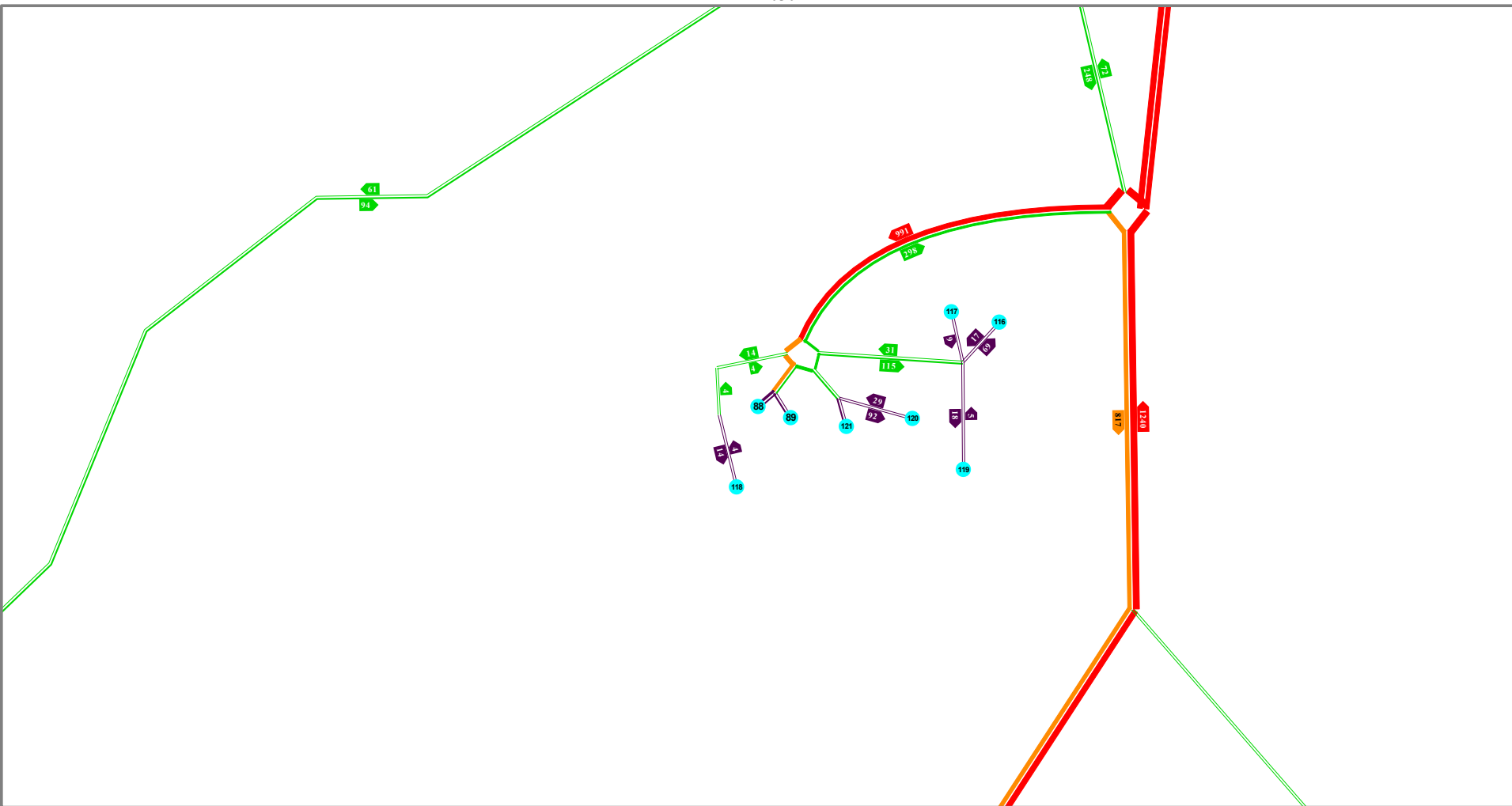
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TARBES ADE ACTUELLE 2030 AFFECTATION HPM



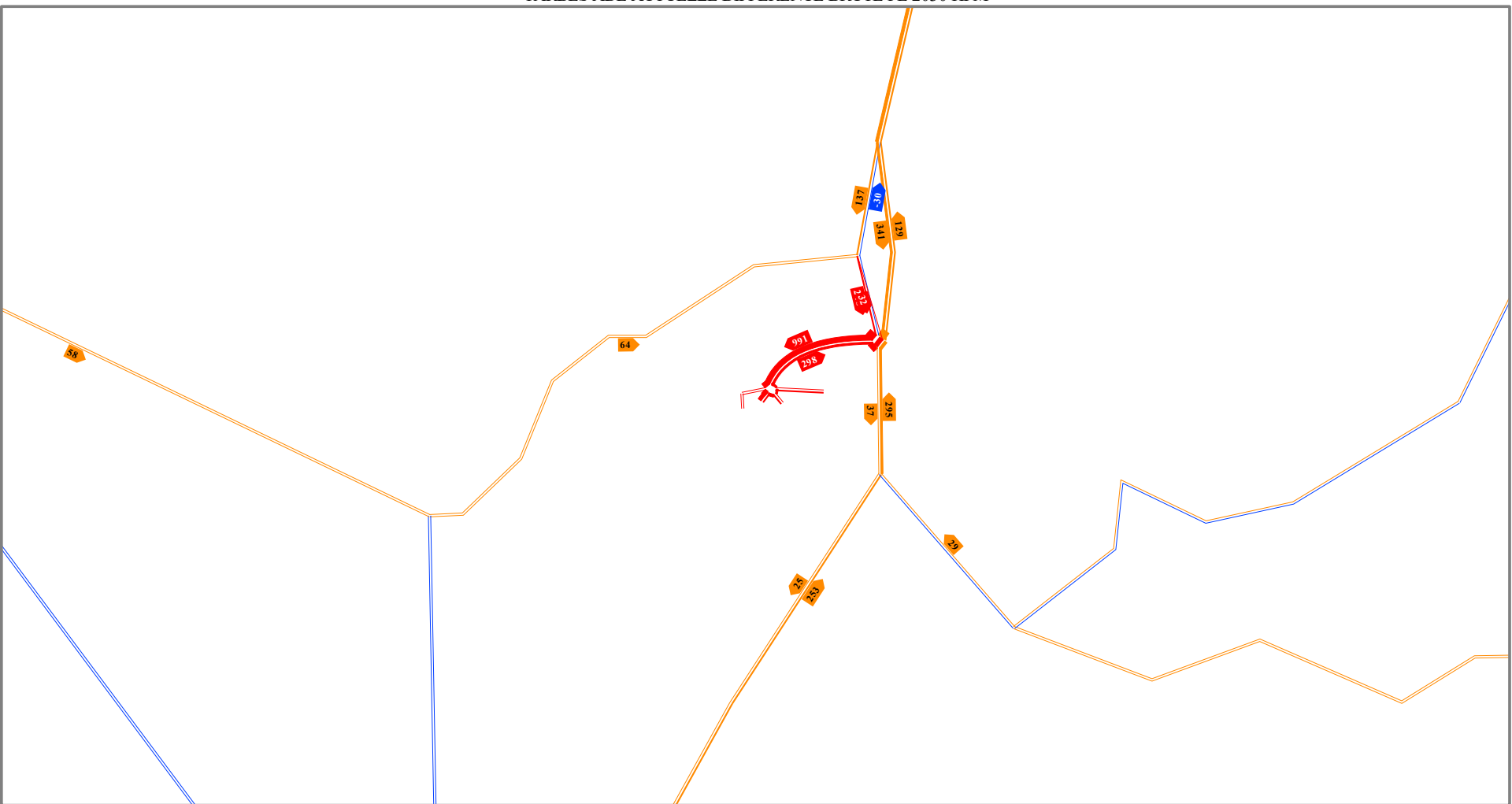
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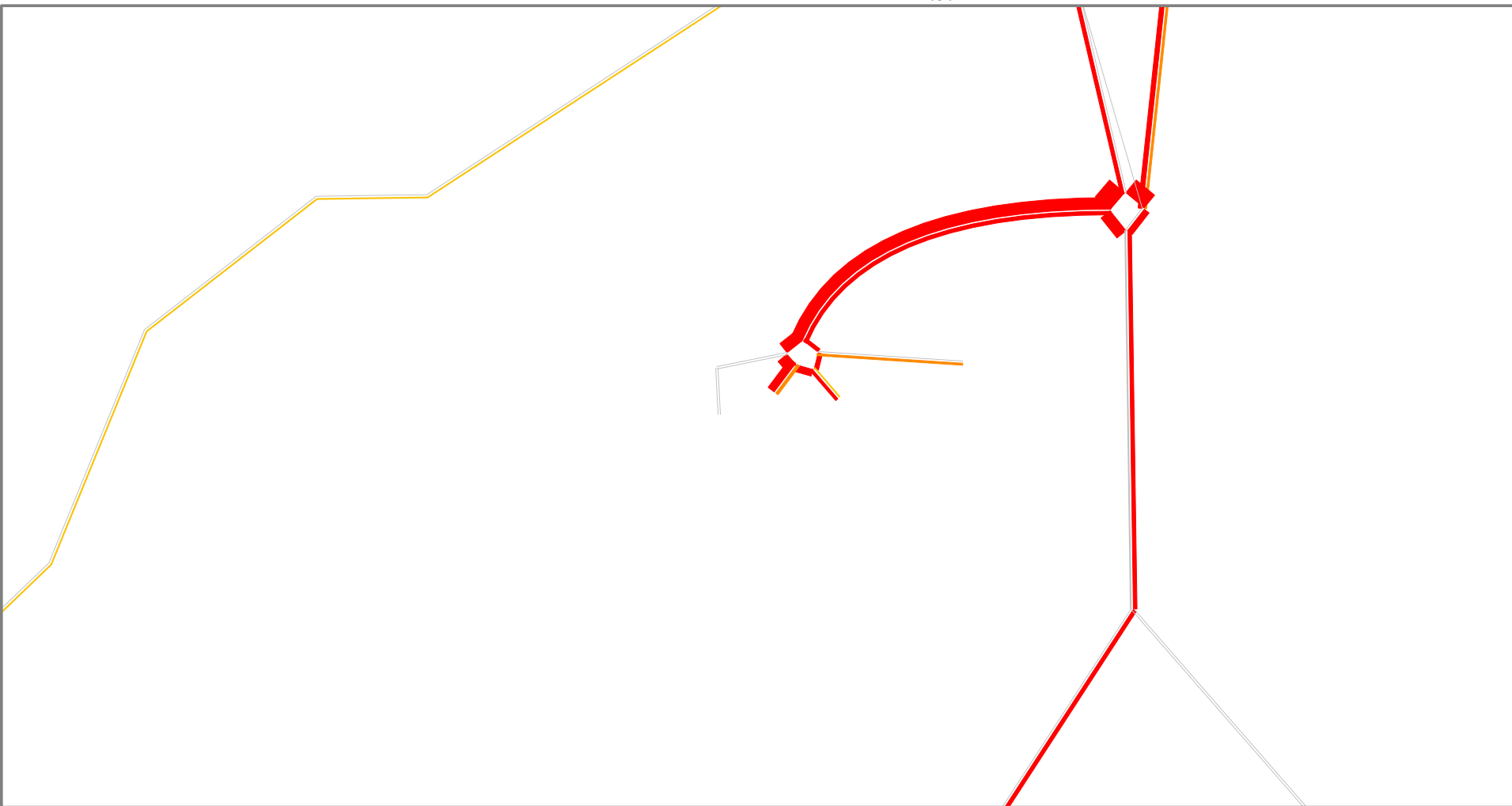
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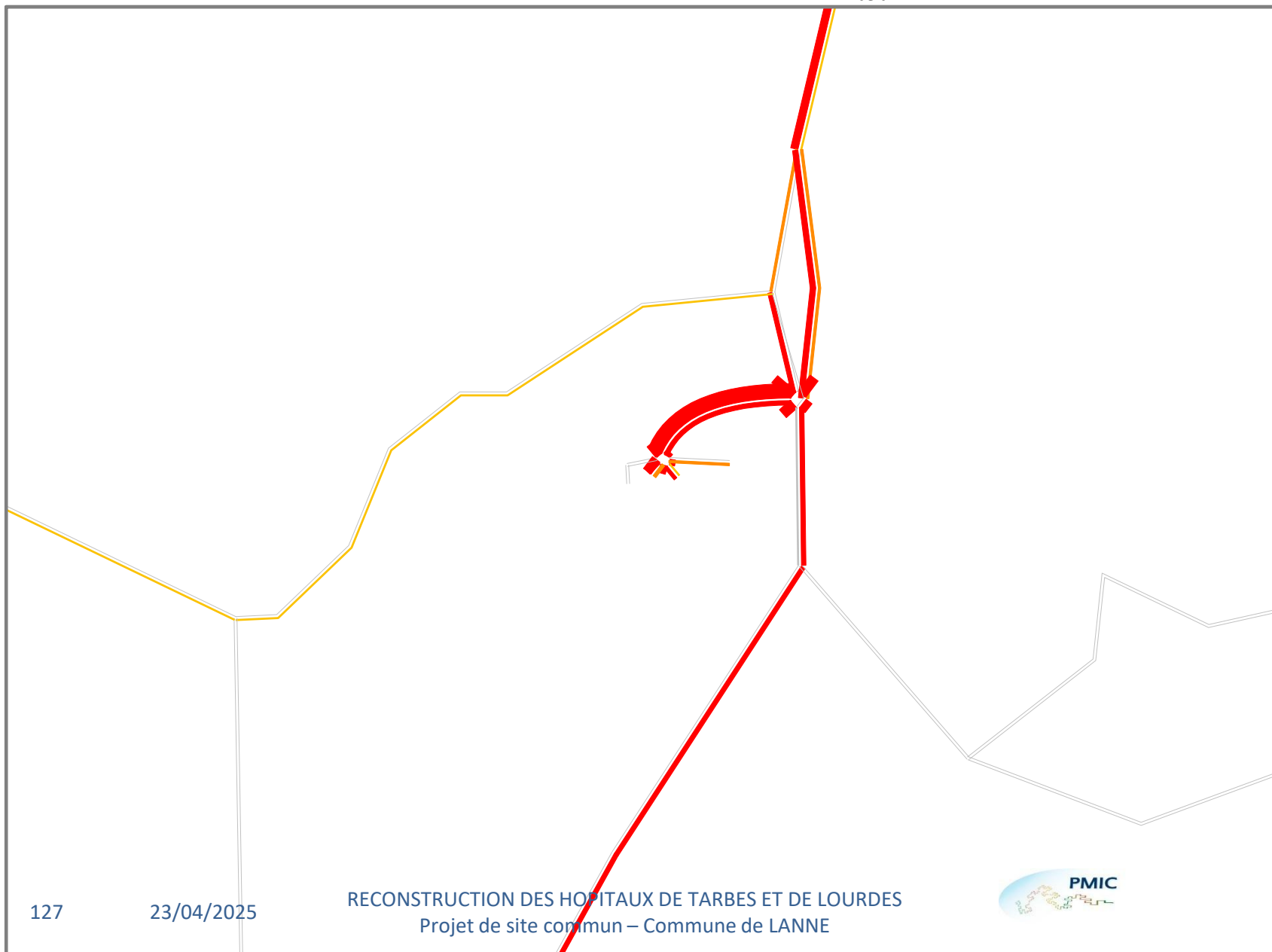
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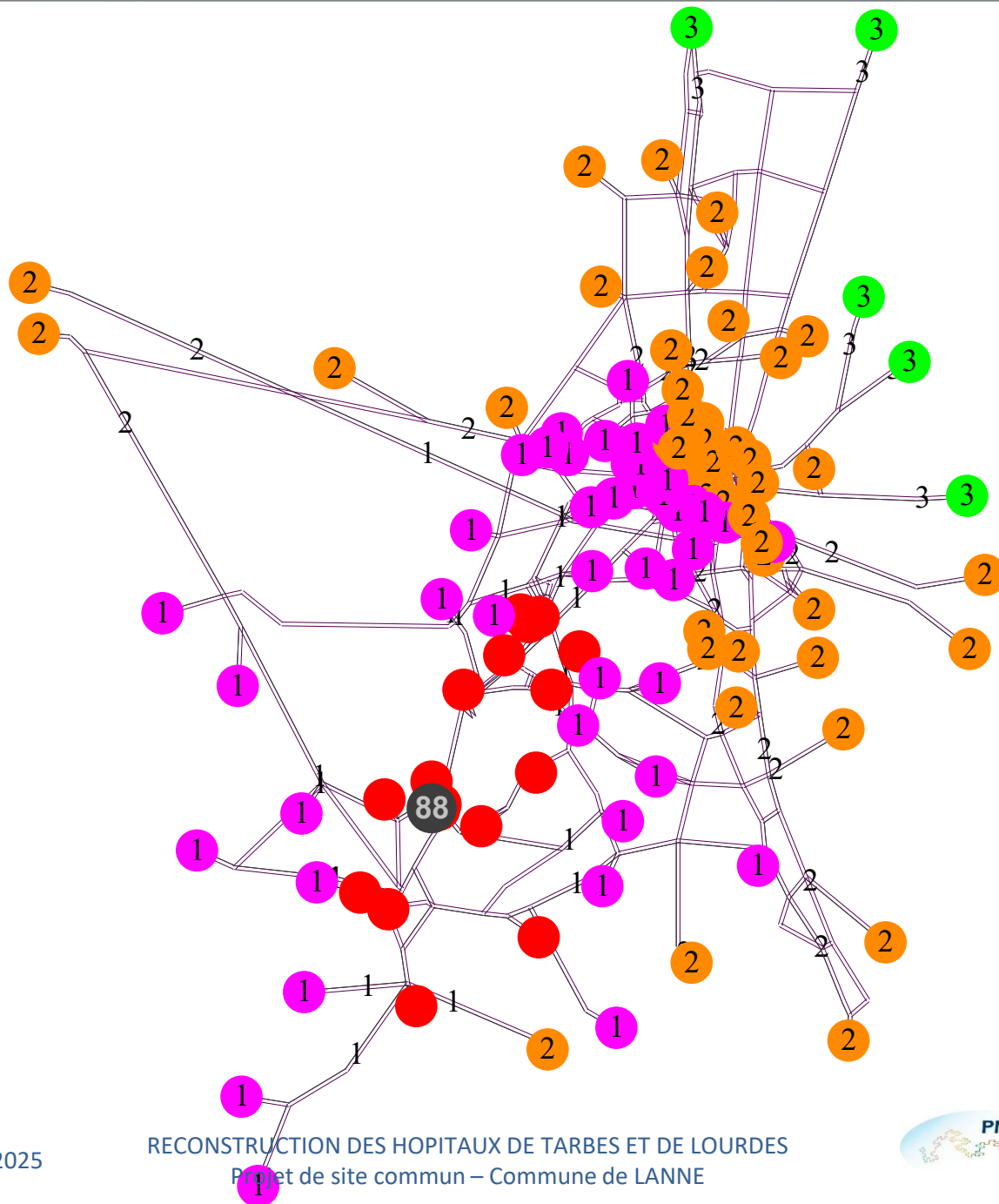


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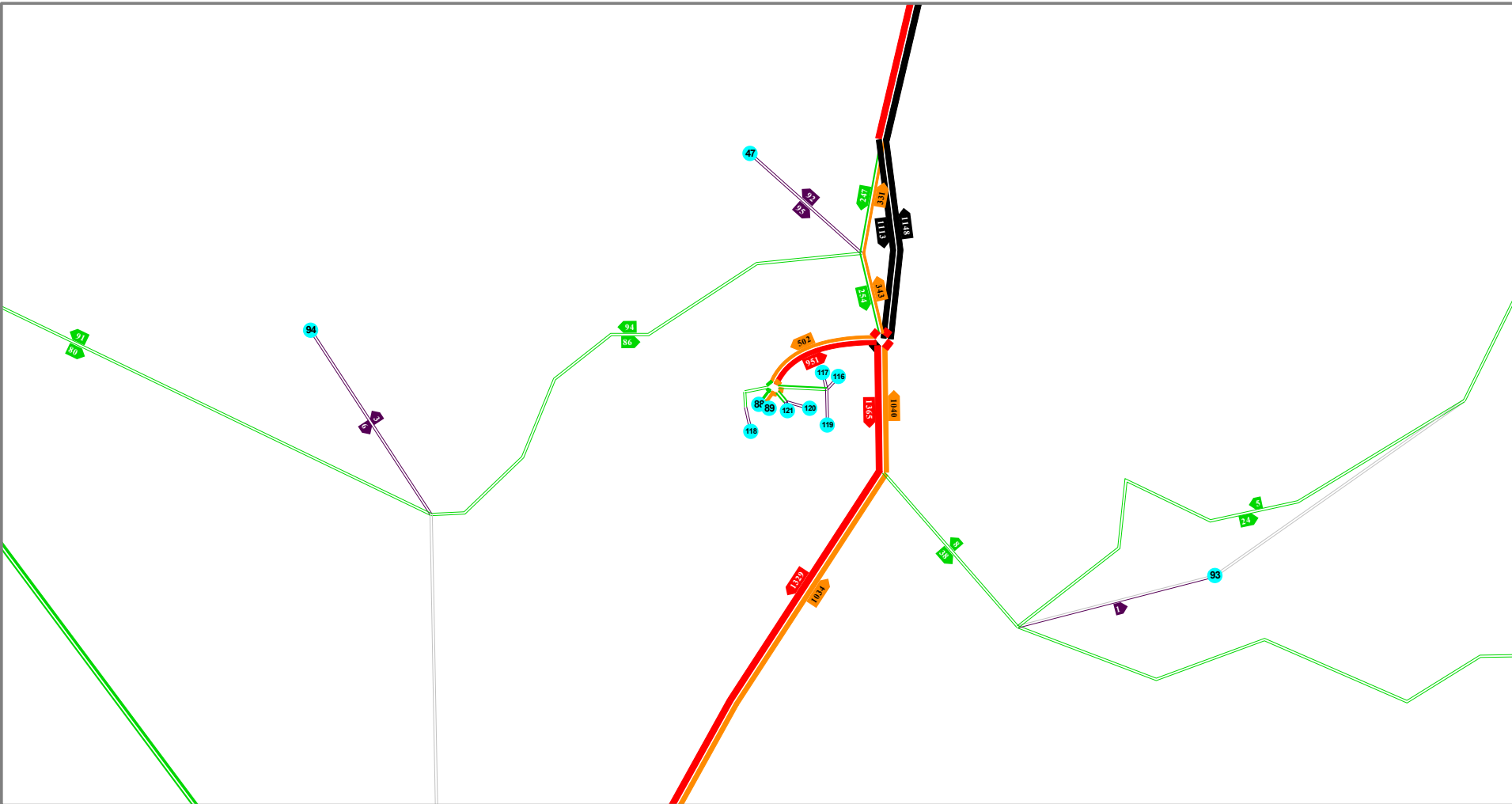


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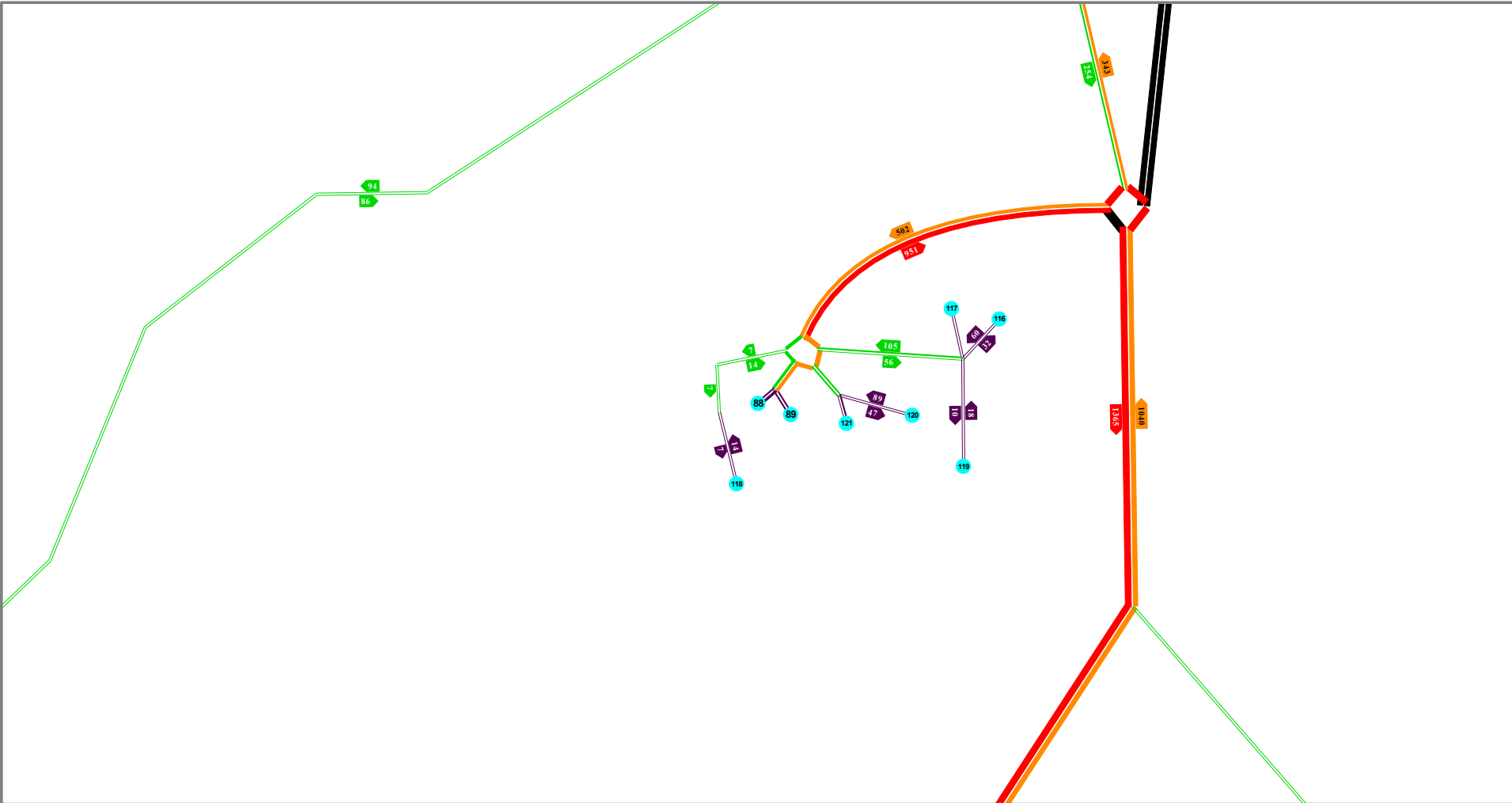




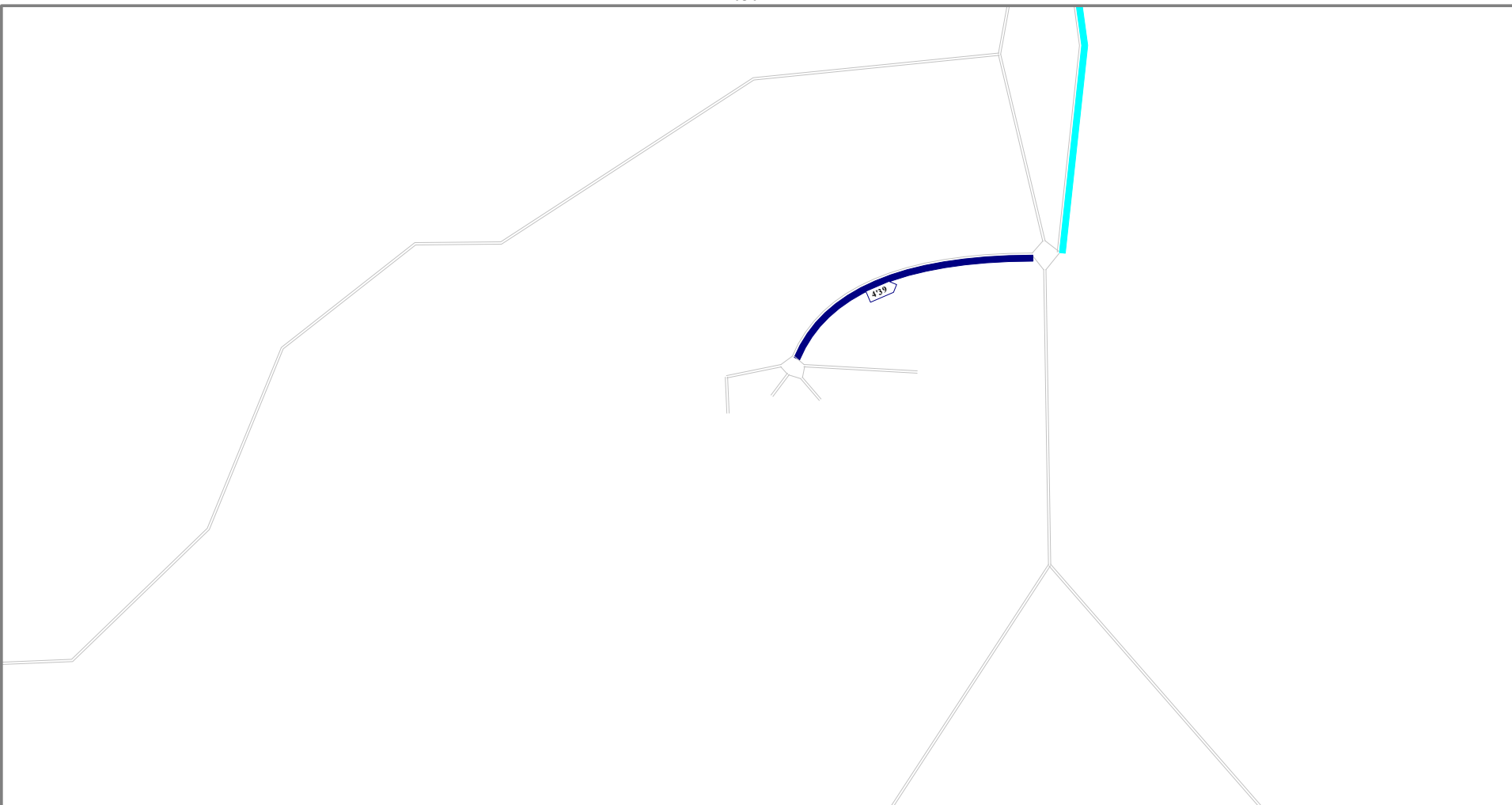
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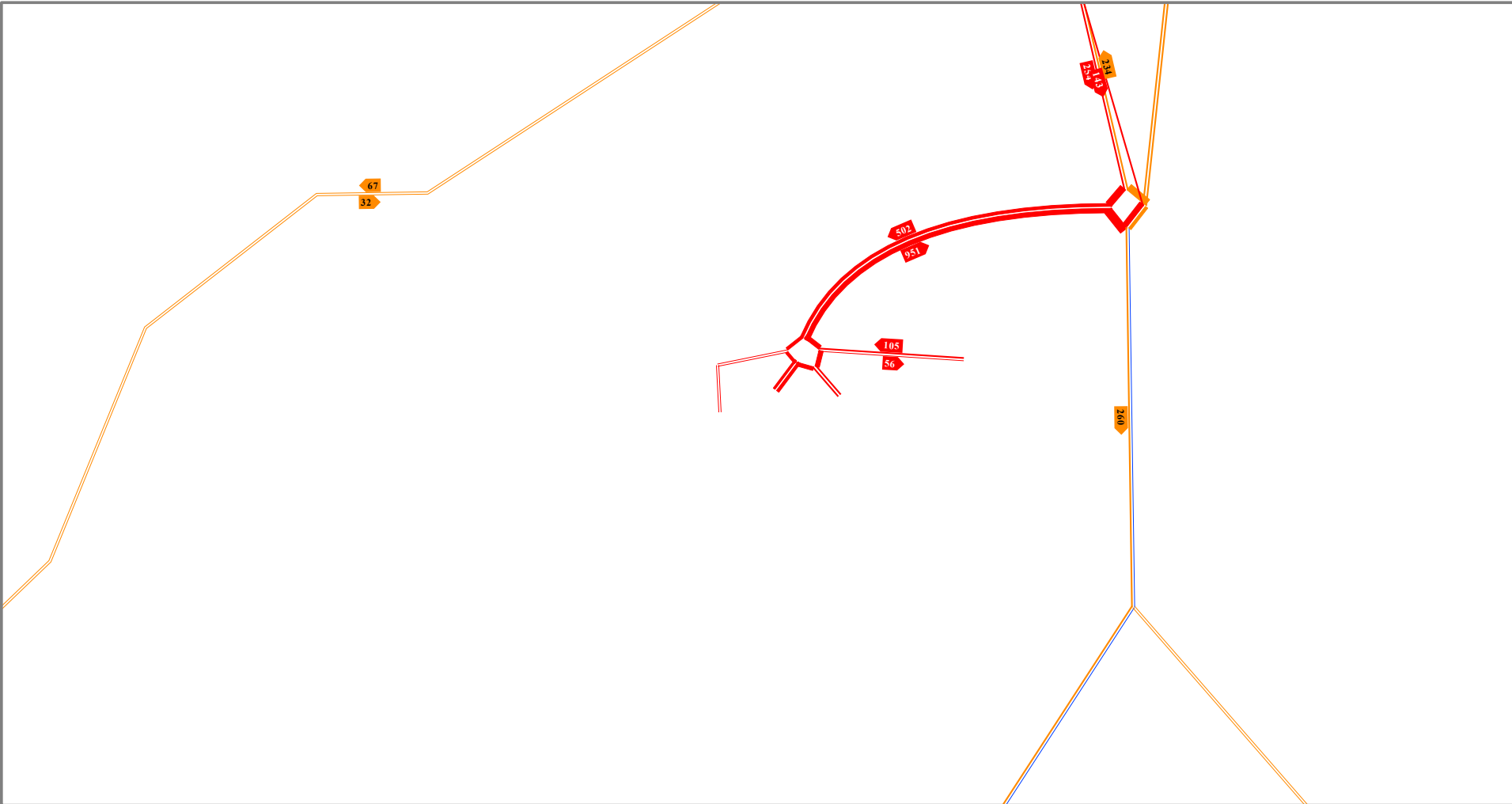
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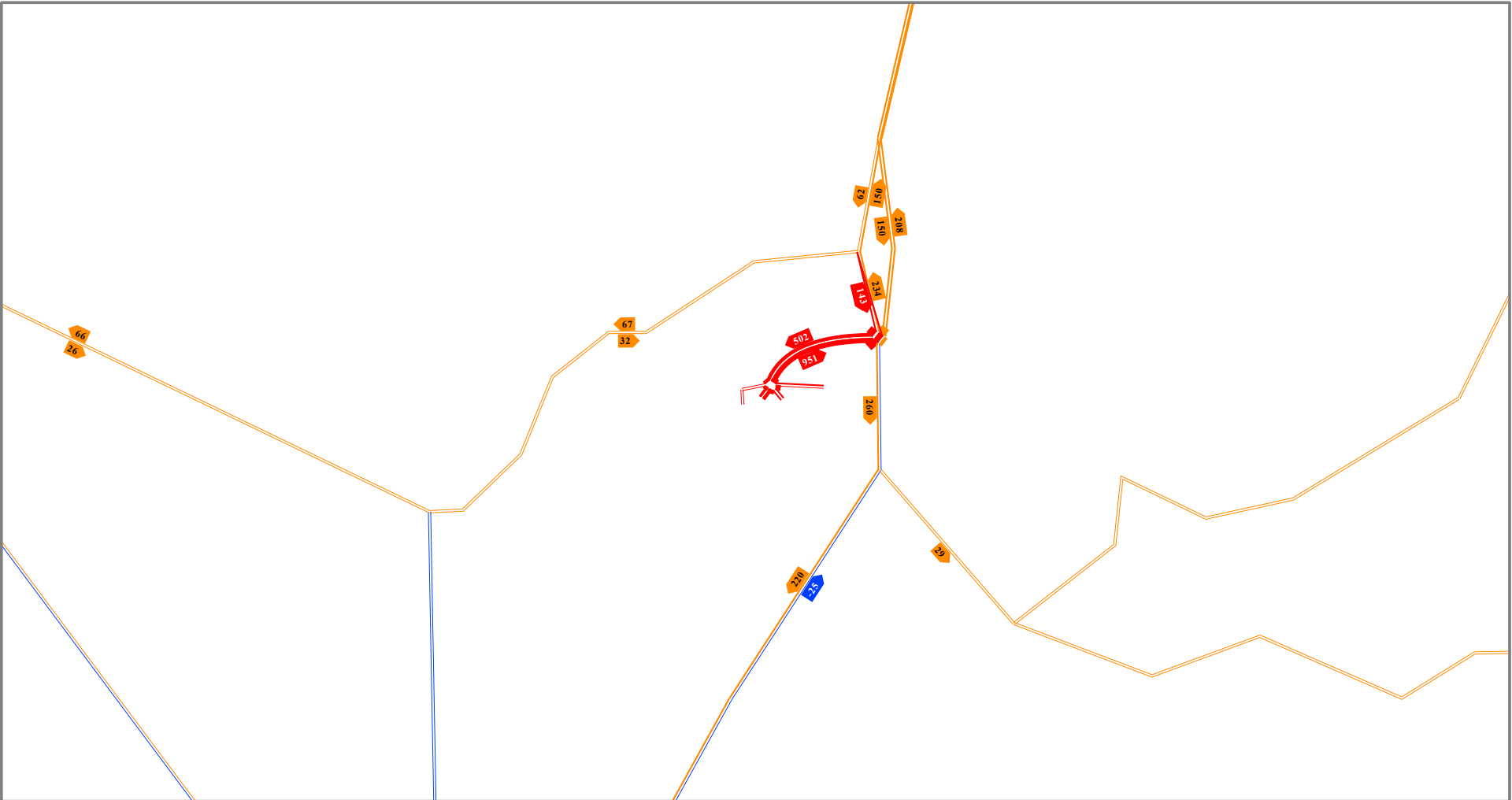
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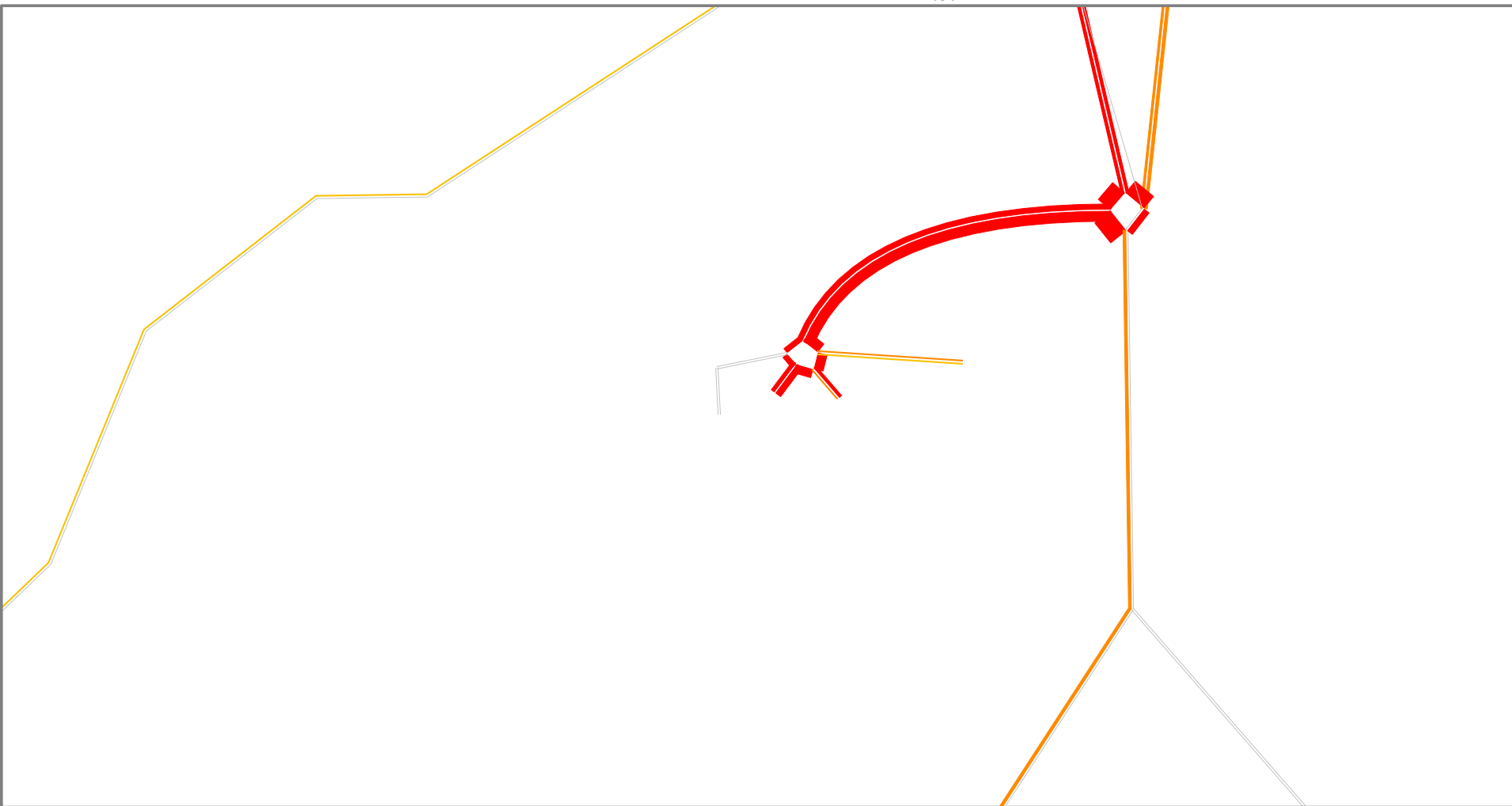
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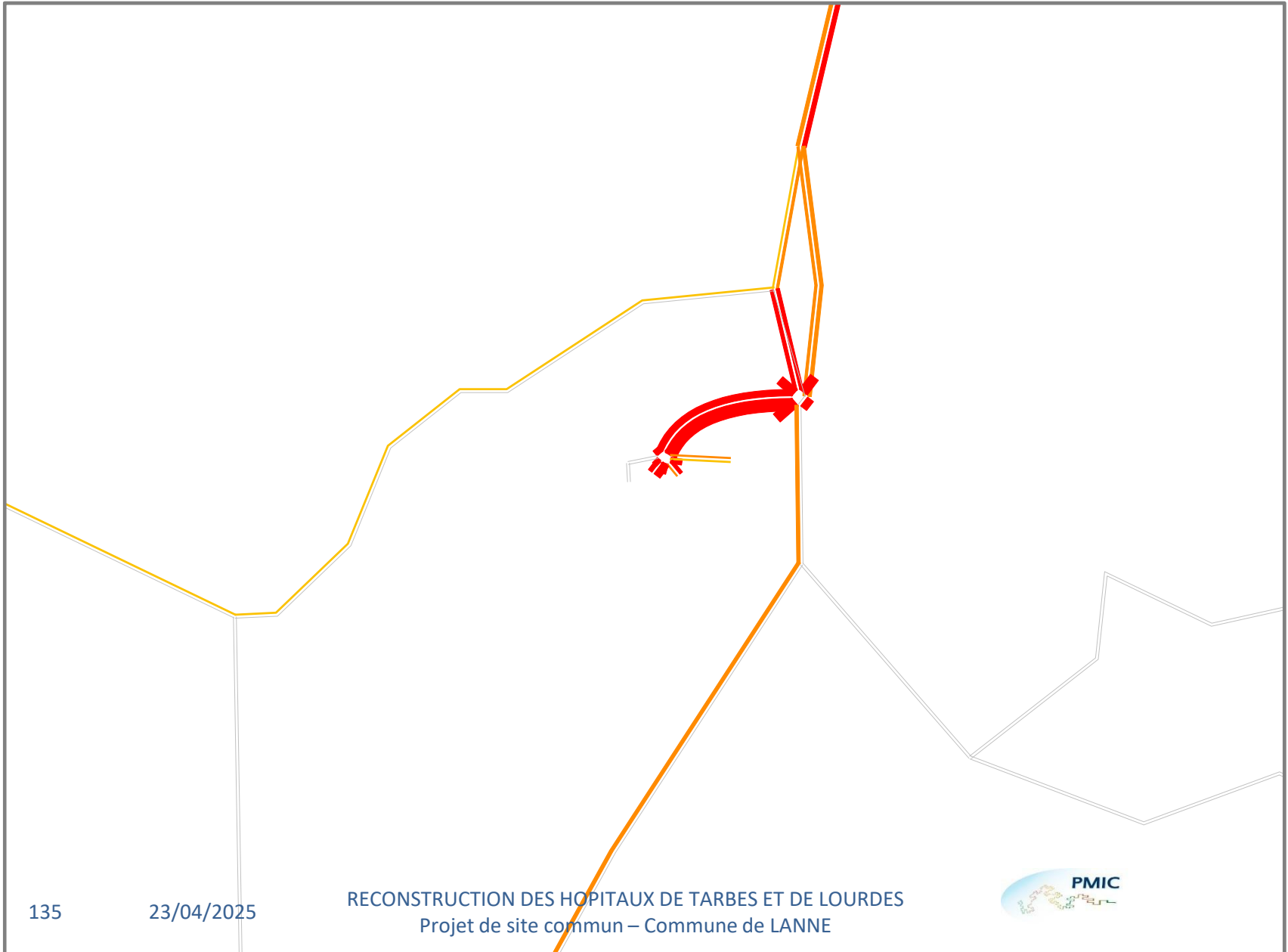
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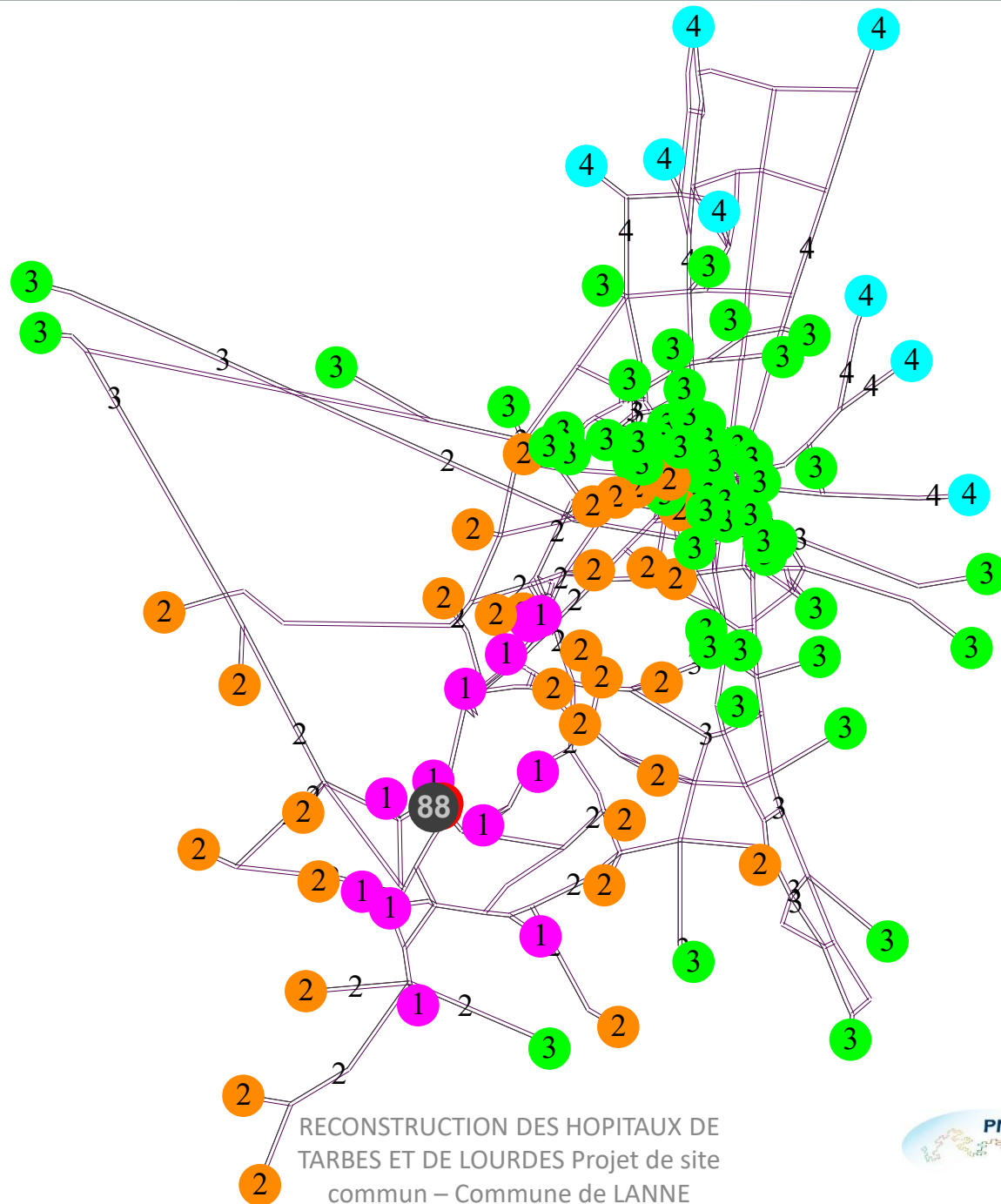


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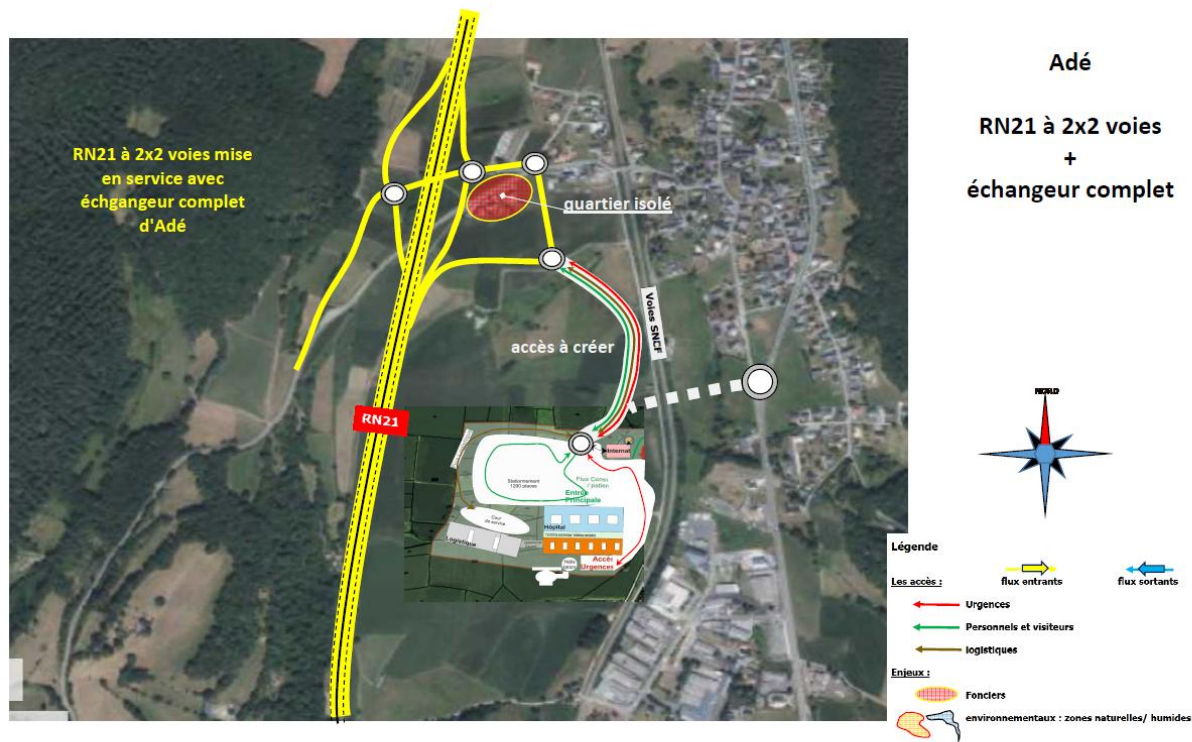
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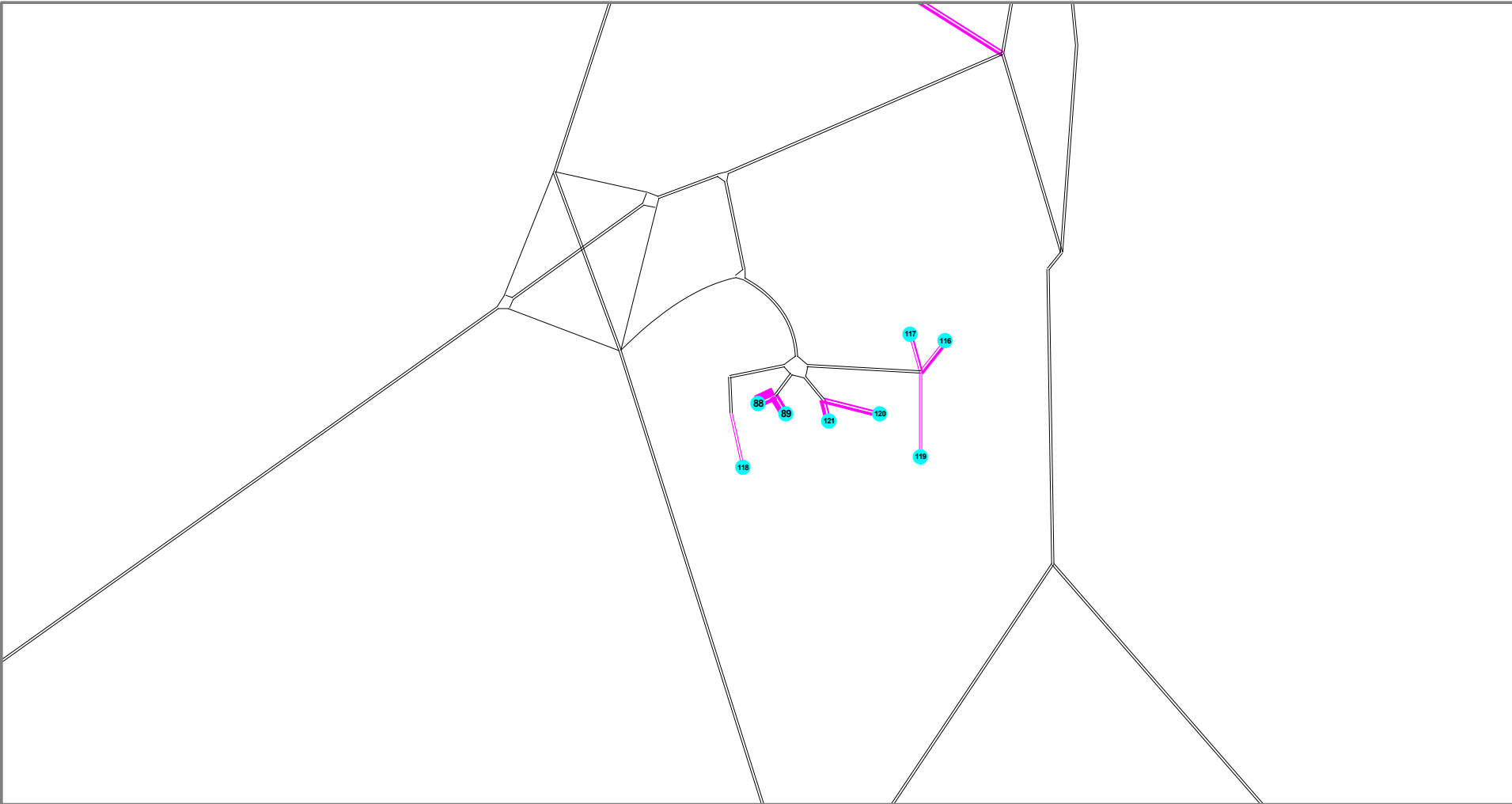


SCENARIO 6 ADE CONTOURNEMENT

Le site est situé sur le nouveau contournement par RN21 de Adé entre Tarbes et Lourdes

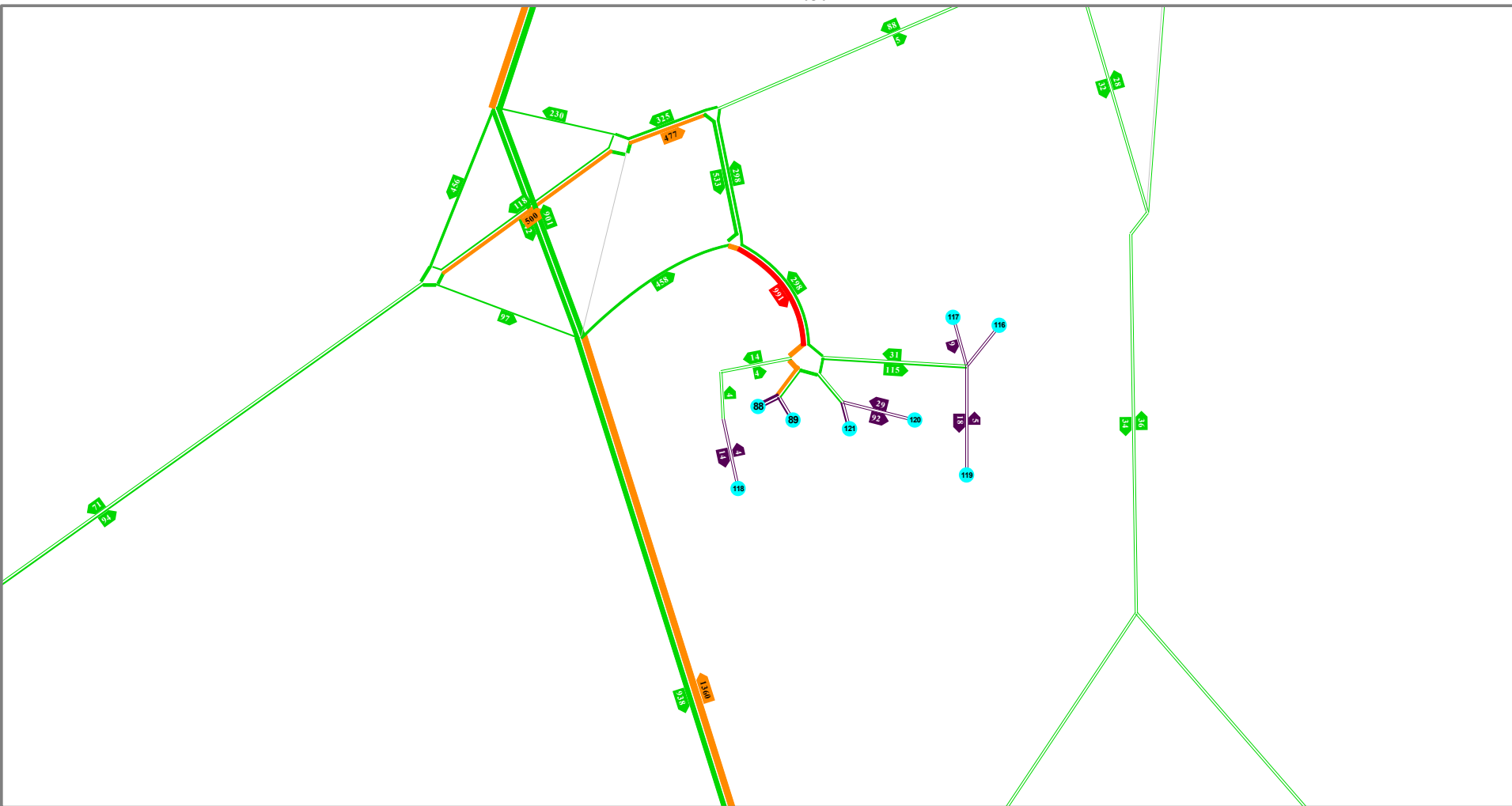


TARBES ADE CONTOURNEMENT 2030 DEMANDE



The diagram shows a network of nodes and edges. The nodes are represented by colored circles (blue, green, purple) and are labeled with numbers. The edges are represented by colored lines (green, orange, red, purple) and are labeled with numbers. The diagram illustrates a hierarchical or branching structure, possibly representing a biological or organizational network.

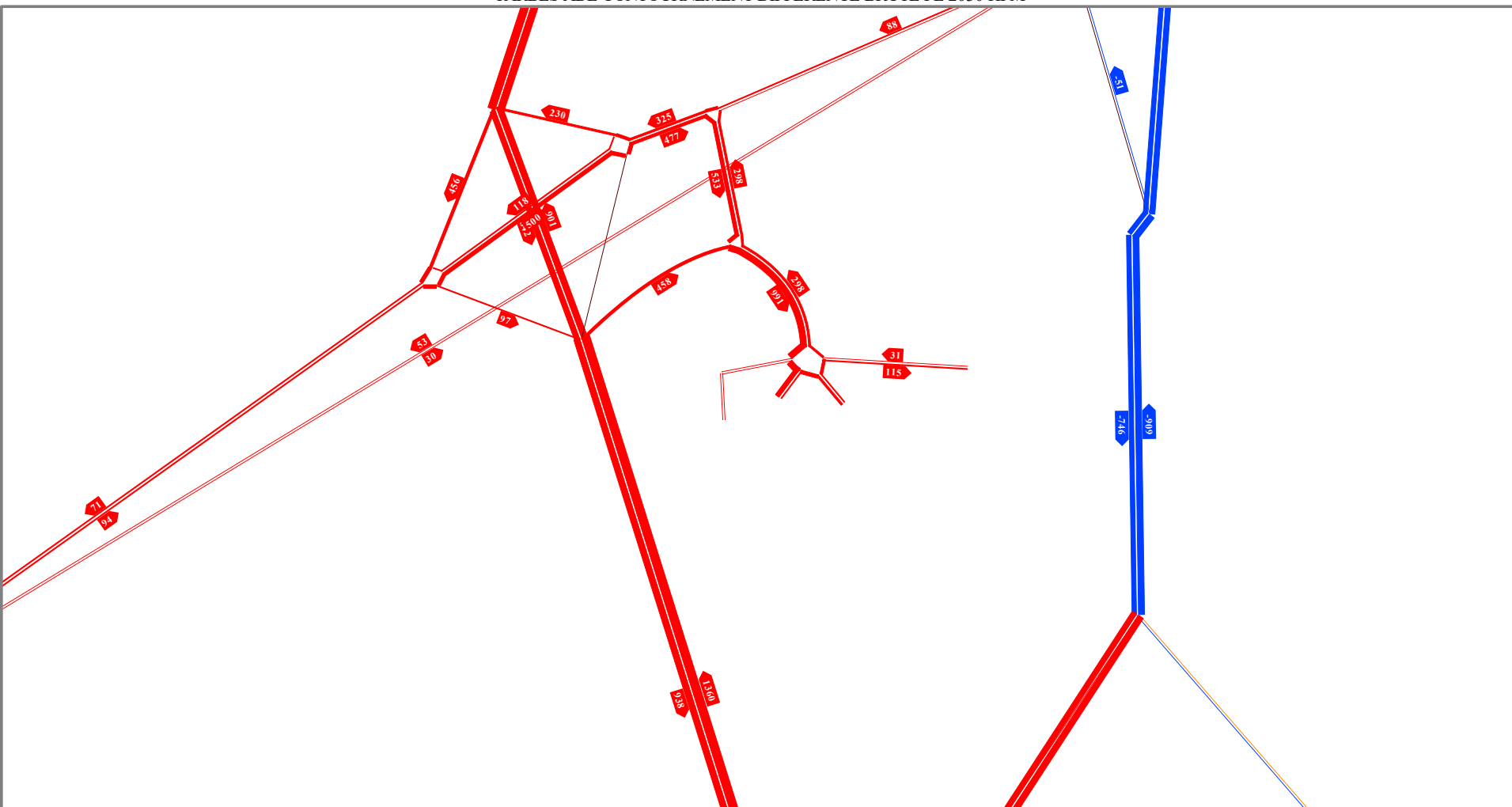
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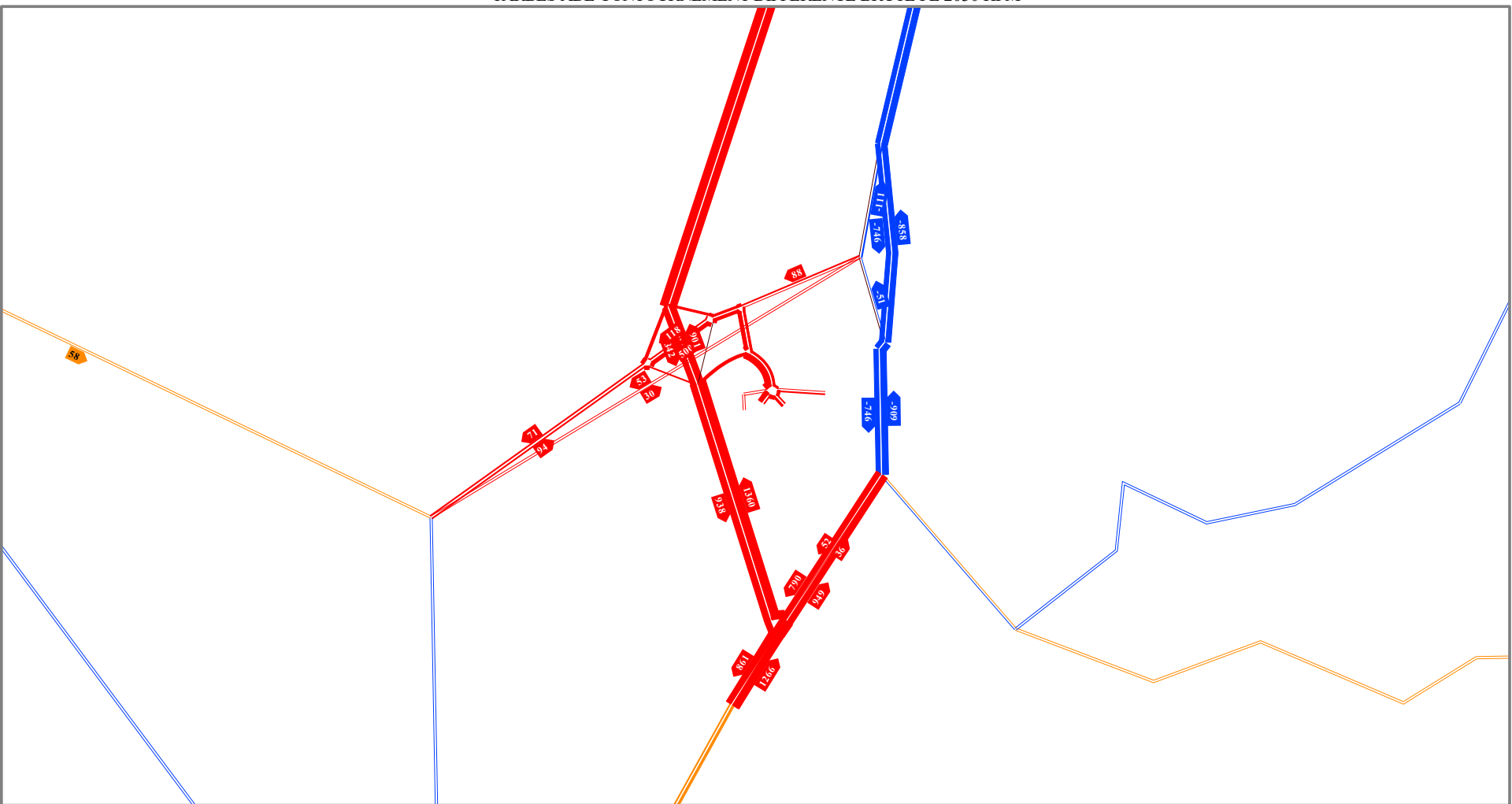
TARBES ADE CONTOURNEMENT 2030 AFFECTATION HPM ATTENTE



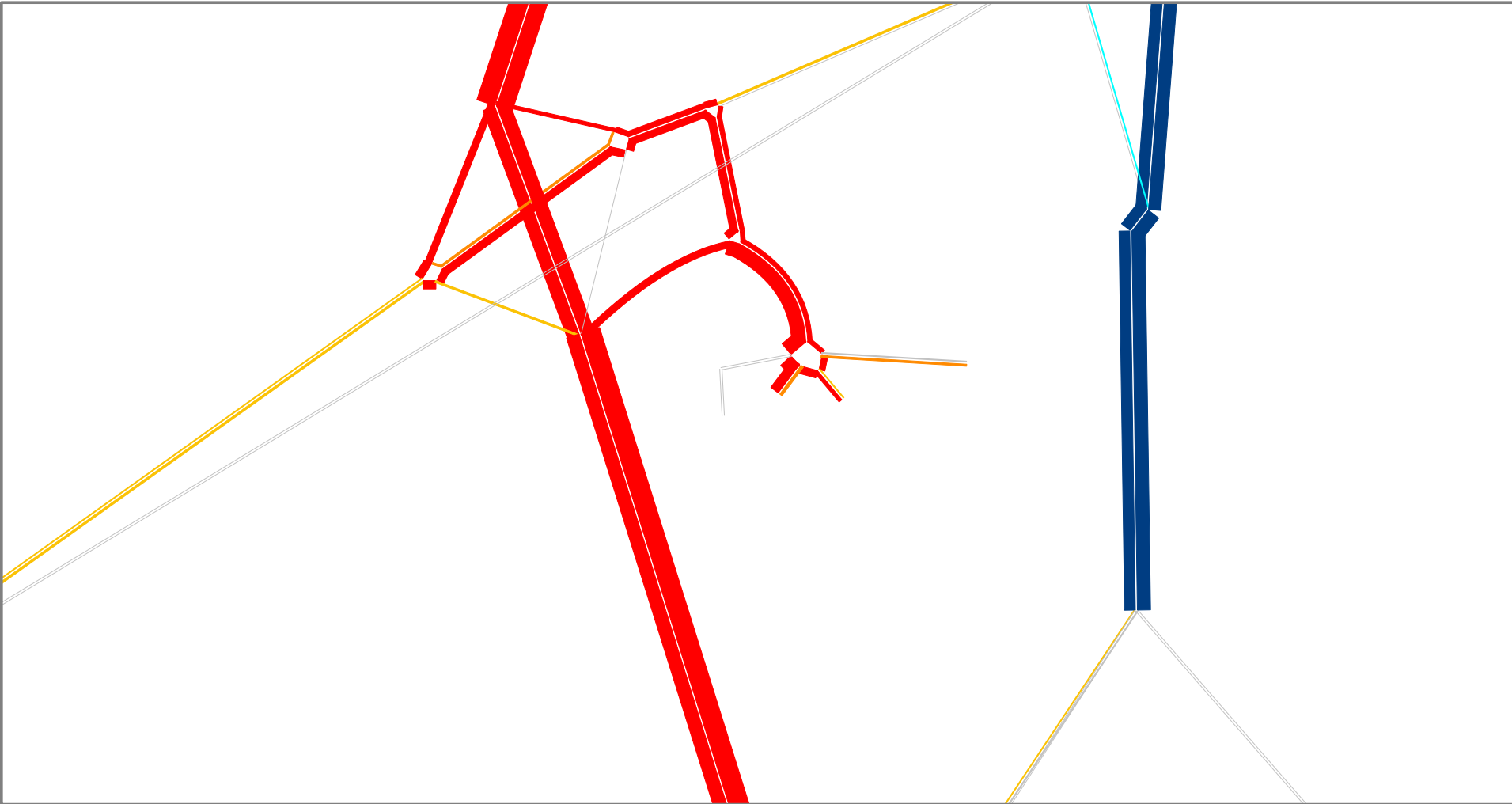
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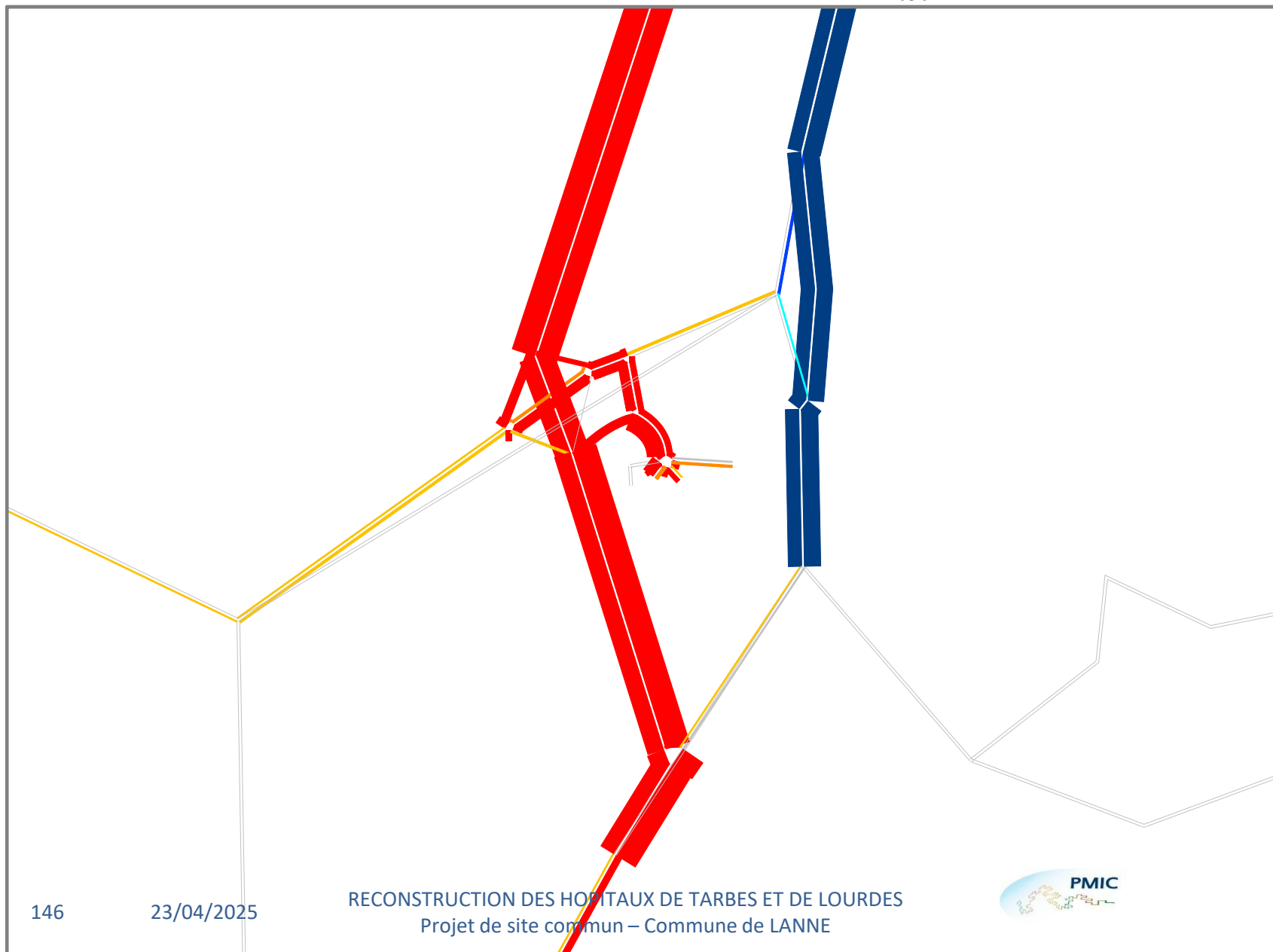
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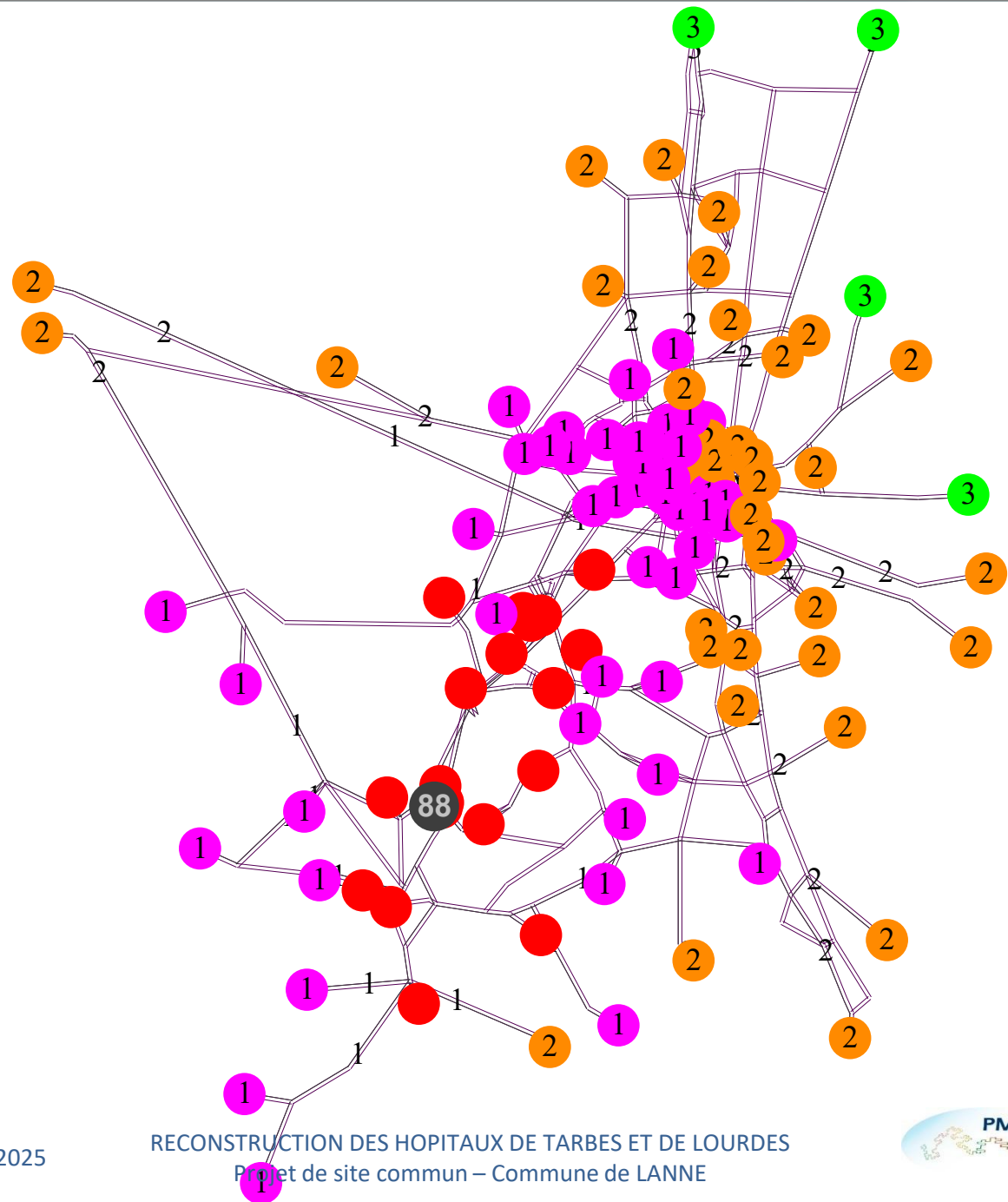


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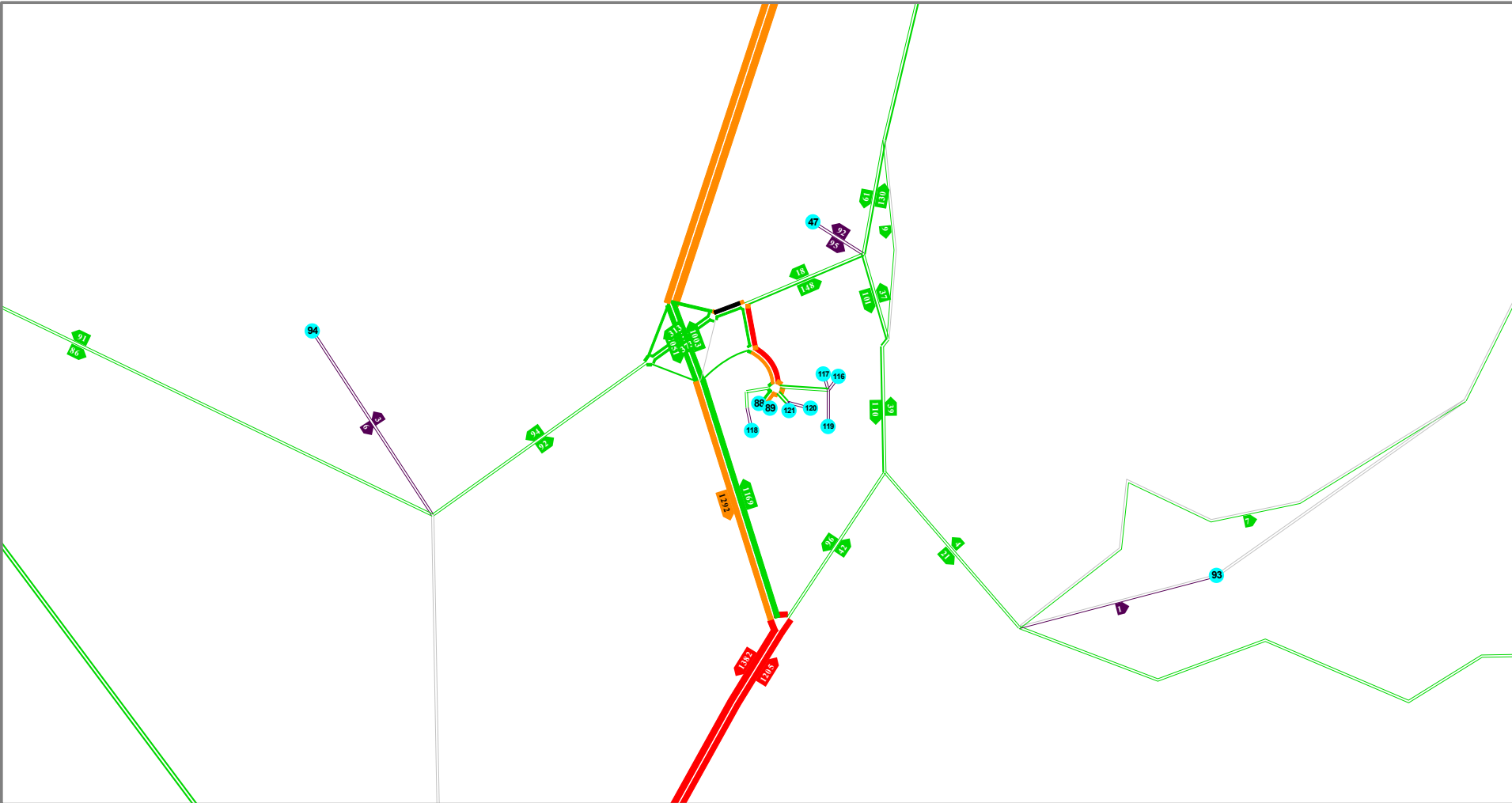


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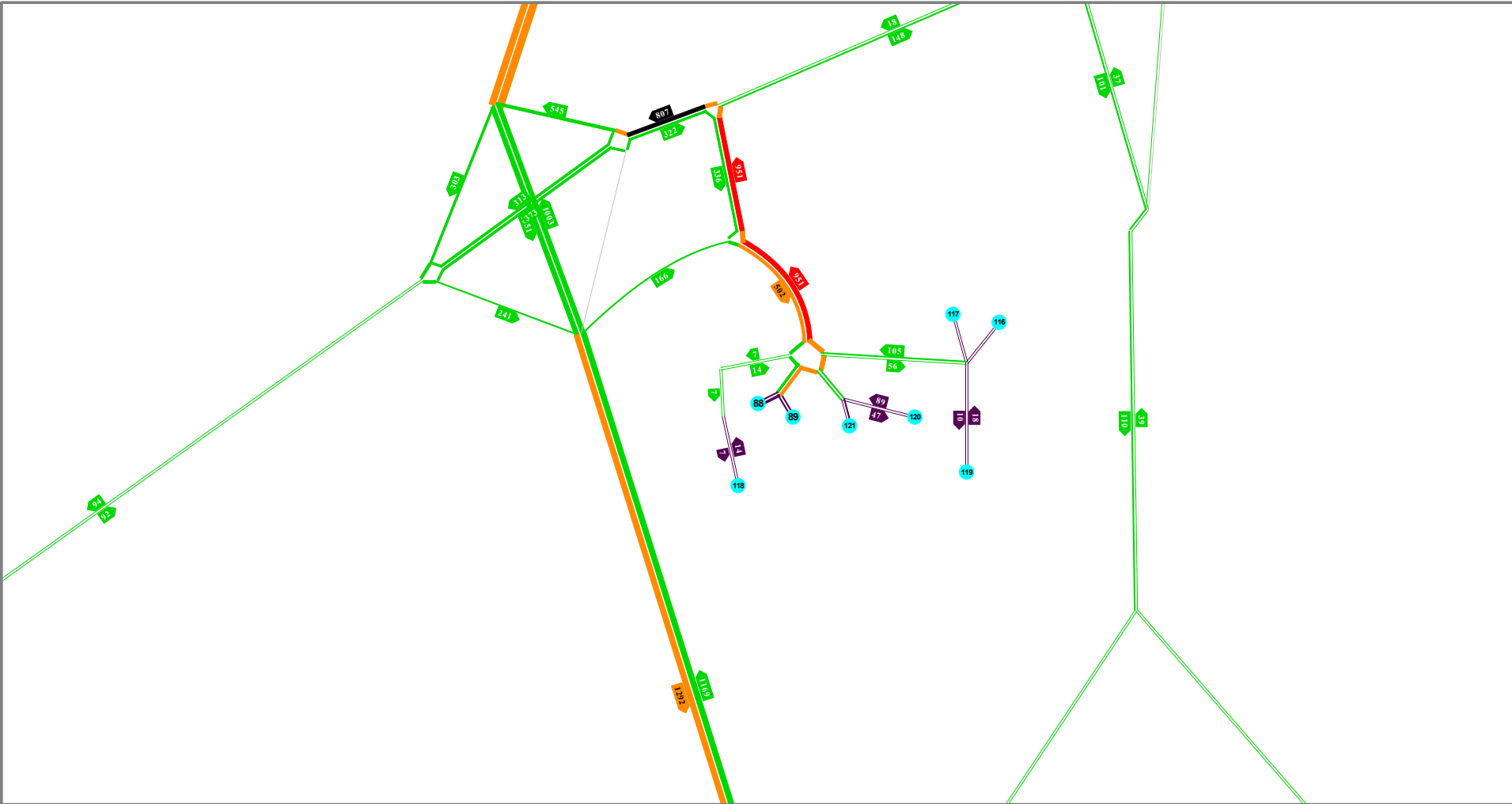




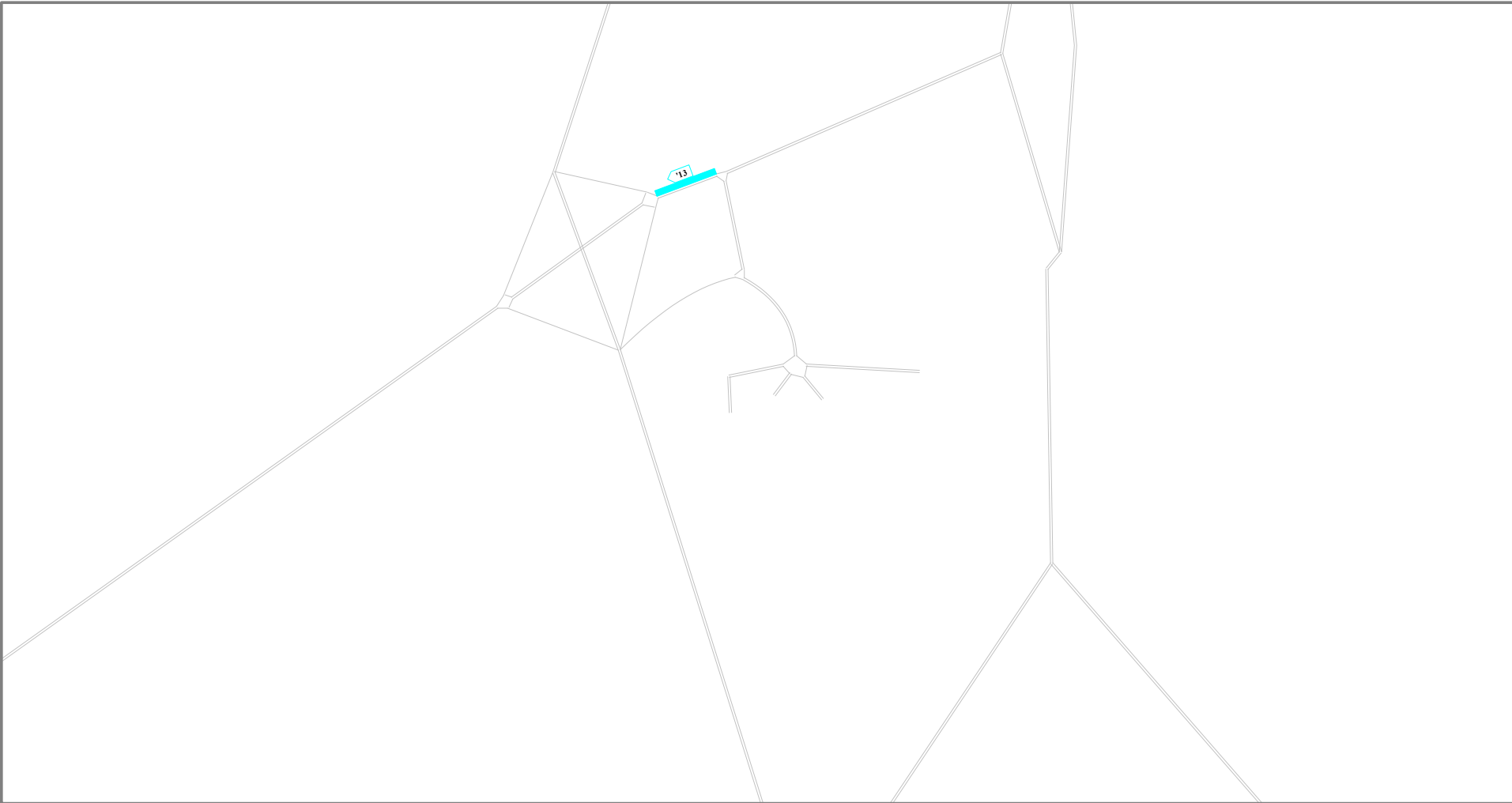
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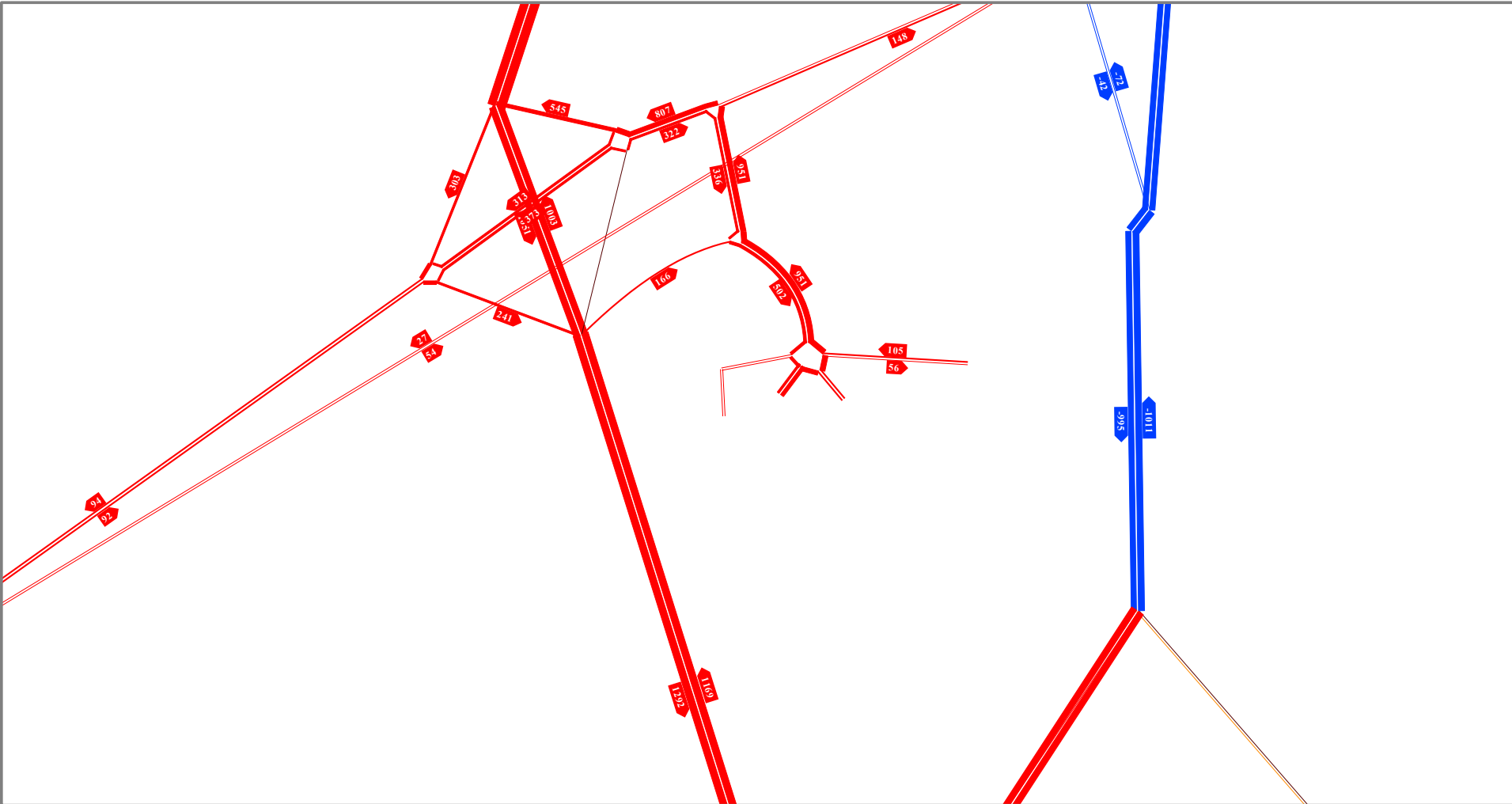
TARBES ADE CONTOURNEMENT 2030 AFFECTATION HPS



TARBES ADE CONTOURNEMENT 2030 AFFECTATION HPS ATTENTE



TARBES ADE CONTOURNEMENT DIFFERENCE BRUTE FE 2030 HPS

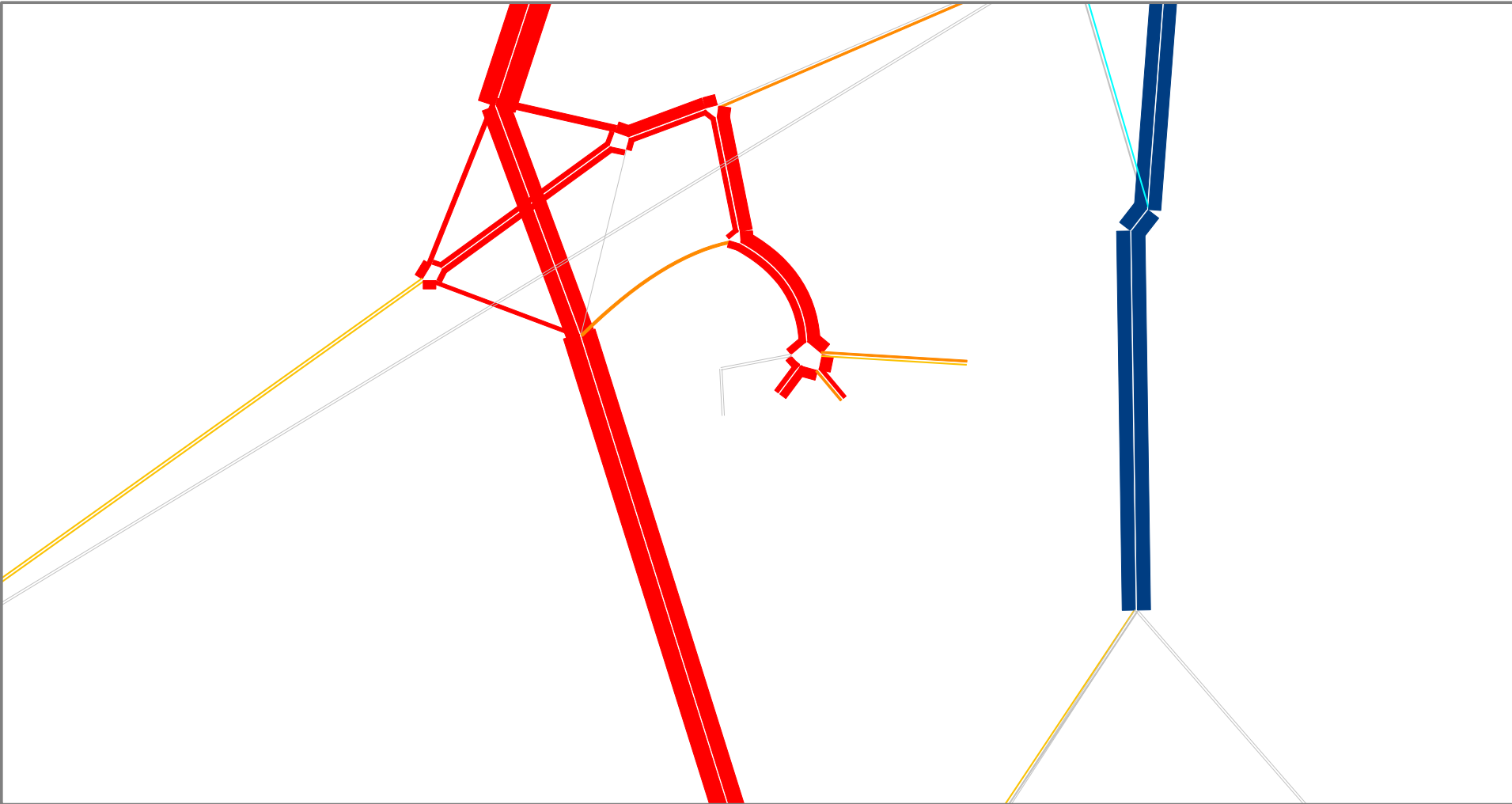


The diagram illustrates the internal layout of a ship's hull, showing various compartments and structural elements. The main hull structure is highlighted in red, while internal components and machinery are shown in blue. Yellow labels and lines indicate specific features and connections. Key components labeled include:

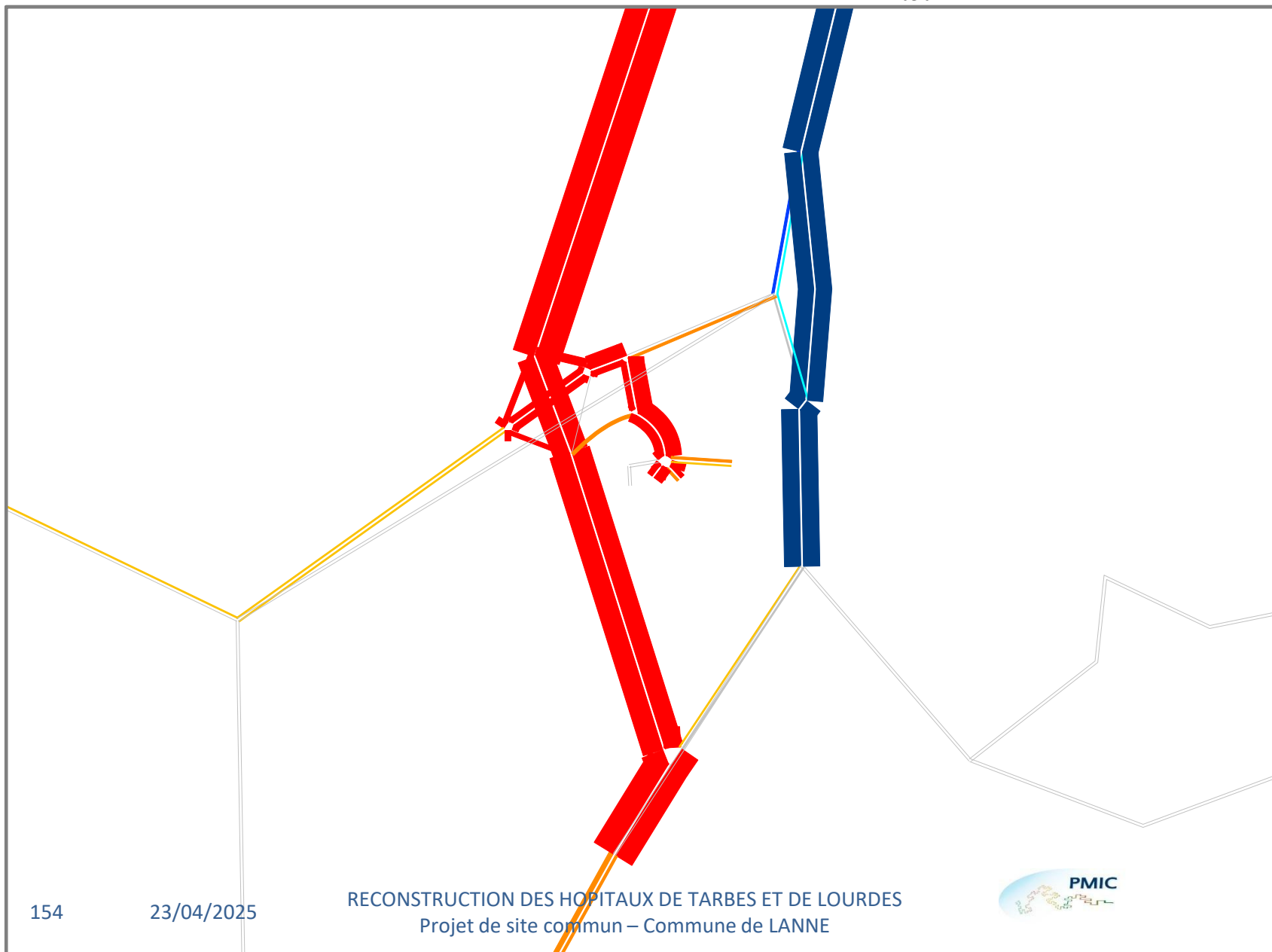
- Bow and Stern:** The top and bottom of the diagram represent the bow and stern of the vessel.
- Main Deck and Cargo Hold:** The central area shows the main deck and cargo hold, with various structural supports and beams.
- Engine Room and Machinery:** The lower right section contains the engine room and other machinery, with labels for various components.
- Internal Structures:** Numerous blue lines and shapes represent internal structural elements, including bulkheads, beams, and piping.
- Yellow Labels and Lines:** These highlight specific features and connections, such as the bow, stern, and various internal components.

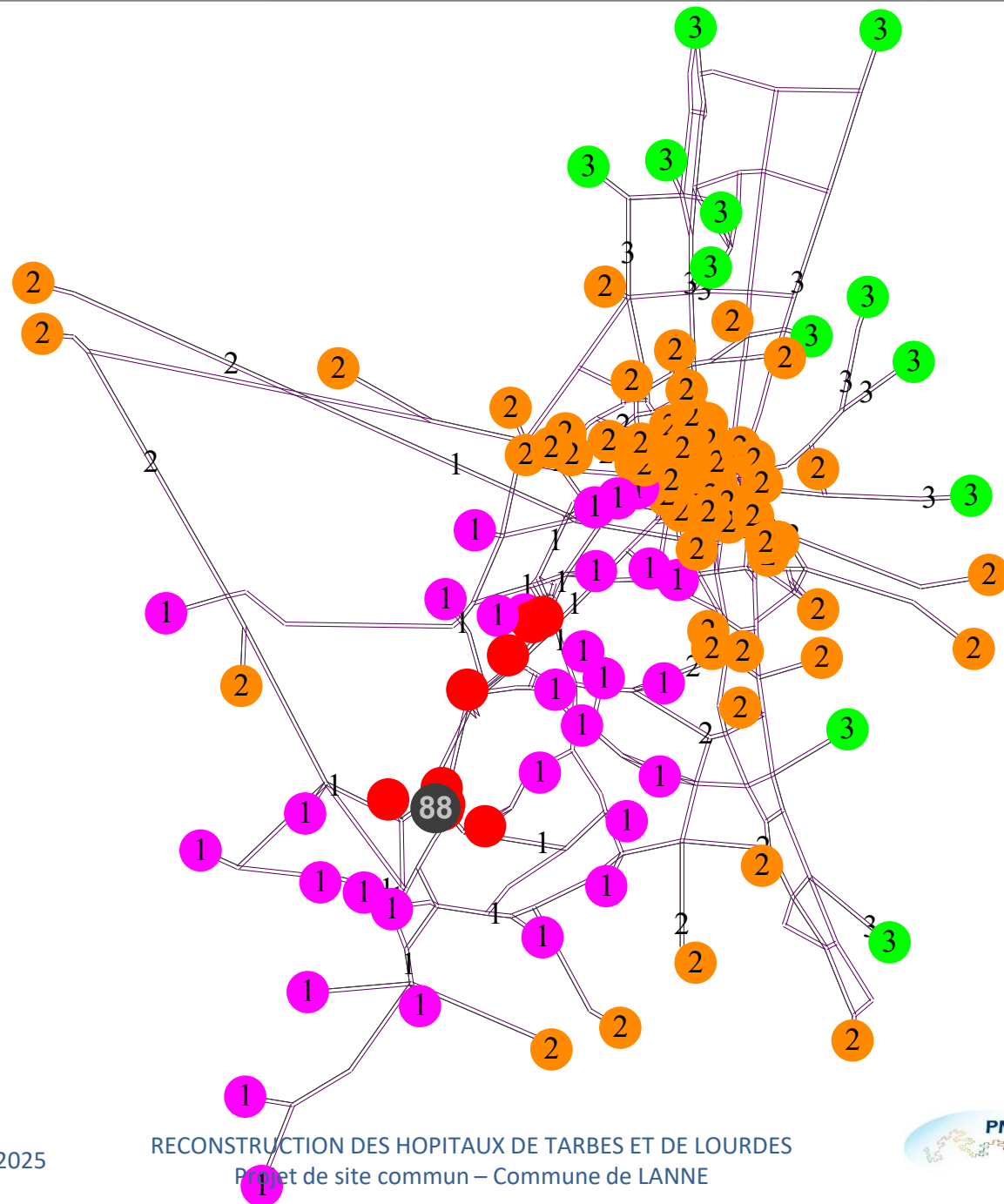
The diagram is oriented with the bow at the top and the stern at the bottom, providing a clear view of the ship's internal layout and structural details.

TARBES ADE CONTOURNEMENT DIFFERENCE CLASSE FE 2030 HPS



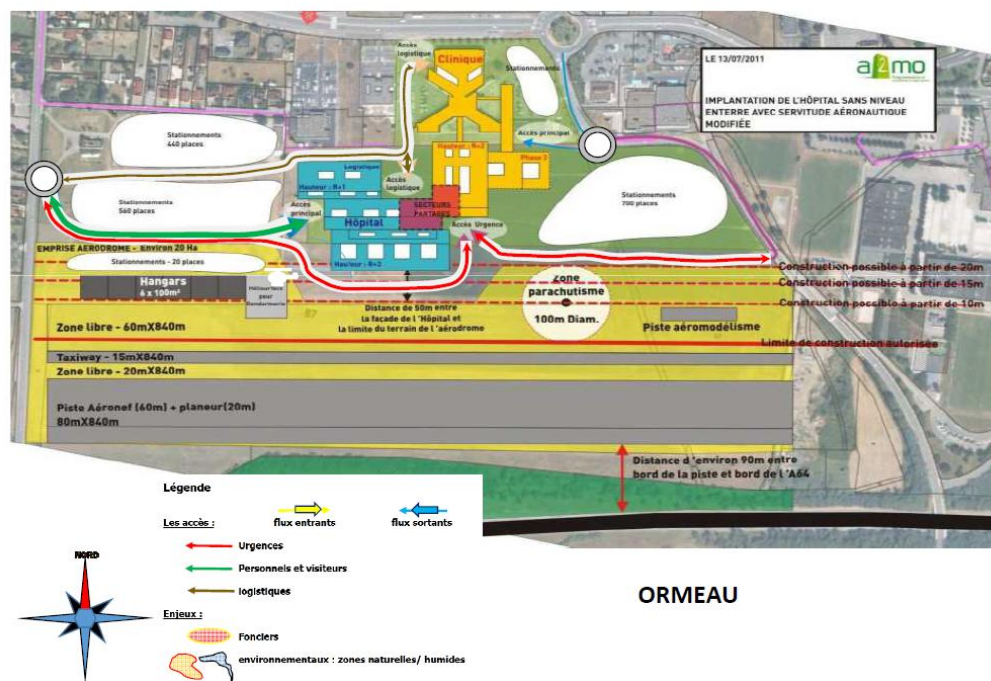
TARBES ADE CONTOURNEMENT DIFFERENCE CLASSE FE 2030 HPS



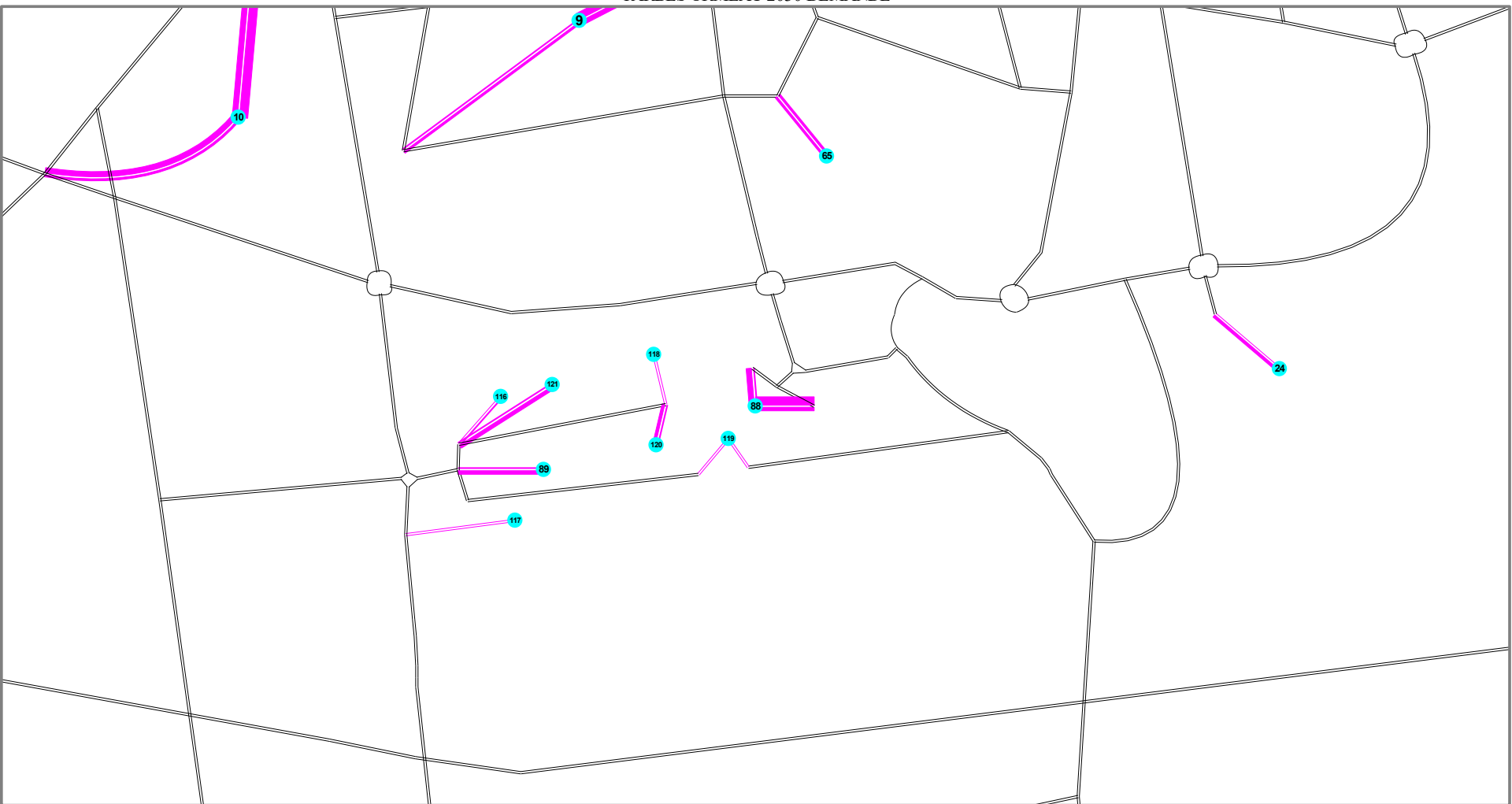


SCENARIO 7 ORMEAU

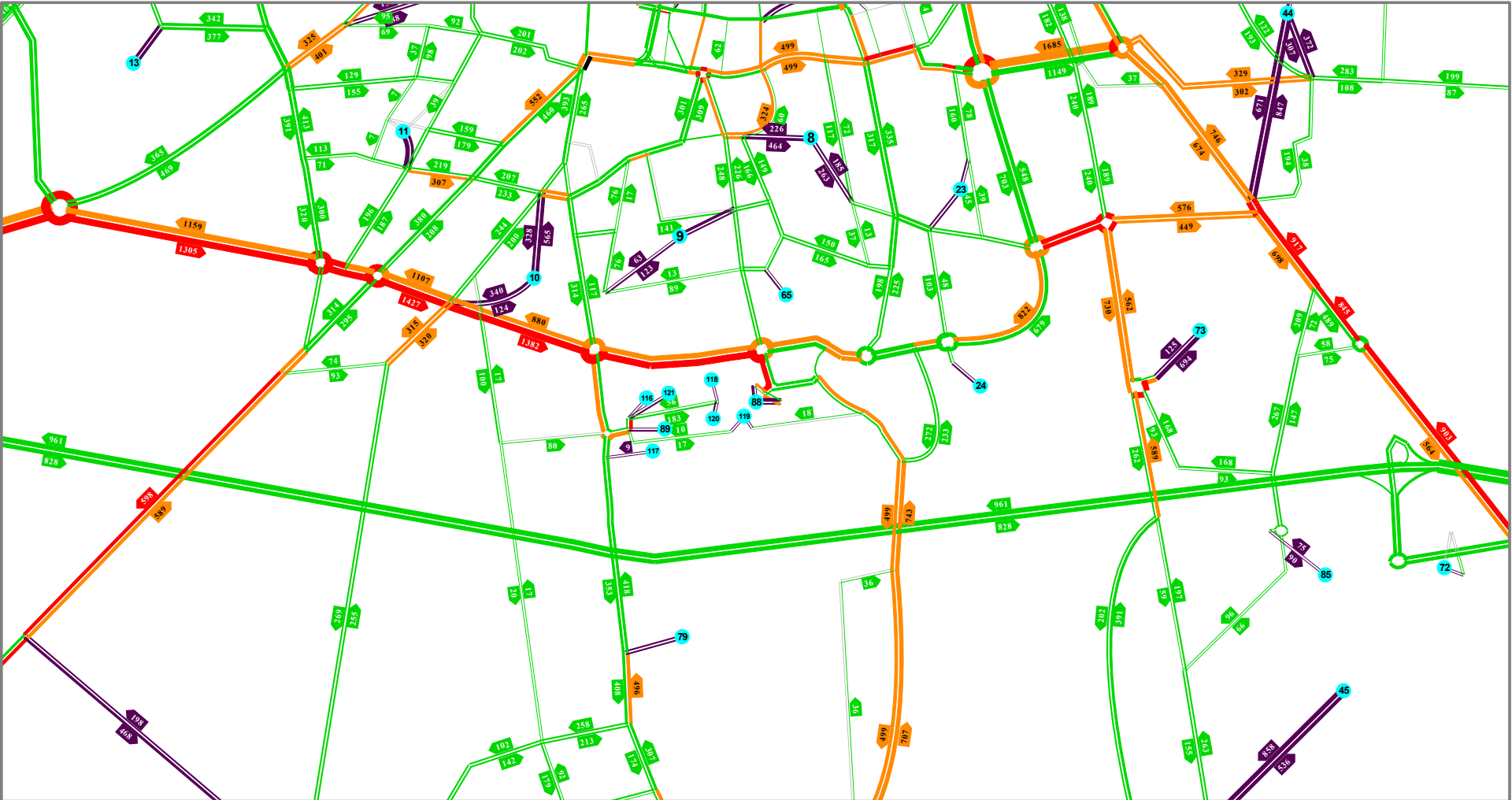
Le site est situé au Nord de l'aérodrome de Tarbes, il est mutualisé avec la clinique privée, ce qui entraine une demande globale de déplacement supplémentaire sur le nouveau projet.



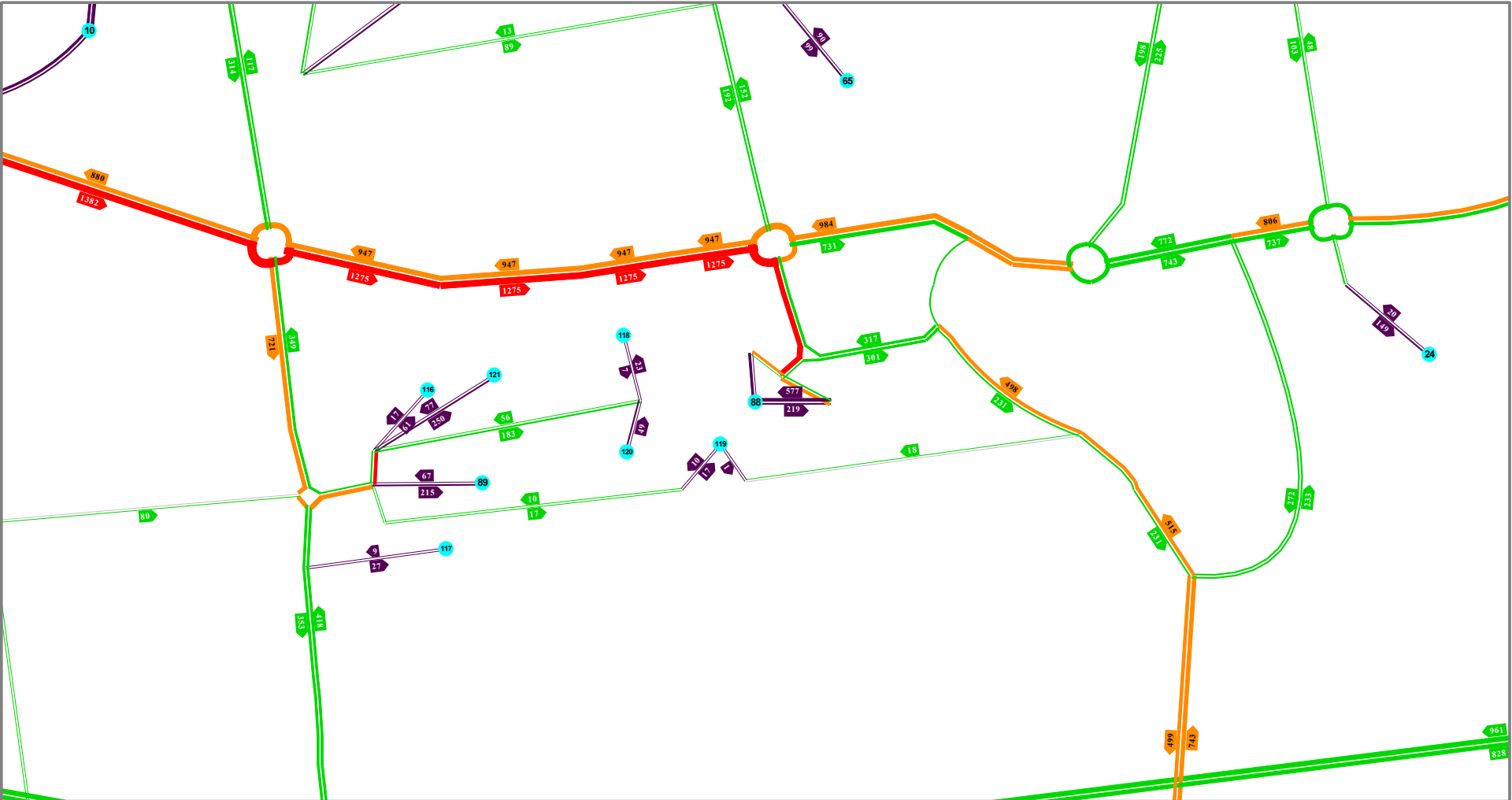
TARBES ORMEAU 2030 DEMANDE



TARBES ORMEAU 2030 AFFECTATION HPM



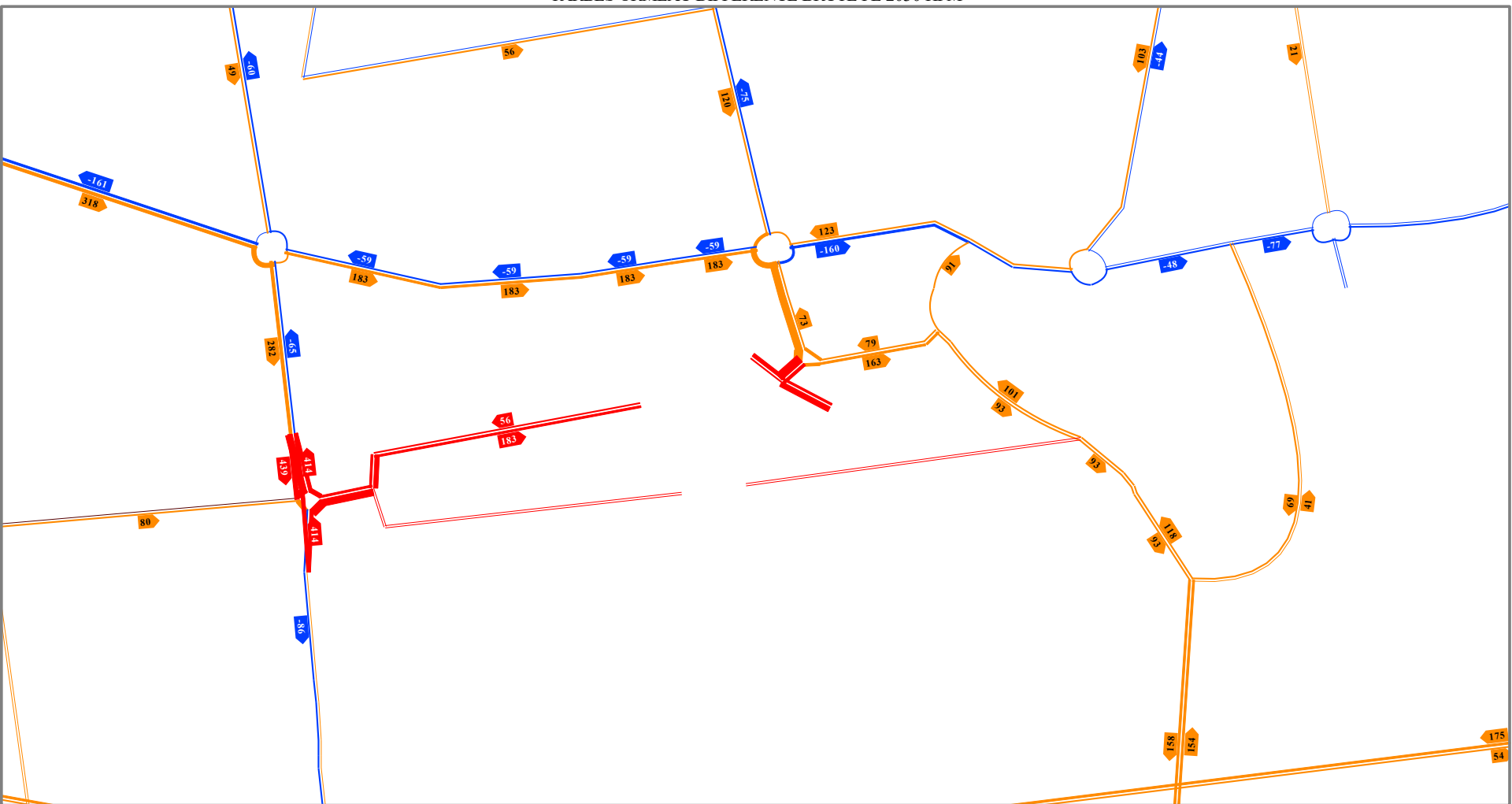
TARBES ORMEAU 2030 AFFECTATION HPM



TARBES ORMEAU 2030 AFFECTATION HPM ATTENTE

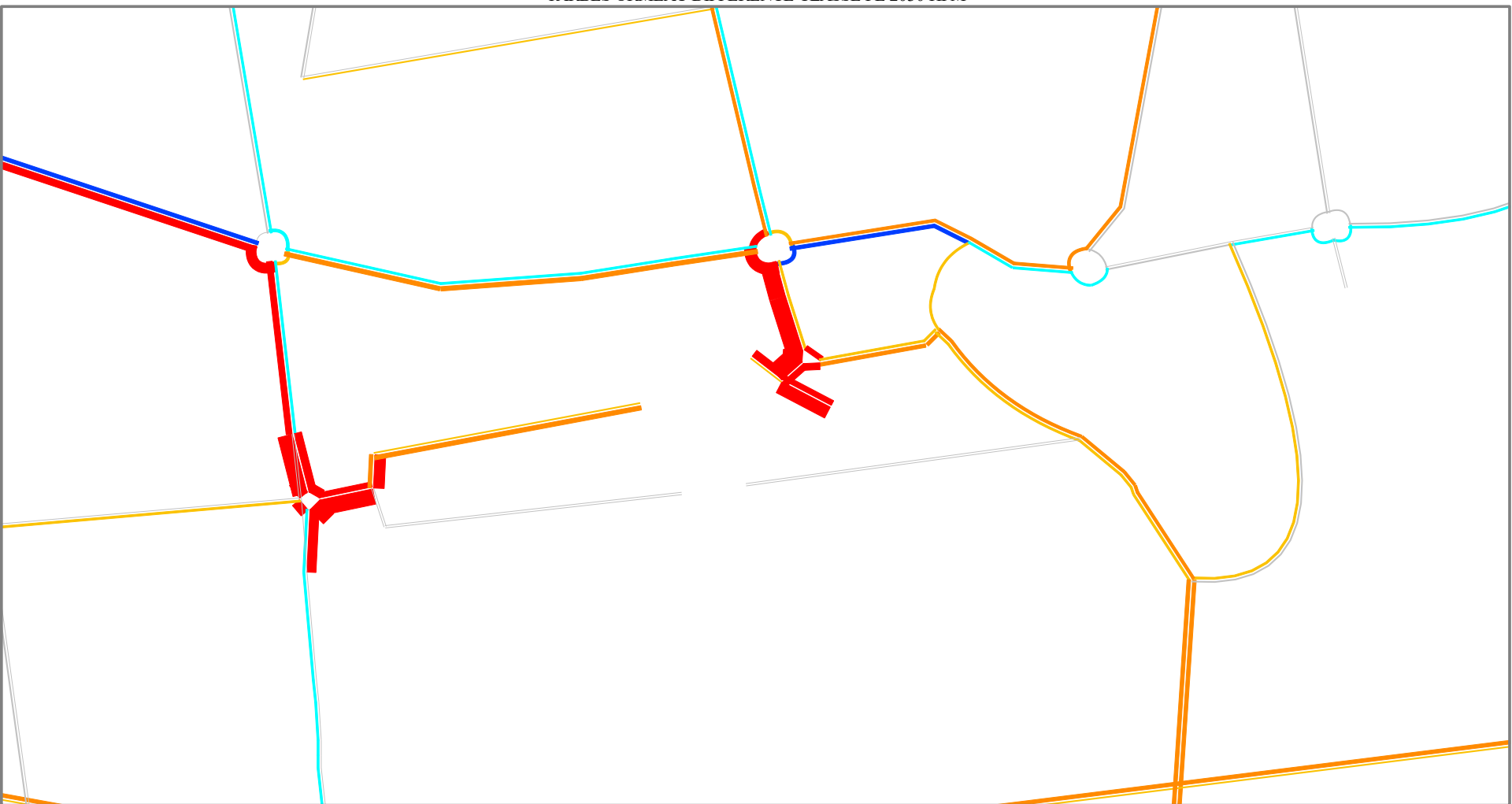


TARBES ORMEAU DIFFERENCE BRUTE FE 2030 HPM

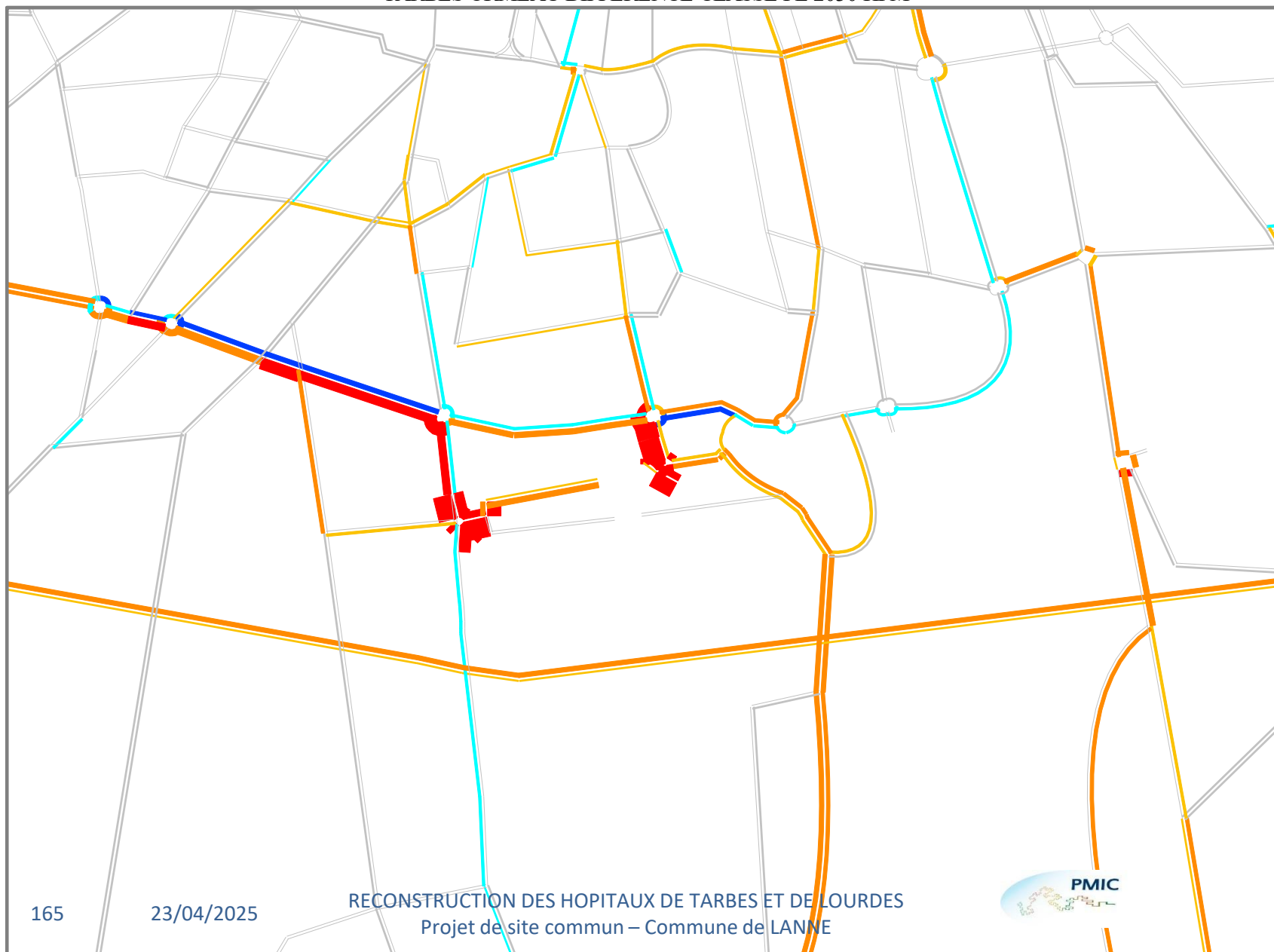


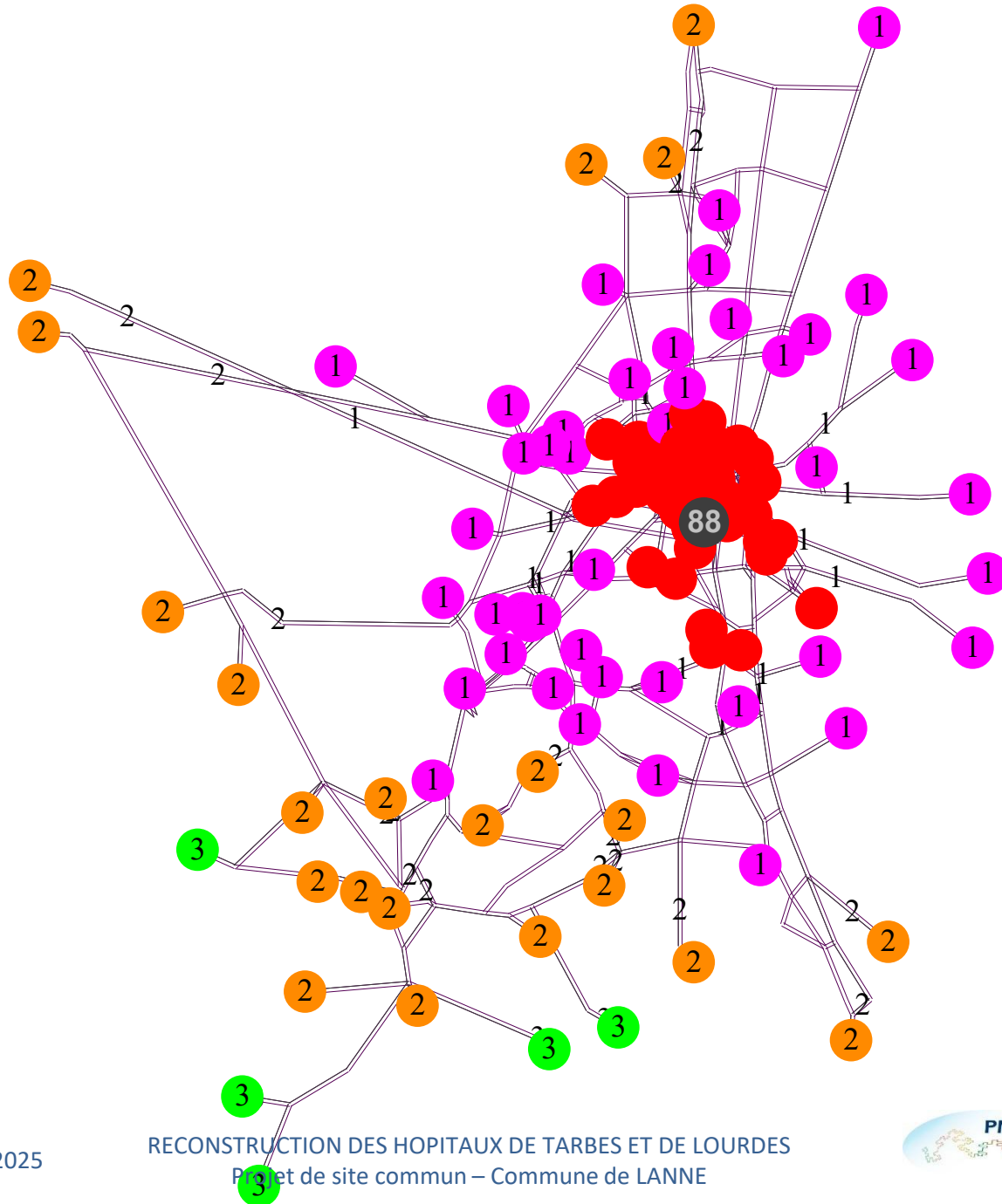
A detailed map of a road network. The map features a complex web of roads, with major routes highlighted in blue and secondary roads in orange. Numerous numbered markers are placed along the roads, indicating specific locations or distances. A red highlighted area is visible in the lower-left quadrant, showing a road intersection and a nearby building. The map is oriented with North at the top.

TARBES ORMEAU DIFFERENCE CLASSE FE 2030 HPM

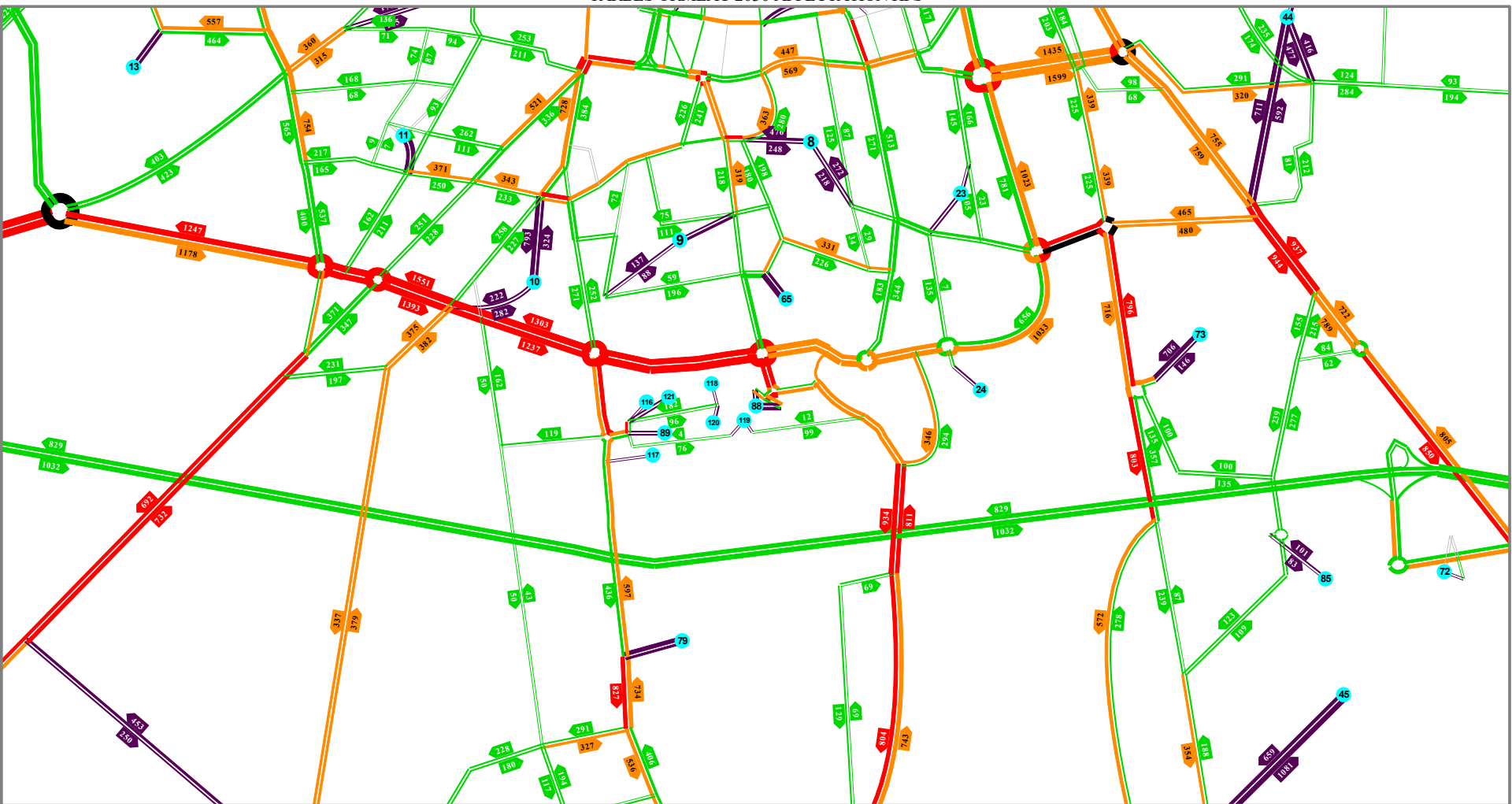


TARBES ORMEAU DIFFERENCE CLASSE FE 2030 HPM



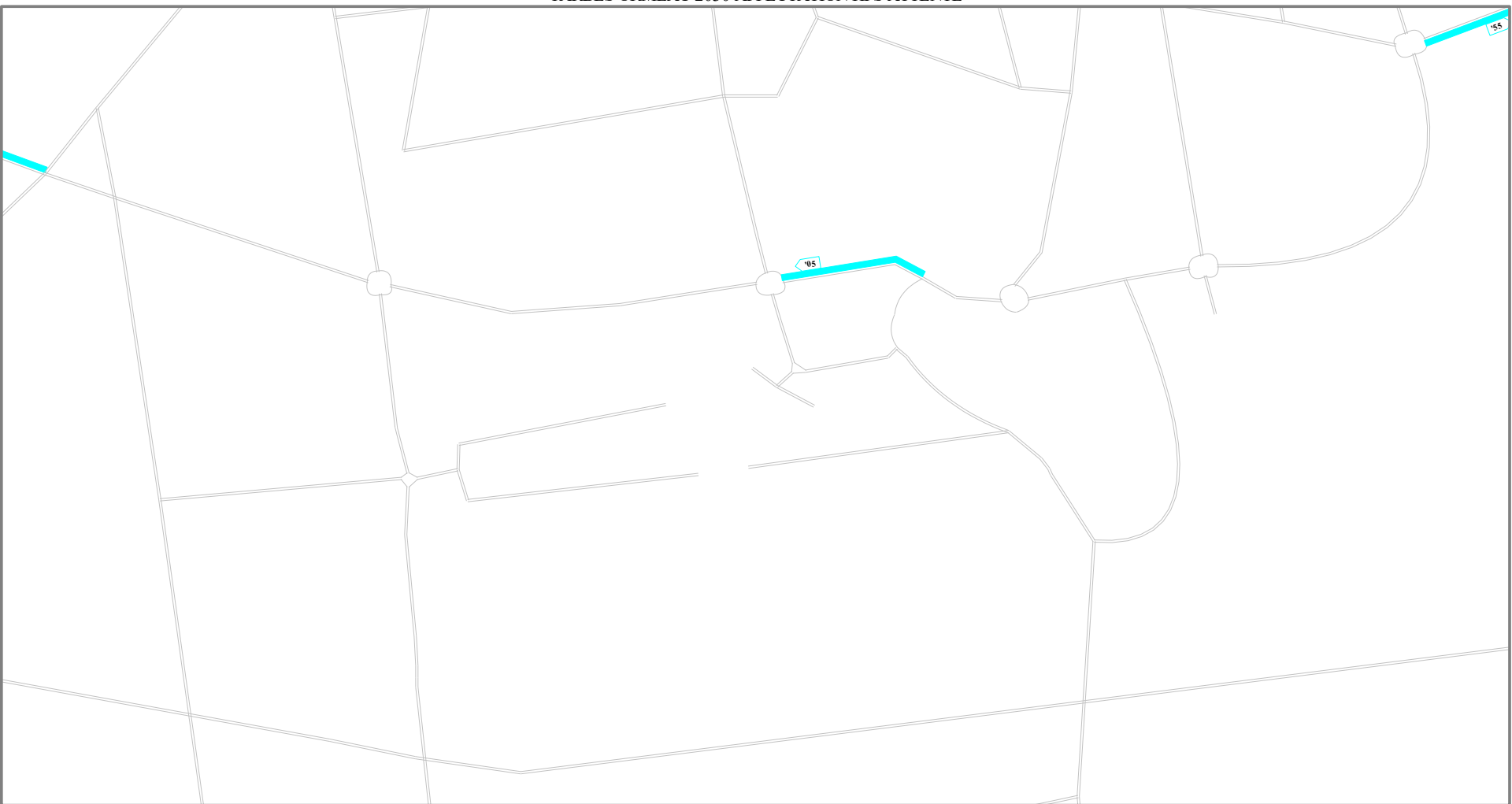


TARBES ORMEAU 2030 AFFECTATION HPS

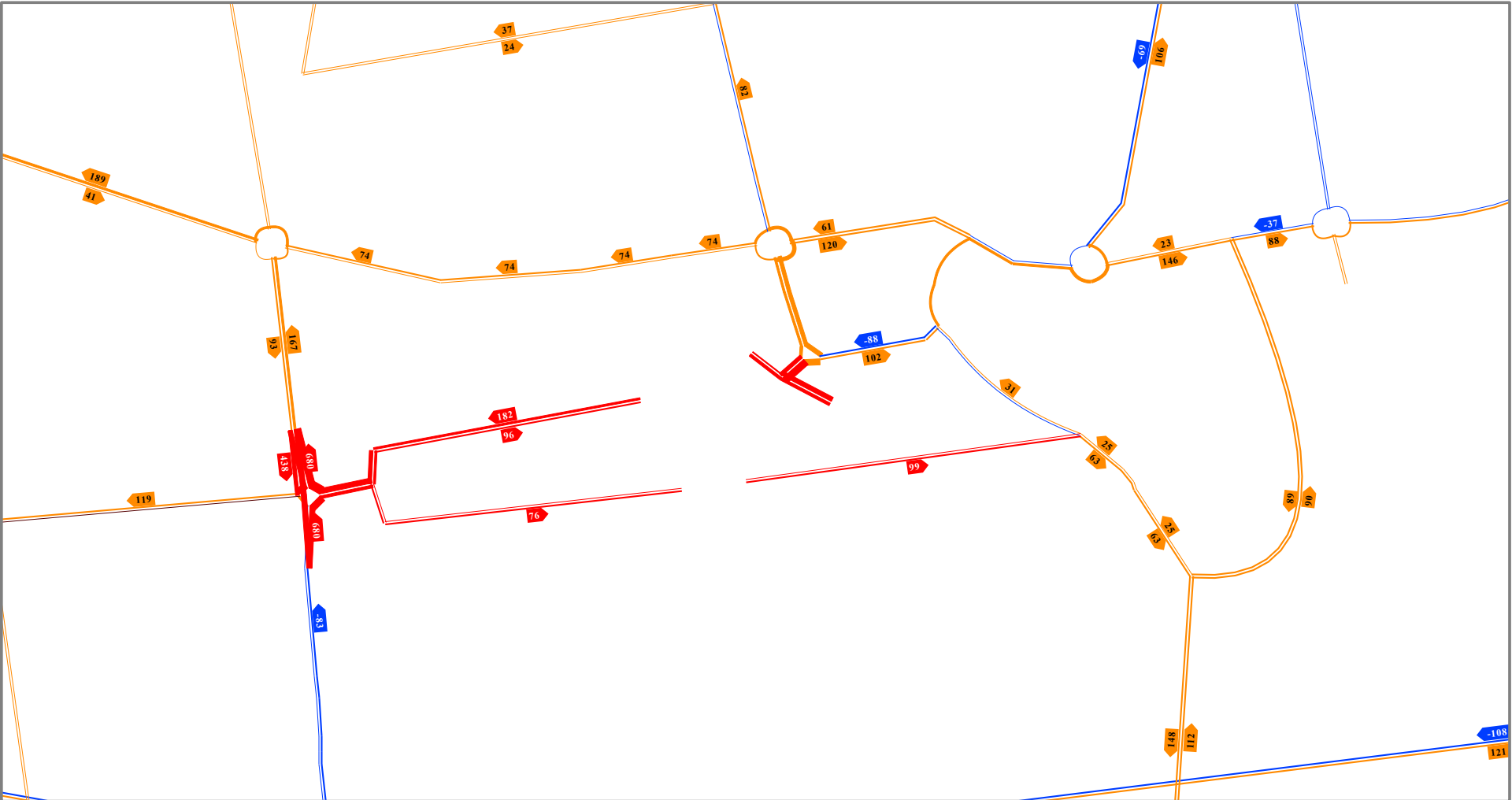


[illegible]

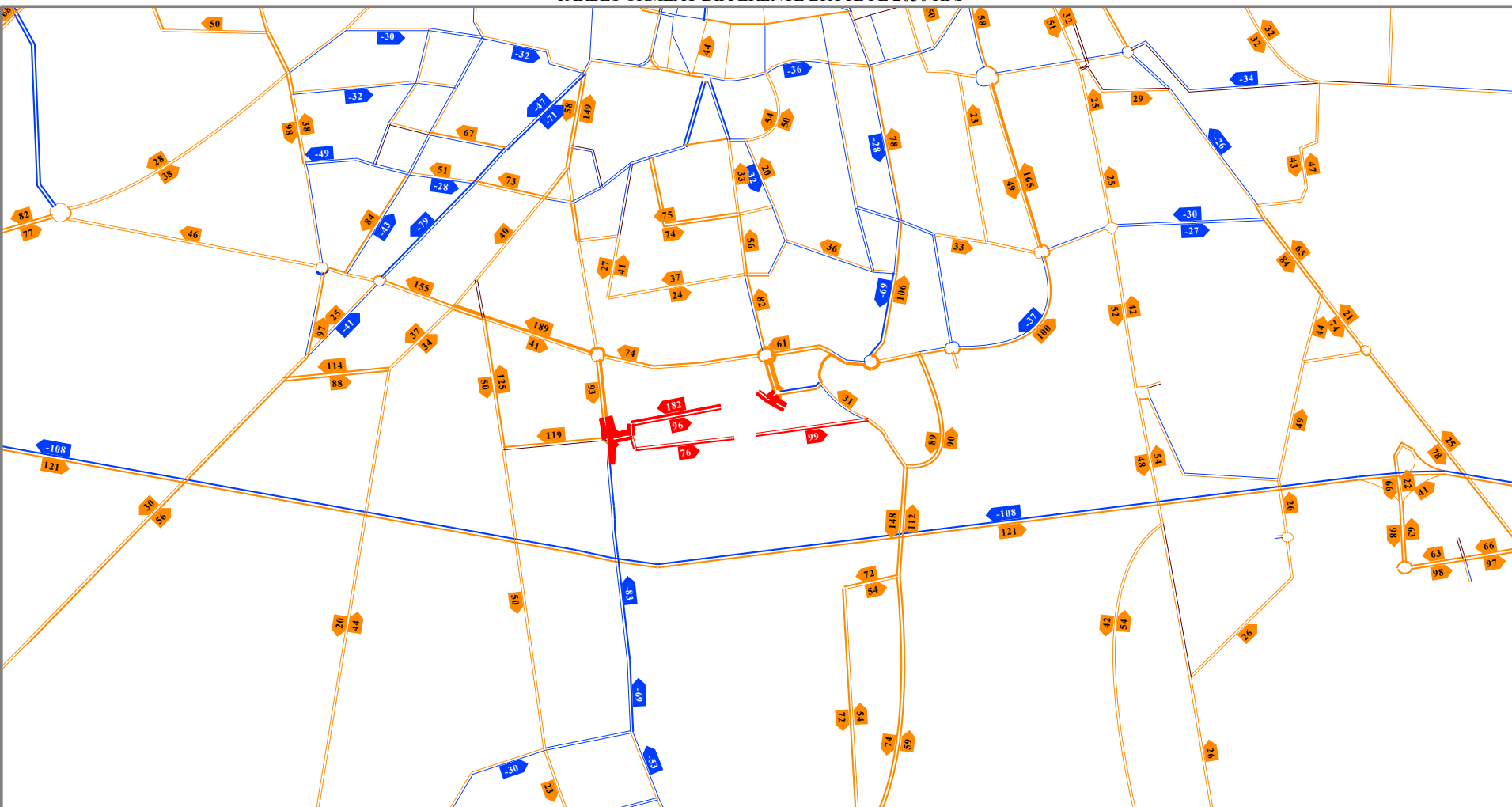
TARBES ORMEAU 2030 AFFECTATION HPS ATTENTE



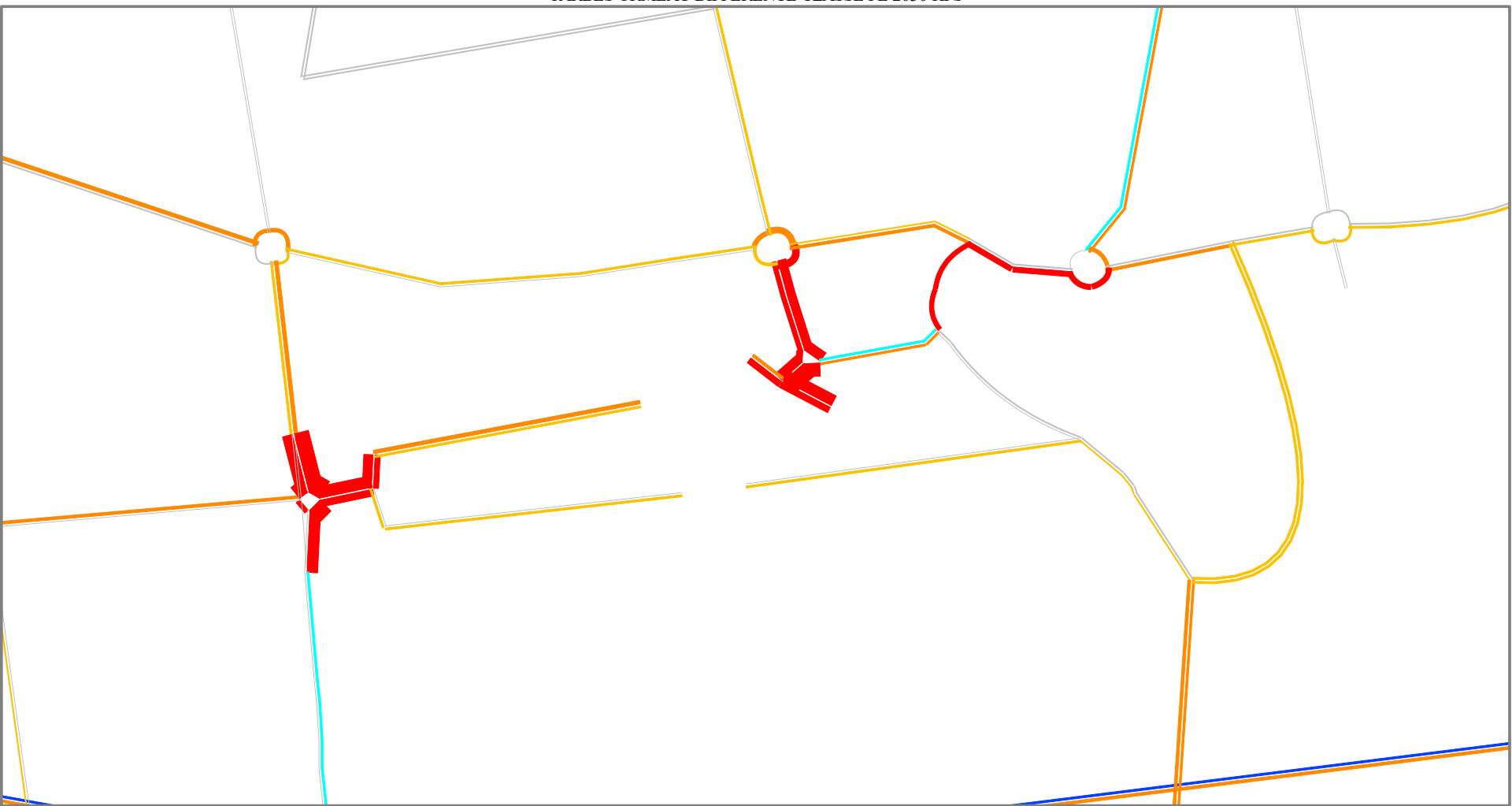
TARBES ORMEAU DIFFERENCE BRUTE FE 2030 HPS



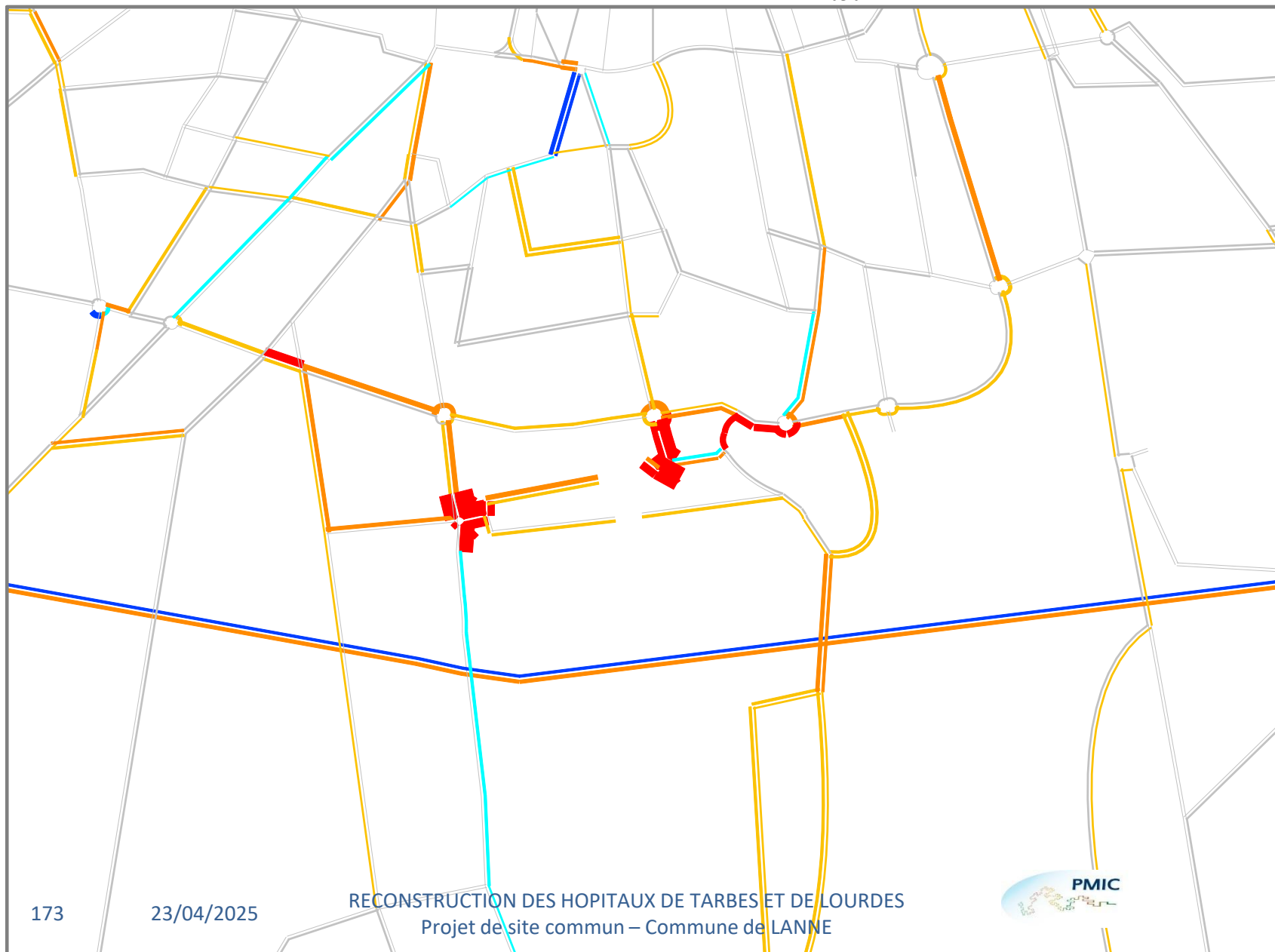
TARBES ORMEAU DIFFERENCE BRUTE FE 2030 HPS

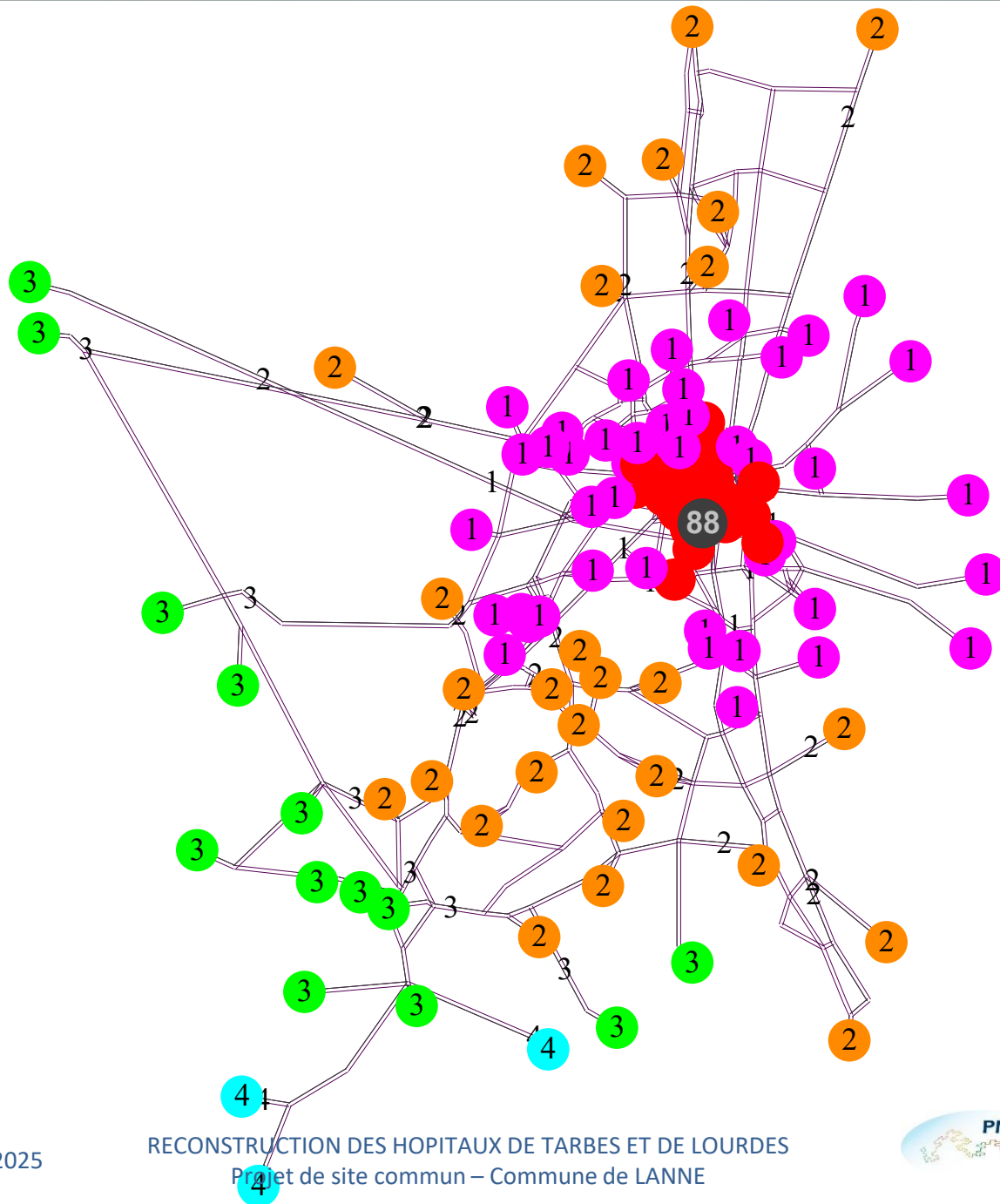


TARBES ORMEAU DIFFERENCE CLASSE FE 2030 HPS



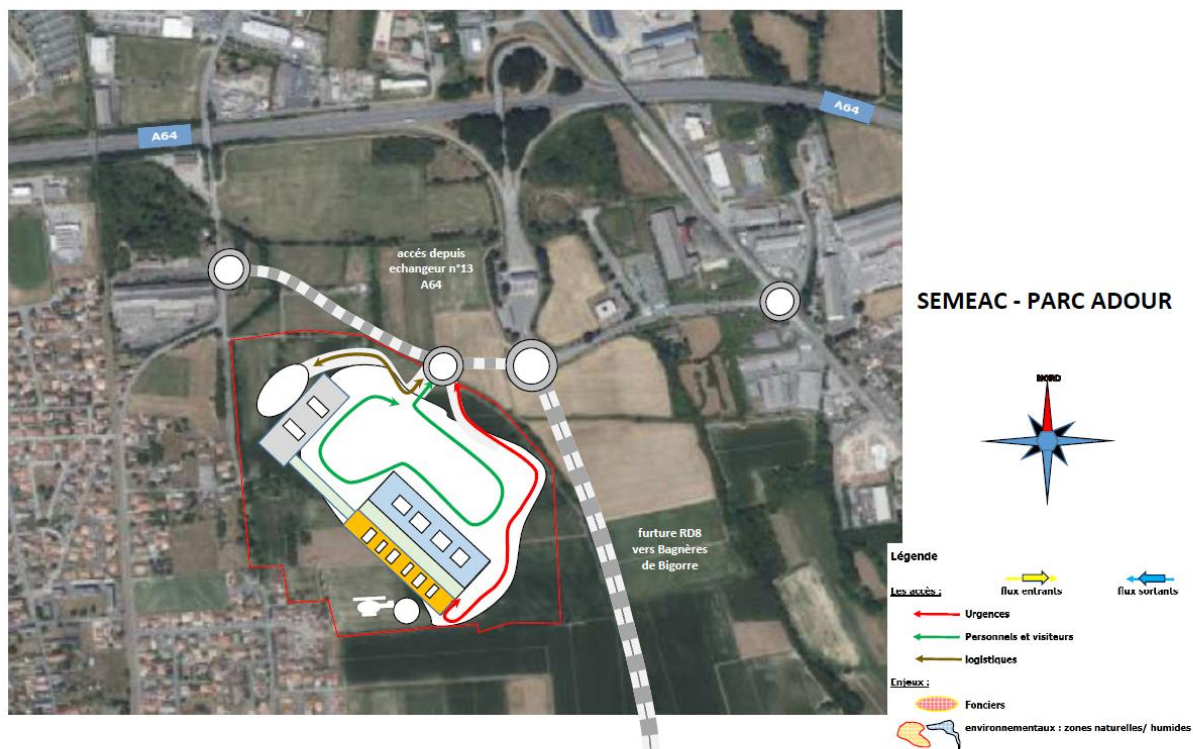
TARBES ORMEAU DIFFERENCE CLASSE FE 2030 HPS



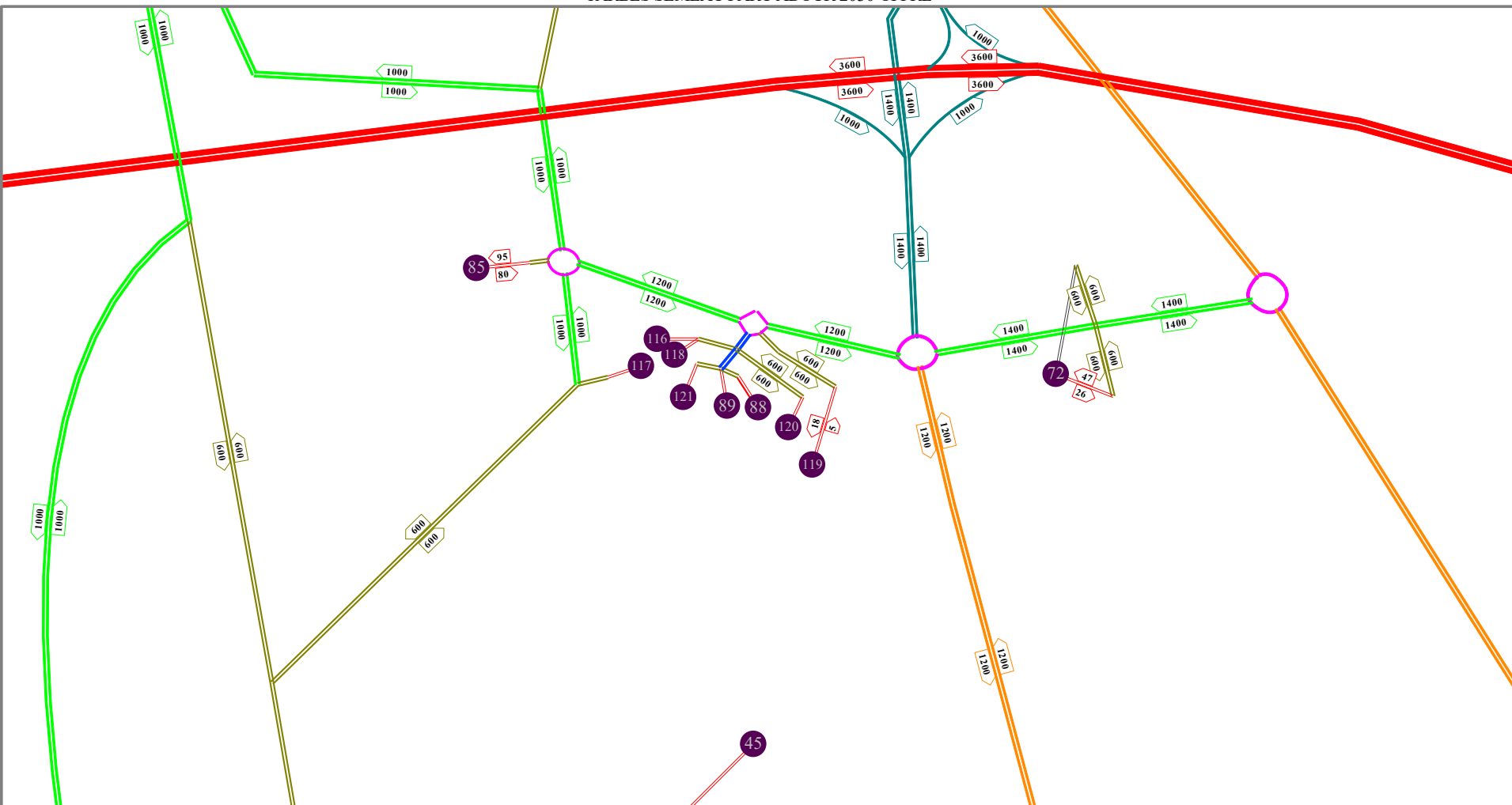


SCENARIO 8 SEMEAC PARC ADOUR

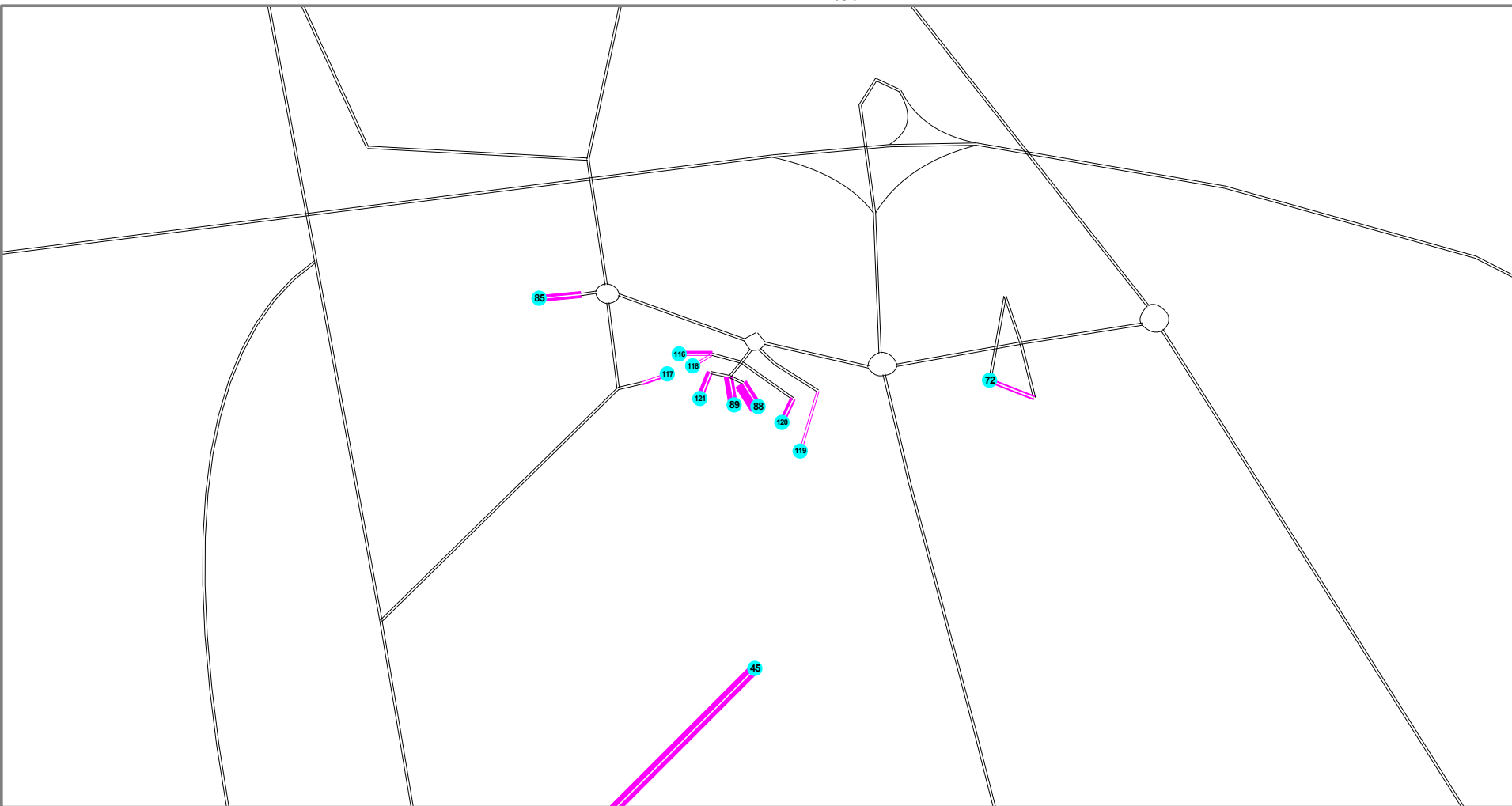
Le site est situé à la sortie de l'autoroute au Sud Est de Tarbes, il bénéficie de la réalisation par le département du prolongement de la RD 8



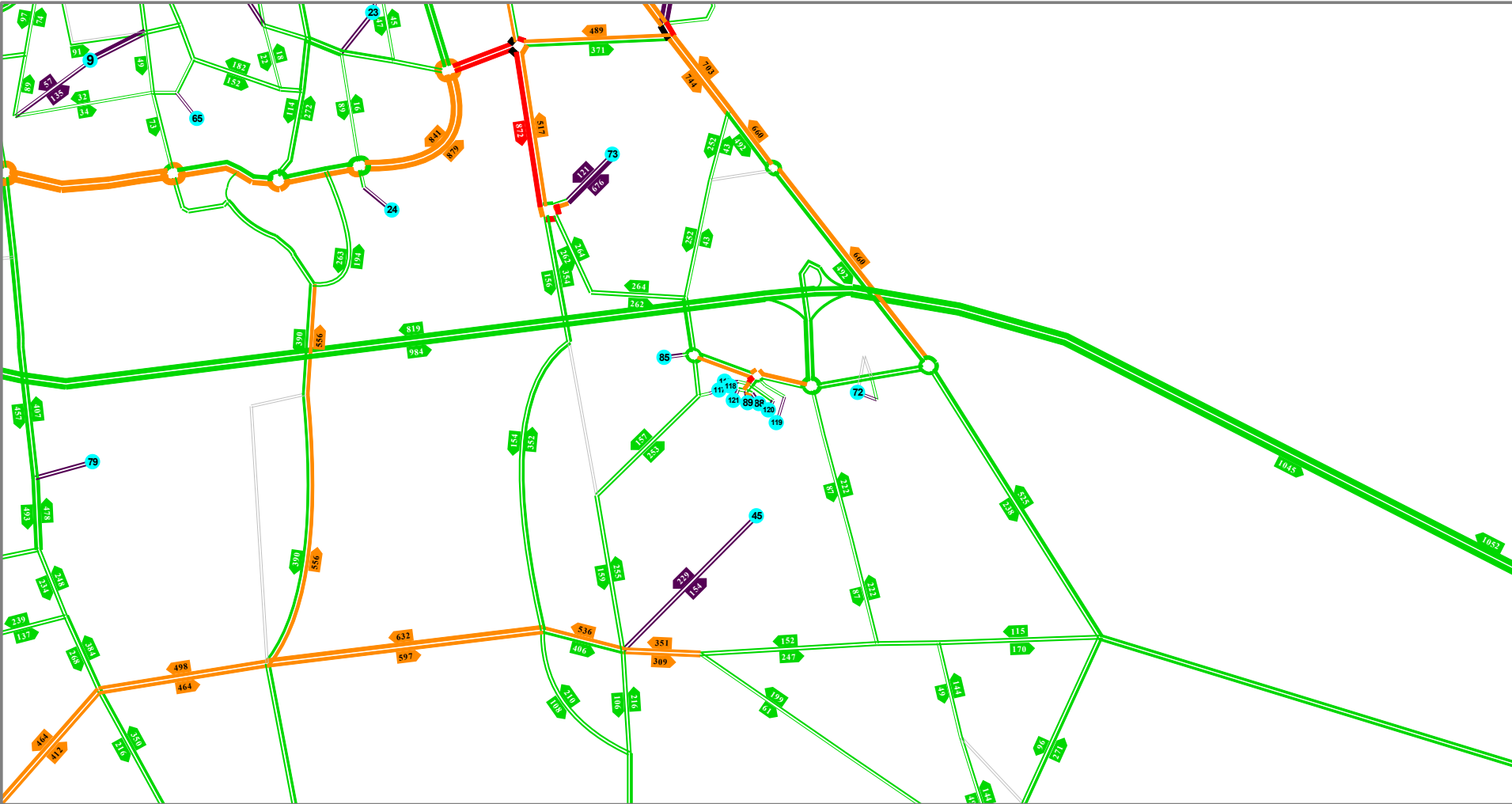
TARBES SEMEAC PARC ADOUR 2030 OFFRE



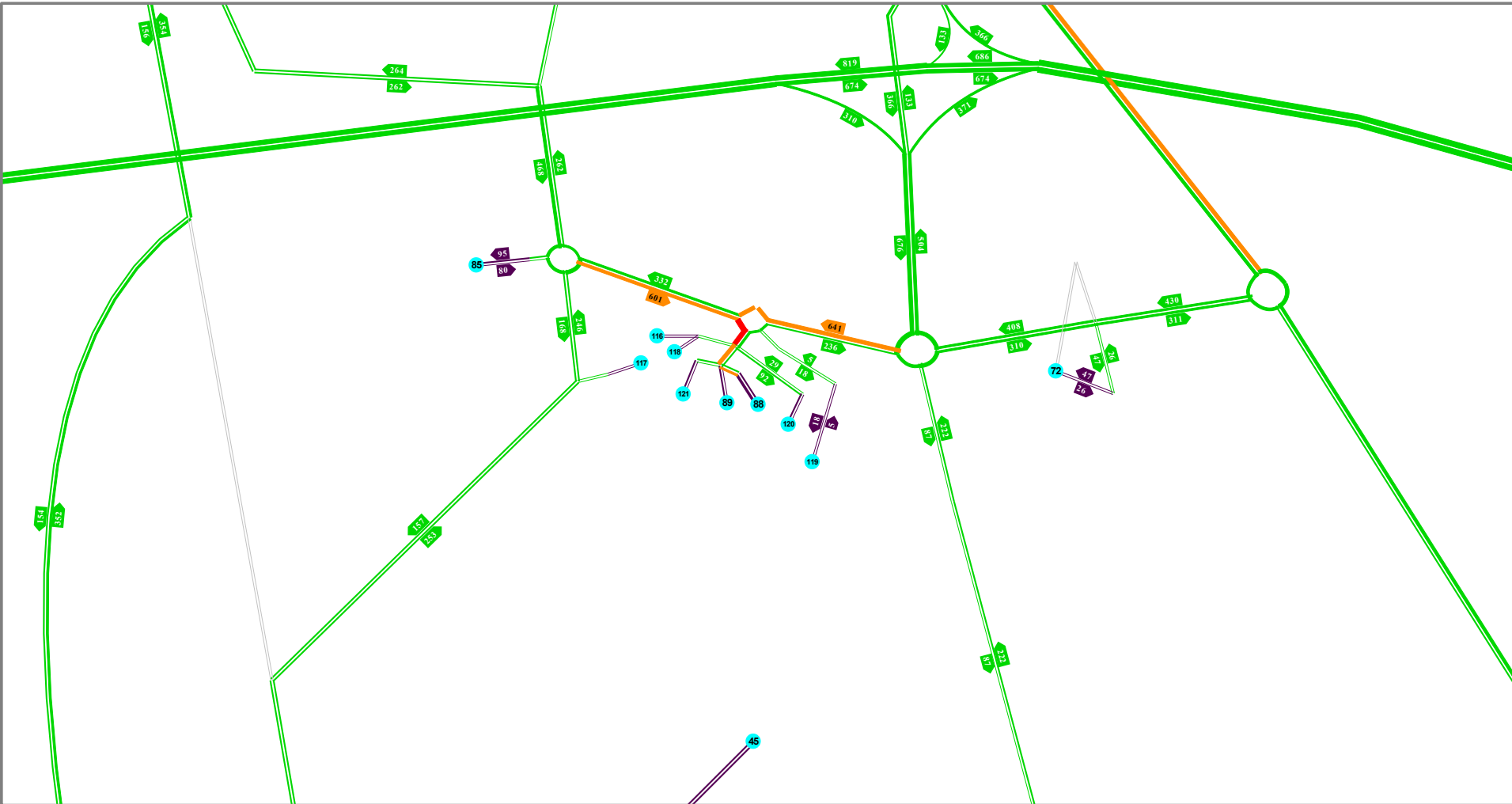
TARBES SEMEAC PARC ADOUR 2030 DEMANDE



TARBES SEMEAC PARC ADOUR 2030 AFFECTATION HPM



TARBES SEMEAC PARC ADOUR 2030 AFFECTATION HPM

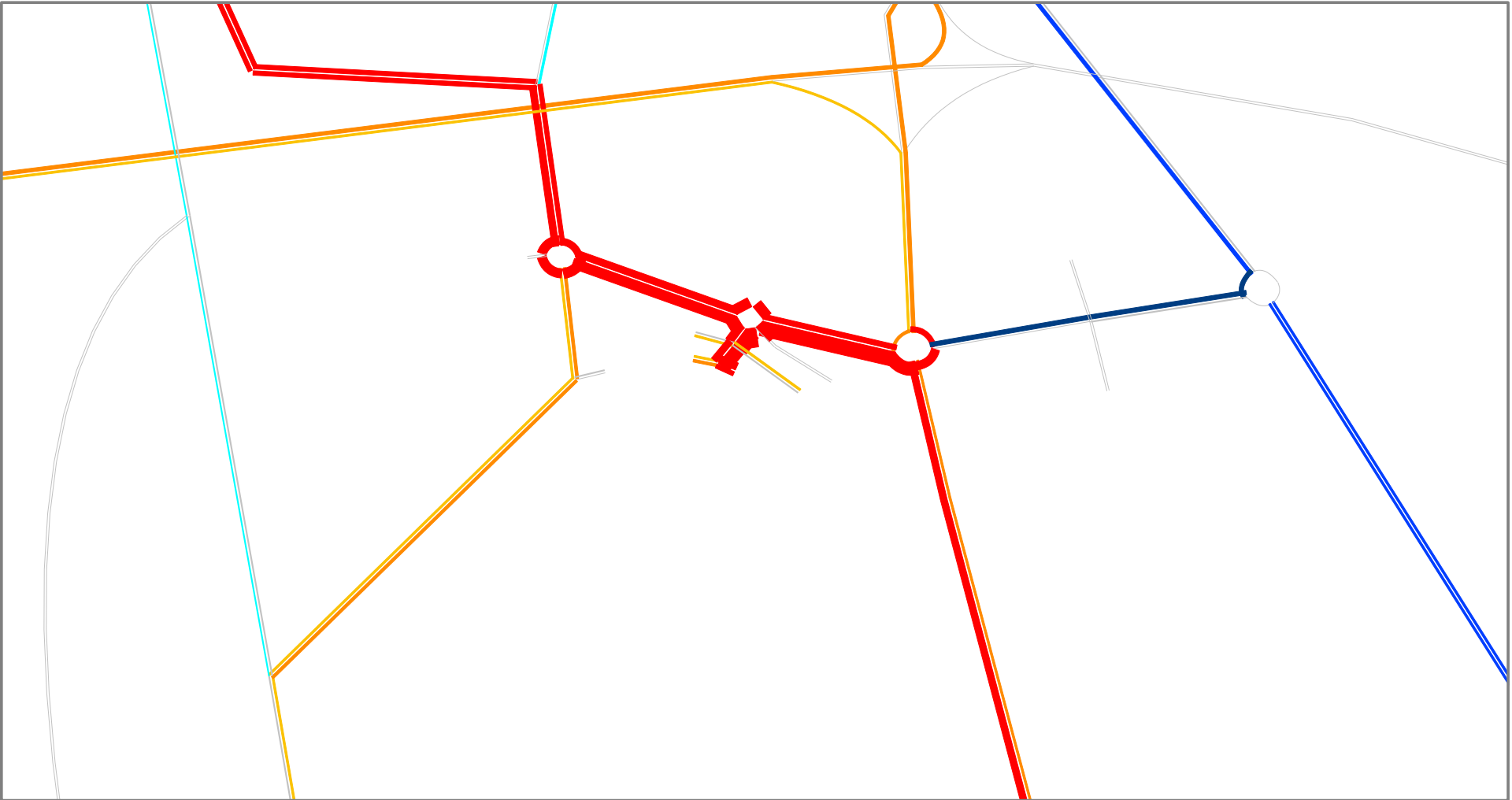


TARBES SEMEAC PARC ADOUR 2030 AFFECTATION HPM ATTENTE

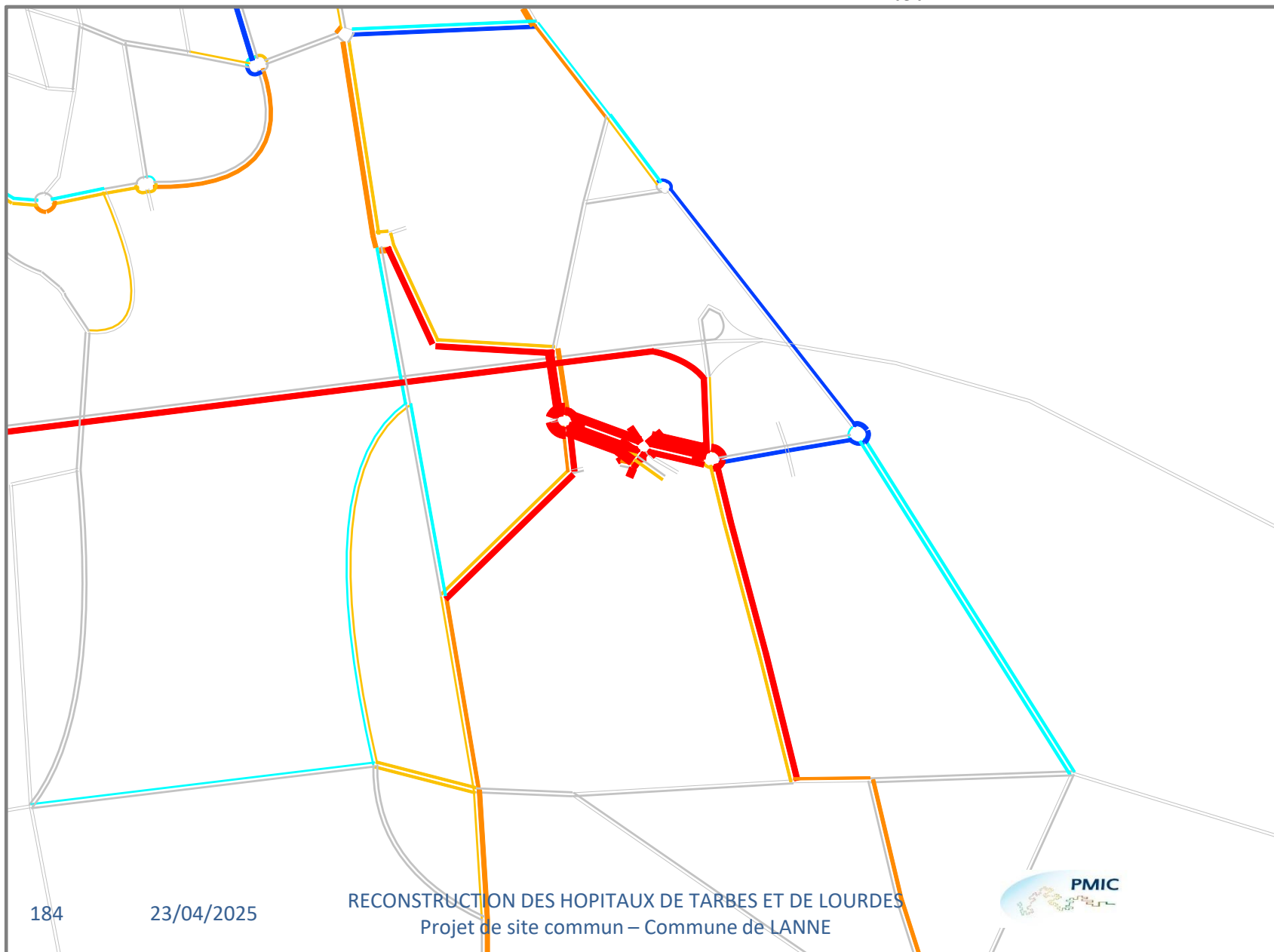


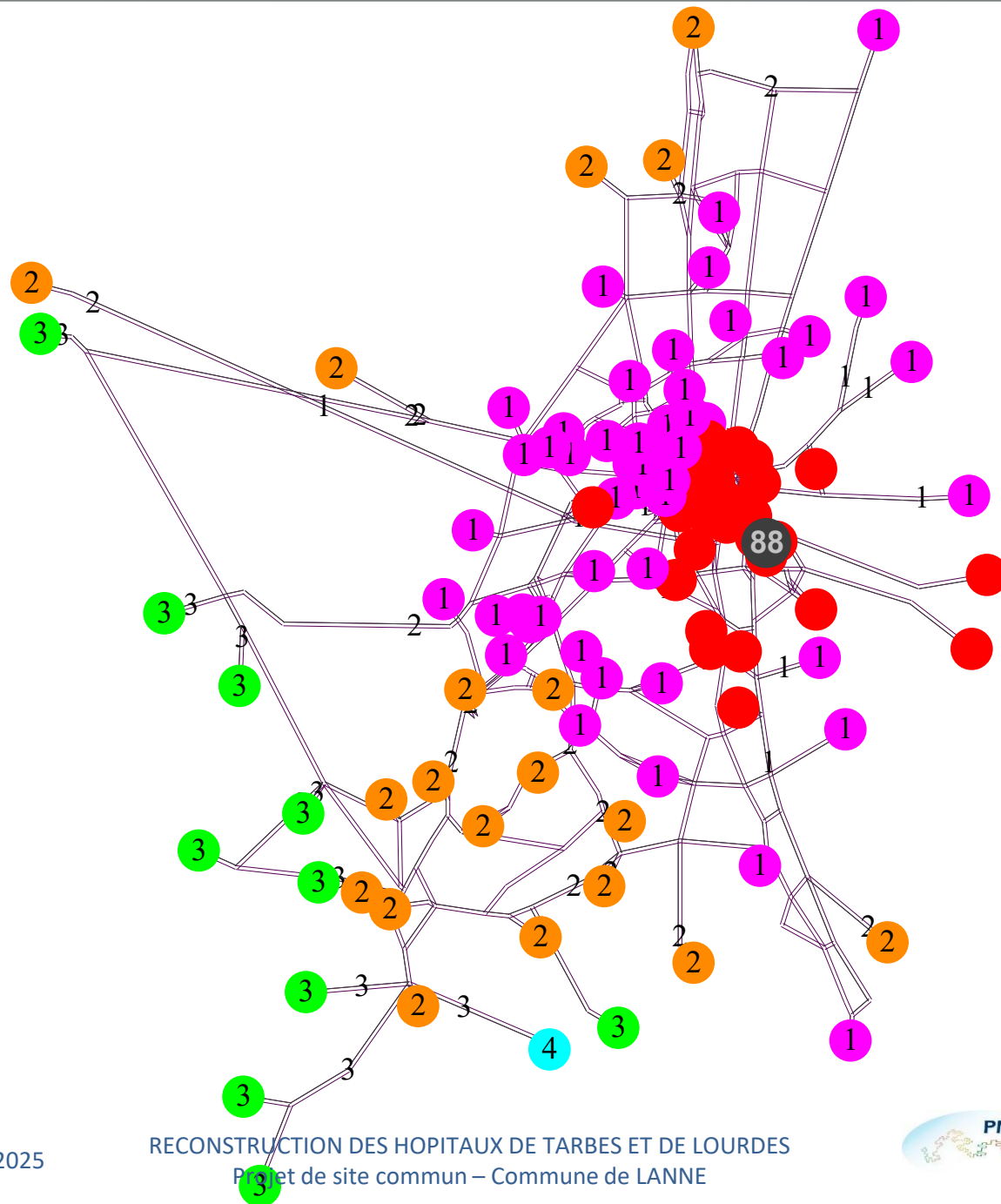
The map displays a complex road network. A prominent red route is highlighted, starting from a junction on the left, passing through a central area with a small bridge-like structure, and ending at a junction on the right. This red route is flanked by orange lines, which likely represent existing roads. Blue lines represent other major roads in the area. Various road types are indicated by different line styles and colors: solid orange for main roads, dashed orange for secondary roads, and solid blue for major highways. Distance markers are provided along several segments of the red and orange routes. The map also shows several junctions, some marked with white circles, and a small bridge-like structure in the center. The overall layout suggests a detailed planning or engineering study for a new road project.

TARBES SEMEAC PARC ADOUR DIFFERENCE CLASSE FE 2030 HPS

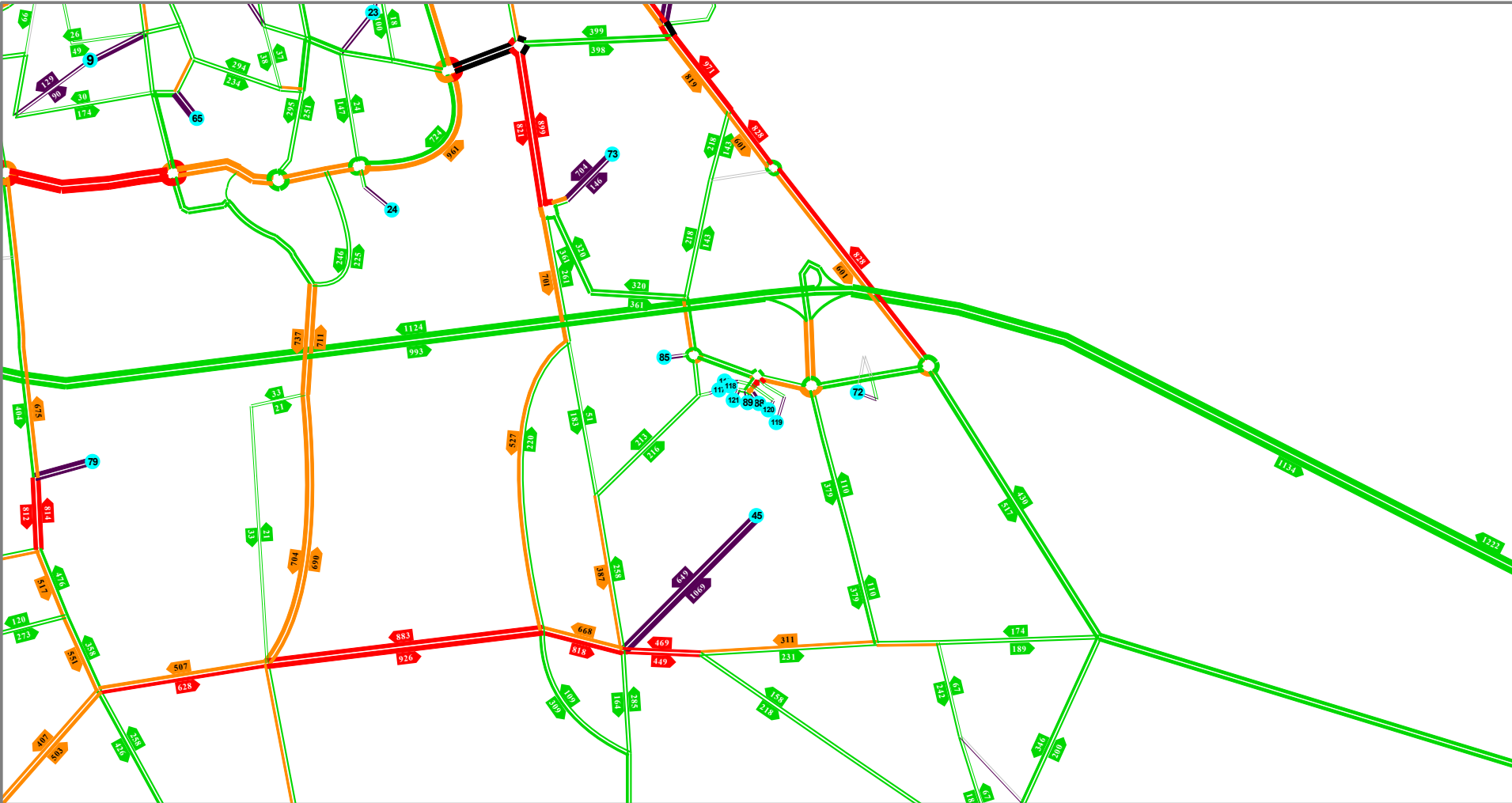


TARBES SEMEAC PARC ADOUR DIFFERENCE CLASSE FE 2030 HPM

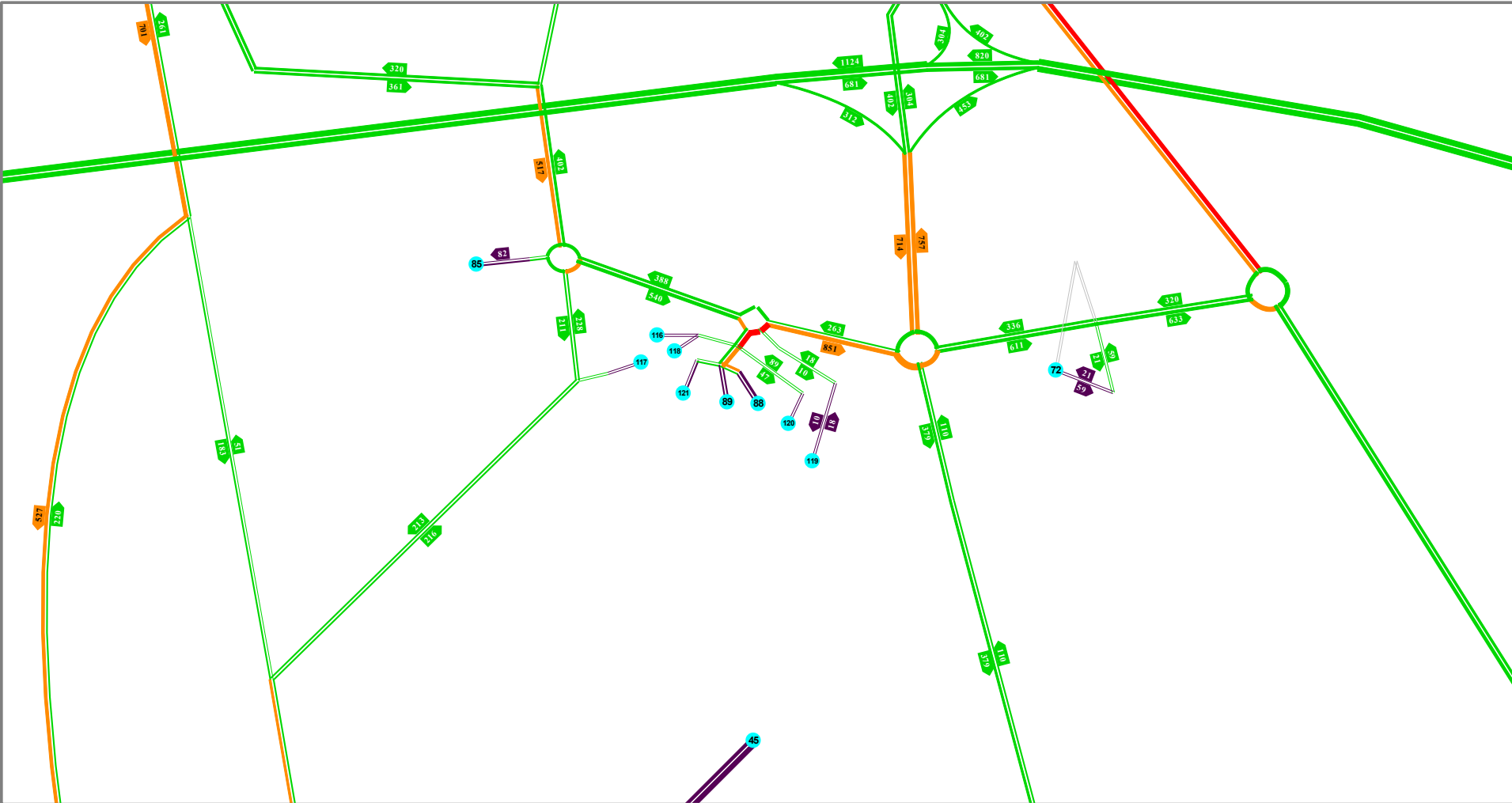




TARBES SEMEAC PARC ADOUR 2030 AFFECTATION HPS



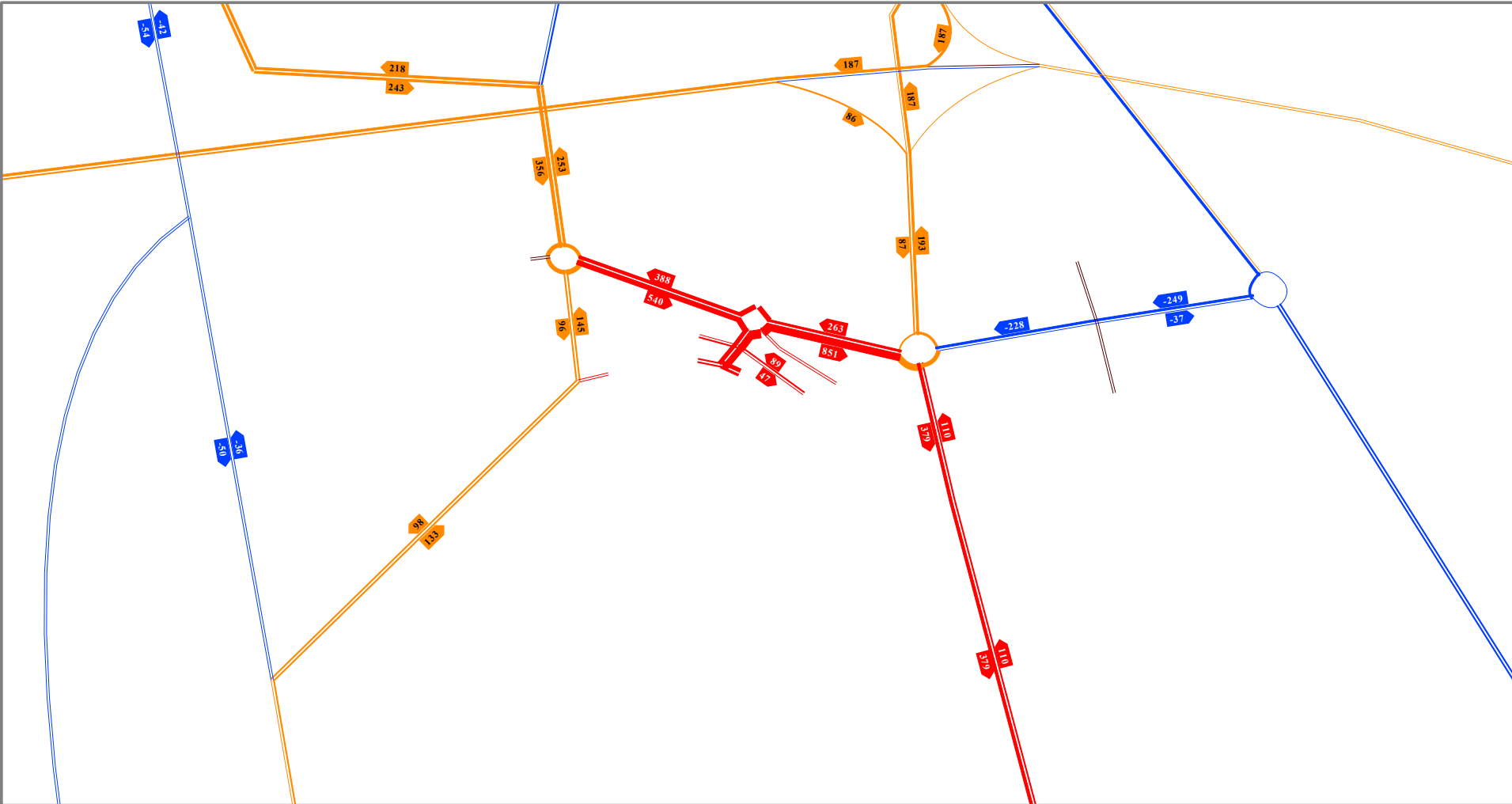
TARBES SEMEAC PARC ADOUR 2030 AFFECTATION HPS



TARBES SEMEAC PARC ADOUR 2030 AFFECTATION HPS ATTENTE

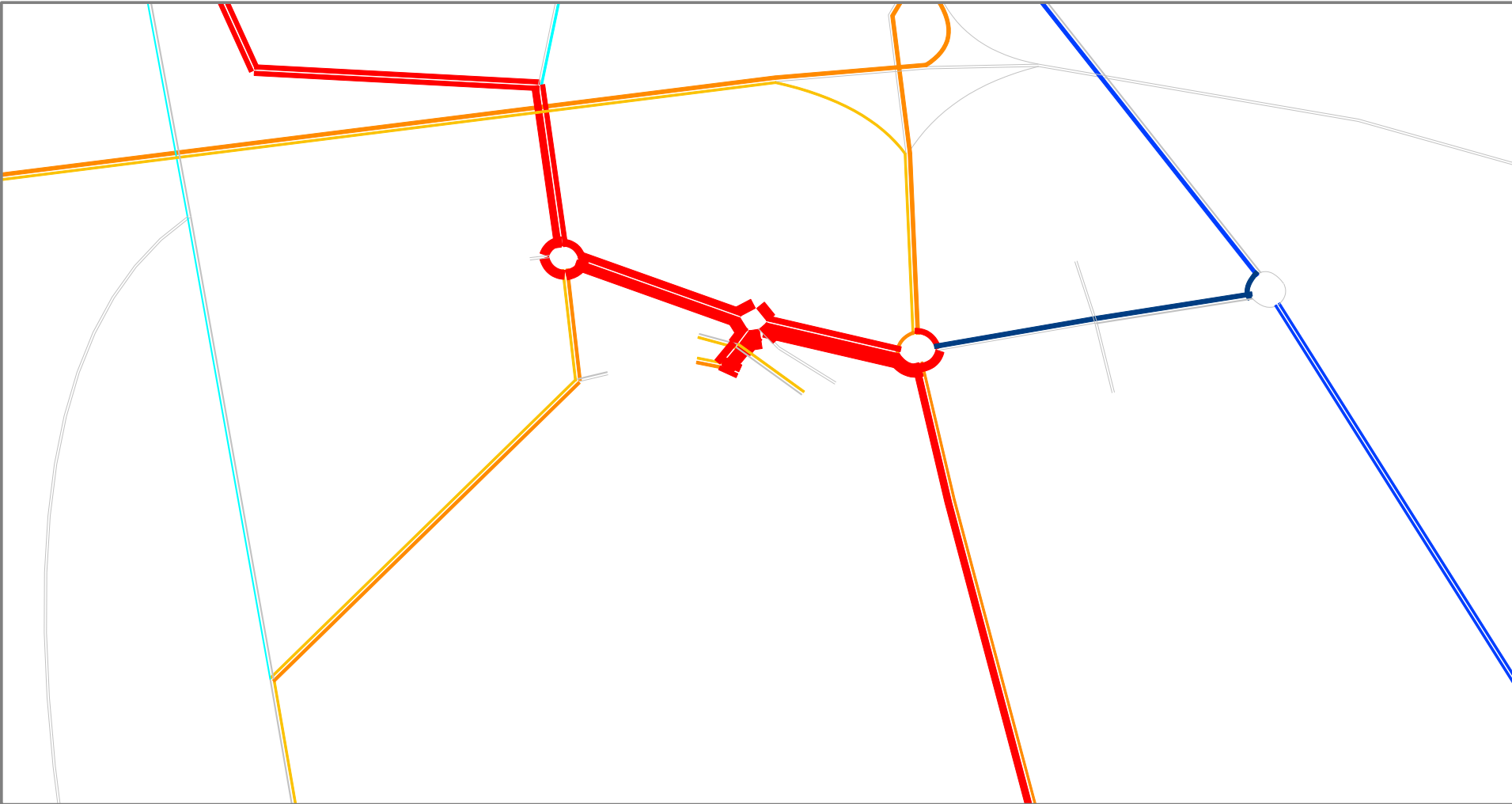


TARBES SEMEAC PARC ADOUR DIFFERENCE BRUTE FE 2030 HPS

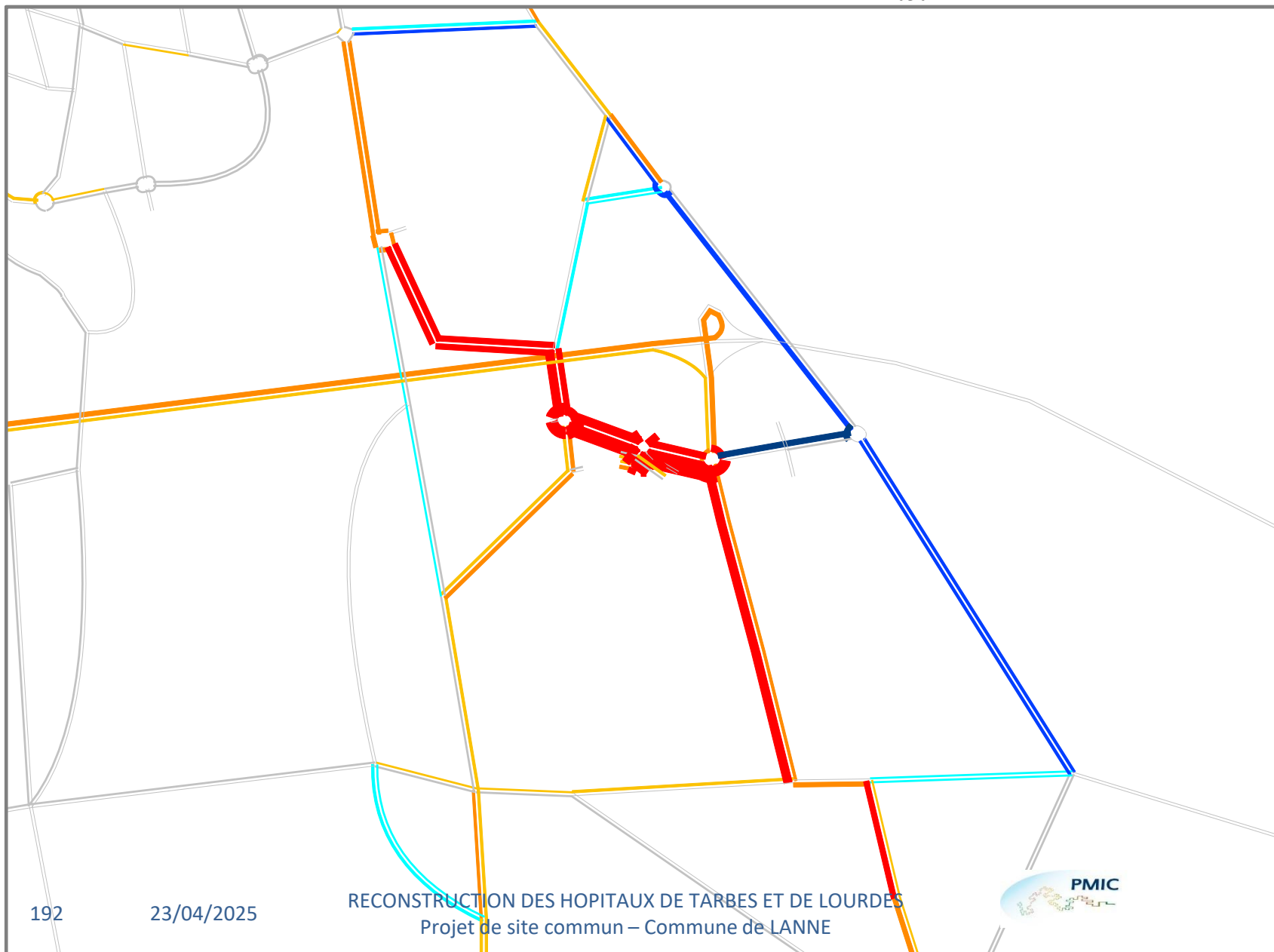


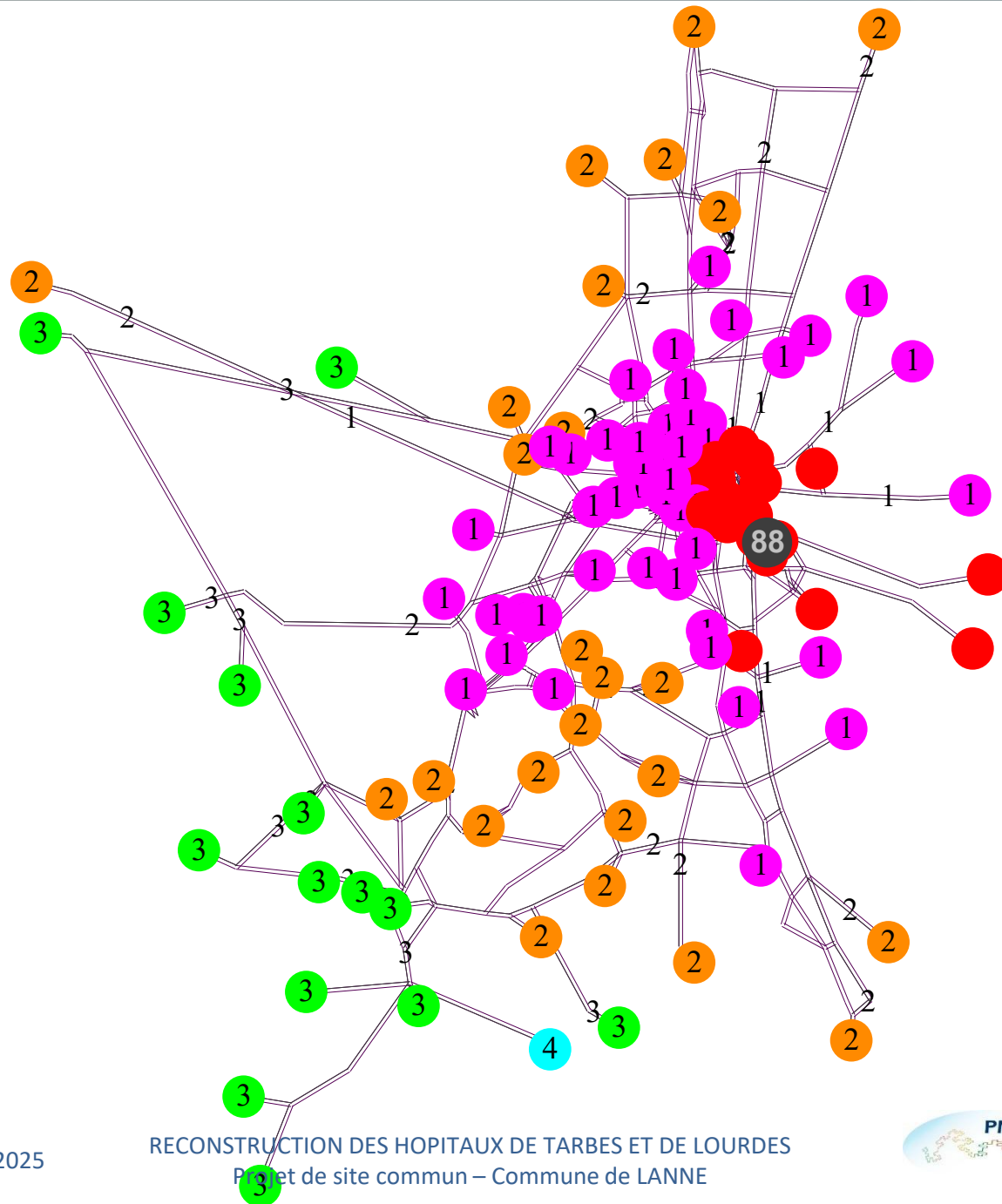
The map displays a network of roads with a highlighted red path. The red path starts at a junction, goes south, then east, and then north. The map includes various road types, junctions, and a scale bar. The red path is highlighted with a thick red line, and the surrounding roads are shown in blue and orange. The map also includes a scale bar and a north arrow.

TARBES SEMEAC PARC ADOUR DIFFERENCE CLASSE FE 2030 HPS



TARBES SEMEAC PARC ADOUR DIFFERENCE CLASSE FE 2030 HPS





STATISTIQUES

Les simulations numériques permettent de proposer des statistiques par scénarios. Nous donnons pour chaque site en HPM et HPS le temps, distance et vitesse moyennes. Selon 2 cas le site avec sa demande en uvp complète, et le site en position sur le Fil de l'Eau avec une demande d'un uvp toutes origine et destination.

Sites avec génération de demande complète								Sites avec génération de demande 1 uvp toutes OD								Delta Complète 1 uvp							
Scénario 2030	HP	uvp	Recette €	Longueur km	Temps mn	Vitesse km/h	temps h	HP	uvp	Recette €	Longueur km	Temps mn	Vitesse km/h	temps h		Recette €	Longueur km	Temps mn	Vitesse km/h	Recette € en + en %	Longueur km en + en %	Temps mn en + en %	Vitesse km/h en + en %
S1GE	M	1331	36,1	15,8	18,0	52,5	0,30	M	232	3,8	12,0	13,2	54,7	0,22		32,3	3,71	3,71	-2,2	850%	31%	36%	-4%
	S	1499	22,8	15,5	19,7	47,2	0,33	S	232	3,8	12,0	15,0	47,9	0,25		19	3,52	3,52	-0,7	500%	29%	31%	-1%
S1GS	M	1290	37,2	16,7	31,8	31,5	0,53	M	232	4,2	12,5	14,1	53,1	0,24		33	4,25	4,25	-21,5	786%	34%	126%	-41%
	S	1453	24,7	16,5	21,7	45,5	0,36	S	232	4,4	12,5	15,2	49,3	0,25		20,3	3,95	3,95	-3,9	461%	32%	43%	-8%
S2IB	M	1290	65,2	16,9	19,7	51,3	0,33	M	232	9	13,1	15,0	52,3	0,25		56,2	3,78	3,78	-1,0	624%	29%	31%	-2%
	S	1453	100,4	16,9	21,3	47,6	0,36	S	232	10,2	12,9	16,4	47,1	0,27		90,2	4,03	4,03	0,5	884%	31%	30%	1%
S3JU	M	1290	60,1	16,1	18,8	51,3	0,31	M	232	7,8	13,5	14,5	55,9	0,24		52,3	2,58	2,58	-4,5	671%	19%	30%	-8%
	S	1453	65,4	16,2	20,4	47,6	0,34	S	232	10,9	14,2	16,4	51,8	0,27		54,5	2,04	2,04	-4,2	500%	14%	24%	-8%
S4LO	M	1290	66,2	17,2	19,4	53,1	0,32	M	232	8,6	15,4	16,0	57,6	0,27		57,6	1,83	1,83	-4,4	670%	12%	21%	-8%
	S	1453	74,7	17,6	20,9	50,4	0,35	S	232	10,5	15,4	17,3	53,3	0,29		64,2	2,21	2,21	-2,8	611%	14%	21%	-5%
S5LADF	M	1290	62,1	17,4	21,0	49,7	0,35	M	232	8,4	16,4	17,1	57,6	0,29		53,7	0,96	0,96	-8,0	639%	6%	23%	-14%
	S	1453	66,9	17,8	22,8	46,8	0,38	S	232	9,4	16,4	18,6	52,8	0,31		57,5	1,42	1,42	-6,0	612%	9%	23%	-11%
S6ADA	M	1290	65,2	18,8	20,6	54,7	0,34	M	232	8,7	19,2	19,4	59,4	0,32		56,5	-0,4	-0,4	-4,6	649%	-2%	6%	-8%
	S	1453	74,5	19,4	24,9	46,7	0,42	S	232	10,4	19,3	21,7	53,4	0,36		64,1	0,05	0,05	-6,7	616%	0%	15%	-13%
S6ADC Contournement Adé	M	1290	67,4	19,4	18,9	61,6	0,32	M	232	8,7	19,6	17,5	67,2	0,29		58,7	-0,18	-0,18	-5,55	6,747	-0,01	0,08	-0,08
	S	1453	75,4	19,8	20,7	57,2	0,35	S	232	10,9	19,6	19,0	61,8	0,32		64,5	0,17	0,17	-4,59	5,917	0,009	0,089	-0,07
S7OR	M	2196	53,2	14,9	18,2	49,3	0,30	M	232	3,8	12,4	13,6	54,5	0,23		49,4	2,59	2,59	-5,23	13	0,21	0,338	-0,1
	S	2533	51,3	14,8	19,7	45,0	0,33	S	232	3,8	12,2	15,1	48,5	0,25		47,5	2,58	2,58	-3,46	12,5	0,211	0,305	-0,07
S8SEPA	M	1290	223,6	17,9	18,5	58,1	0,31	M	232	28,4	14,1	15,0	56,5	0,25		195,2	3,79	3,79	1,599	6,873	0,268	0,233	0,028
	S	1453	235,1	18,3	19,8	55,5	0,33	S	232	36	14,5	15,8	54,9	0,26		199,1	3,84	3,84	0,535	5,531	0,265	0,253	0,01
FE 2030	M	1092	28,5	12,15	13,5	54,0	0,23																
	S	1248	22,7	12,12	14,6	49,8	0,24																