20 years of active policy supporting mobility within Strasbourg Eurometropole

CODATU XVI
February 3th 2015
Geographical location
The Alsace Region

- 8,280 km²
- 1,852,325 inhabitants
- 904 municipalities (communes)
Strasbourg Eurométropole: European Capital

- **Strasbourg Eurométropole**
  - 306 km²
  - 477,000 inhabitants
  - 28 municipalities (communes).

- **City of Strasbourg**
  - 276,000 inhabitants
  - 50,000 students.
Sustainable Urban Mobility Plan (SUMP)
Urban planning tool
Strasbourg puts a new policy in place to develop other forms of transportation

- Inauguration of 1st tram line (7 lines at present – 65 km).
- Automobile transits are prohibited in the city centre.
- Numerous pedestrian zones are created in the city centre.
- Development of bicycle path network (more than 580 km at present).
What is a Sustainable Urban Mobility Plan (SUMP)?

- Strategic plan in global organisation of people and goods, in all transport modes
- It’s necessary and made by The Organizing Authority of Public transports (Eurometropole)
- It aims to assure to a sustainable balance between:
  - needs in mobility and ease of access
  - environnement protection and health
- It’s integrated in Urban Planning
A global approach in mobility policy

**SUMP**

Urban planning document which declines in more operational plans in territory

- Pedestrian Plan
- Public transport Plan by 2025
- Accessibility Plan
- Cycle Plan
- Charter of public spaces planning
- Plan of hierarchical organization of public road network
Our first SUMP in 2000

- A SUMP more infrastructures than services to citizens
- Walking so few taken into account
- Clear actions: no more road to Strasbourg for car but only for public transport, capacity constant radial road
Actual issues of SUMP

**Issue**: Facilitate people and goods mobility *AND* reduce pollution

Improve every mobility modes in its zone of relevance
Ambitious targets in the horizon 2030

- A 30% decrease in kilometres travelled by cars in Strasbourg Eurometropole
- High reduction of the traffic, links to “Plan de Protection de l’Atmosphère”
- Access travelling time’s reliability to the Eurometropole
- Walking and bicycling which contributed to 30 minutes of daily activity.
Latitudes for active modes

- 2/3 of trips within 3 kilometers
4 action fronts
To a multimodal transport system and a better service offer to the inhabitants
1) Controlling, organizing and reducing automobile traffic
Limiting car traffic within the city center

1992 : 4 boucles de circulation

- Remove car traffic within the city center
- Improve urban traffic in districts or city centers
- Pacify city center

- A traffic configuration that forbid going-through the city center
- Important extension of pedestrian areas
- Bicycle paths and biking stands areas
- Creation of parking lots and parking reduction on public roads
- Tramway as vector of urbain redevelopment
Parking management

- Facilitating access to economic activities, encouraging short park time.
- Limiting “work parking” and promoting public transport through a advantageous fare policy
- Maintaining parking facilities for inhabitants without private parking

> City center breakdown in parking areas
> 10 P+R
> 13,015 parking spaces at all
Creating Park and Ride

- P+R Rotonde
- P+R Rives de l’Aar

> 4 230 parking spaces
Intermodality

- Trains TER
- Cars TER
- LGV Rhin-Rhône
- LGV Est
- TER cadencé 1/4h / 1/2h
- TRAM TRAIN
- Tramway urbain
2] Developing alternatives to passenger cars
Skills : Eurométropole / CTS

Eurométropole jobs

- Define public transport offer (layout, frequency, timetables…)
- Decide necessary investments
- Decide pricing and its evolution

CTS (Public Transport Company of Strasbourg) jobs

- Operate public transport management in respect to « contrat de concession »
- Project ownership Delegation of public transport
- Connections with other companies (Strasbourg Mobilités, SIBS, CTBR)
Public Transport Masterplan 2025

4 major issues:

- Implementing the PTM within the project of the metropolitan development
- Improving the readability and the quality of the urban network
- Finding answers to peri-urban and second-ring suburbs’ challenges
- Face the challenge of the financing
Tram and bus network development

- 7 tramway lines, 65 km of commercial tracks.
- 29 bus lines.
- 120 million passengers a year, 70 of them on the tram.
- 120,000 Badgeo cards.
Pedestrian Plan

- A city centre for pedestrians and pedestrian plan 2011 > 2020
- Developing news usages: 30 areas, meetings areas, pedestrian area
- Developing a “magistral” pedestrians network

> 532,000 pedestrian movements per day in the Urban Community of Strasbourg;
> Tram and Bus create **800,000 pedestrian movements per day**;
> 1 movement out of 3 is made on foot in the Urban Community of Strasbourg.
Strasbourg, 1st cycle path network in France

- 2,271 bike parking spaces
- 600 km of bikepath (2013)
- 10,000 bicycle racks
- 21 Véloparcs (bikeparks: bicycle locked compounds)
- More than 38,000 bicycles per day in Strasbourg Eurométropole
Velhop, innovating bike-sharing

- A service created in September 2010
- 5 shops,
  11 automatized self-service stations.
- At full-term, more than 20 shops and 4400 bikes available in the whole metropolis.
Citiz: the car in self-service

- 3,014 subscribers (+20% per year).
- 140 cars including 110 in Strasbourg, spread over 45 stations.
Link Transport and Urban planning: Focus on a major cross-border project
Extension du tram D vers Kehl (Allemagne)

- **2,4 km** of new infrastructures in the horizon **2015**.
- A innovative **cross-border cooperation**
- A ambitious project, vector of **urbanization** and **urban renewal** of a very particular territory
- **20 000 new inhabitants and 8 500 created jobs**
4] Make sensitive and easier uses of mobility modes
Strasbourg Eurométropole established a new price policy since 2010, aimed to fairness and solidarity.

- From a logic of **status** (employee, student…) to a logic of families
- **income**
Ticketing and « unique tarification »

- « Pass Mobilité » : Multimodal transport card
- Experiment a unique tarification between two urban areas in Alsace (Strasbourg and Mulhouse)
Assessment
Assessment of urban mobility policy
Evolution of traffic entering the city 1990-2012

The frequency of public transport use multiplied by 2.7

Strasbourg.eu eurometropole
Transport and air quality

Plan de Protection de l’Atmosphère

Emissions de gaz à effet de serre dans la CUS

Concentration de NO2 en µg/m3
Modélisation année 2012

Valeur limite

< 20
20 - 30
30 - 40
>= 40

2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010
The transformation of urban area

Avenue de la Marseillaise

BEFORE

AFTER
The transformation of urban area

**AVANT**

**APRÈS**

Boulevard de la Victoire
The transformation of urban area

Avenue du Général de Gaulle

BEFORE

AFTER
The transformation of urban area

L’Esplanade
The development of pedestrians area

BEFORE

A commercial and touristic asset for the city center of Strasbourg

AFTER

> A commercial and touristic asset for the city center of Strasbourg
The urban requalification

BEFORE:
A traffic circle with 40,000 véhicules a day

AFTER:
A pedestrian place
Thank you for your attention