

**Measure title : A modern tram network as the key element of an urban development and mobility strategy**

**City, Country: Strasbourg, France**

**Year(s): Implementation since 1990, ongoing; plans until 2020**

## **A1 Objectives**

Since 1990 the Communauté urbaine de Strasbourg (CUS) has pursued these main objectives at the core of its transport policy:

- Development of an efficient public transport system with the help of the tram network
- Reduction of the car traffic within the city centre and on access roads into the city centre
- Create and complete bypass roads in order to route the through traffic around the city

## **A2 Description of the CS**

The Communauté urbaine de Strasbourg has 28 municipalities with about 460,000 inhabitants; the City of Strasbourg with about 270,000 inhabitants and 50,000 students is the centre of it. Strasbourg's first tram started running in 1878, extending to more than 234 km in the 1930s, but with the system closed in 1960. In the 1970s and 80s a long debate and decision process took place about whether to build a subway (underground) line or a tram line (above ground). Apart from the choice of technology, it was mainly a debate on the future of the city. The mayor from 1989-1997 Catherine Trautmann won her election in 1989 on the promise of the renaissance of the tram.

Since 1994 a tram network with today 6 lines has been implemented and it is still growing. But only together with the following measures the strategy became such great success:

- Upgrading public space
- Restriction of car traffic in the city center
- Development of a P&R-System
- Reorganization of the bus network
- Social tariff structure for public transit
- Development of pedestrian zones
- Encouragement for cycling
- Finally an implementation on bicycle sharing scheme

Some examples show the upgrade of public space:

## Rue des Francs Bourgeois

Strasbourg.eu  
& COMMUNAUTÉ URBAINE

**Before:** 20,000 motorized vehicles per day



**Afterwards:** An attractive location through traffic calming



## Place Kléber

Strasbourg.eu  
& COMMUNAUTÉ URBAINE

**Before**



**Before:** A roundabout with 40,000 motorized vehicles per day

**Afterwards:** A place for strolling without (motorized) vehicles



## Boulevard de la Victoire

Strasbourg.eu  
& COMMUNAUTÉ URSAINE

Before



Afterwards

## Implementation of pedestrian zones

Before



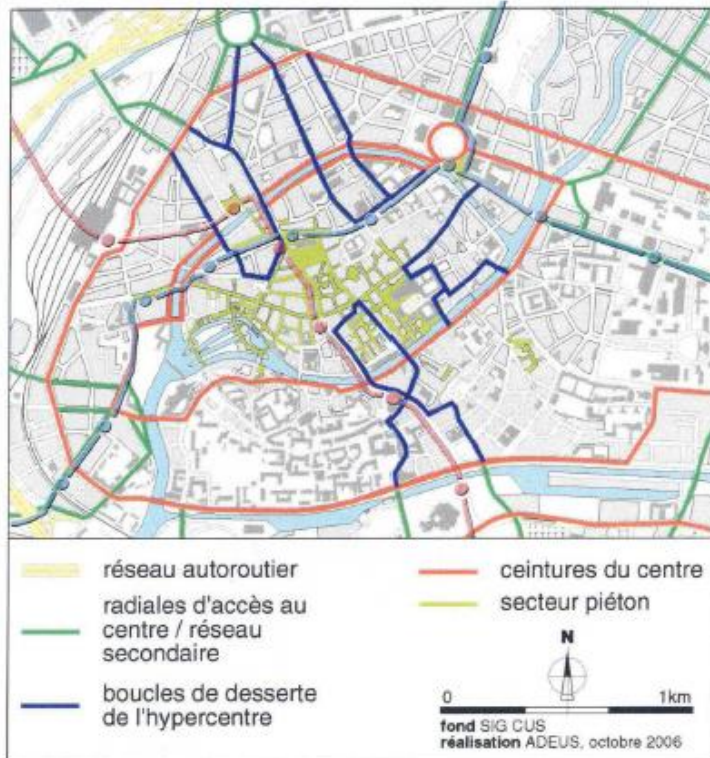
An advantage for businesses and tourism

Afterwards



The restriction of car traffic in the city center is one of the key success factors of the package of measures and has comprised the following:

- No through traffic in many areas
- Enlargement of pedestrian zones
- Implementation of bicycle routes and bicycle racks
- Installation of parking garages (off-street parking) and reduction of on-street-parking in favour to upgrade public space
- The tram as an engine for development of the city



Development of a Park& Ride-System:

- 4.000 parking spaces
- 3 Euro per vehicle incl. tram ticket
- 5% of the tram user are using P&R; on Saturdays 15%



## B Costs and who paid them

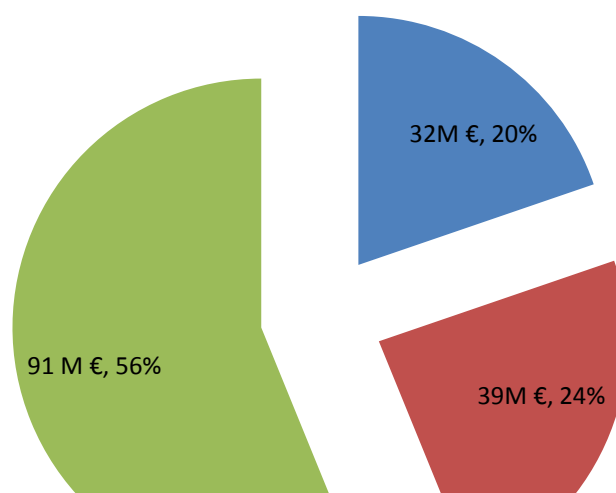
Since 1970 the “**versement transport**” (an employer payroll tax to support public transport) has been in existence:

- Employer-levy for financing the urban public transport system (infrastructure and operation)
- Due for all companies with 9 or more employees in cities or regions with more than 100,000 inhabitants
- Percentage rate (on basis of the gross payment) is dependent on the size and the type of the transportation network

10,000-100,000 inhabitants	50,000-100,000 inhabitants with tram/BRT/metro	>100,000 inhabitants	>100,000 inhabitants with tram/BRT/metro	Joining areas	Tourist areas
<b>Max. 0,55%</b>	<b>Max. 0,85%</b>	<b>Max 1%</b>	<b>Max. 1,75%</b>	<b>+0,05%</b>	<b>0,2%</b>

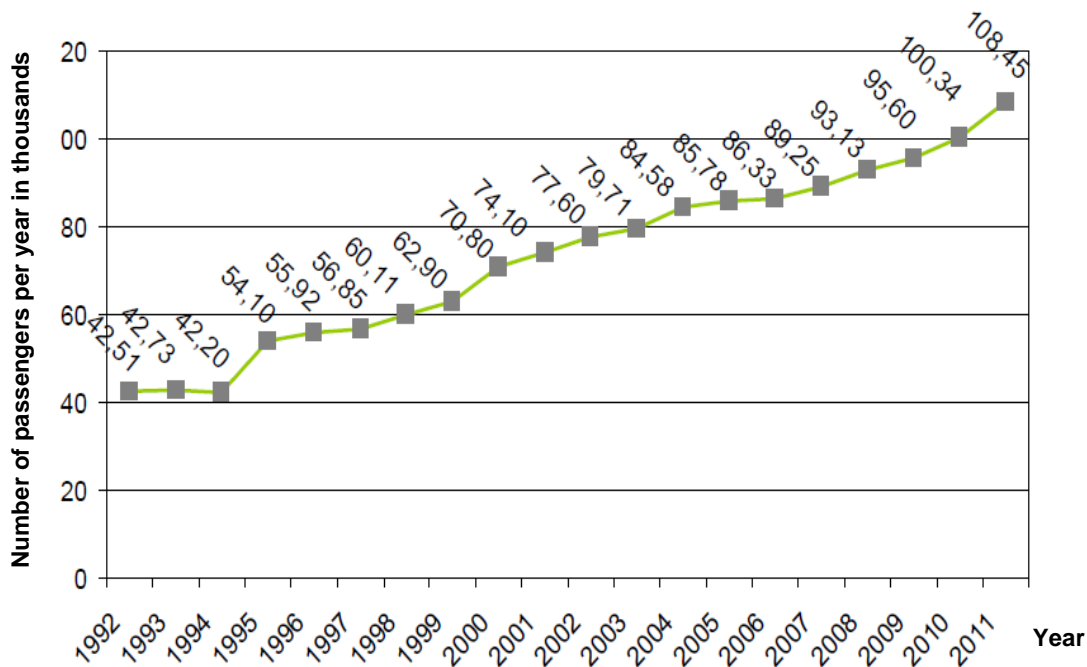
### Costs of investment and operation of the Strasbourg tram system 182 M € (thereof 109,1 M € for operation)

■ Financed by Communauté urbaine de Strasbourg ■ Fares ■ Employee

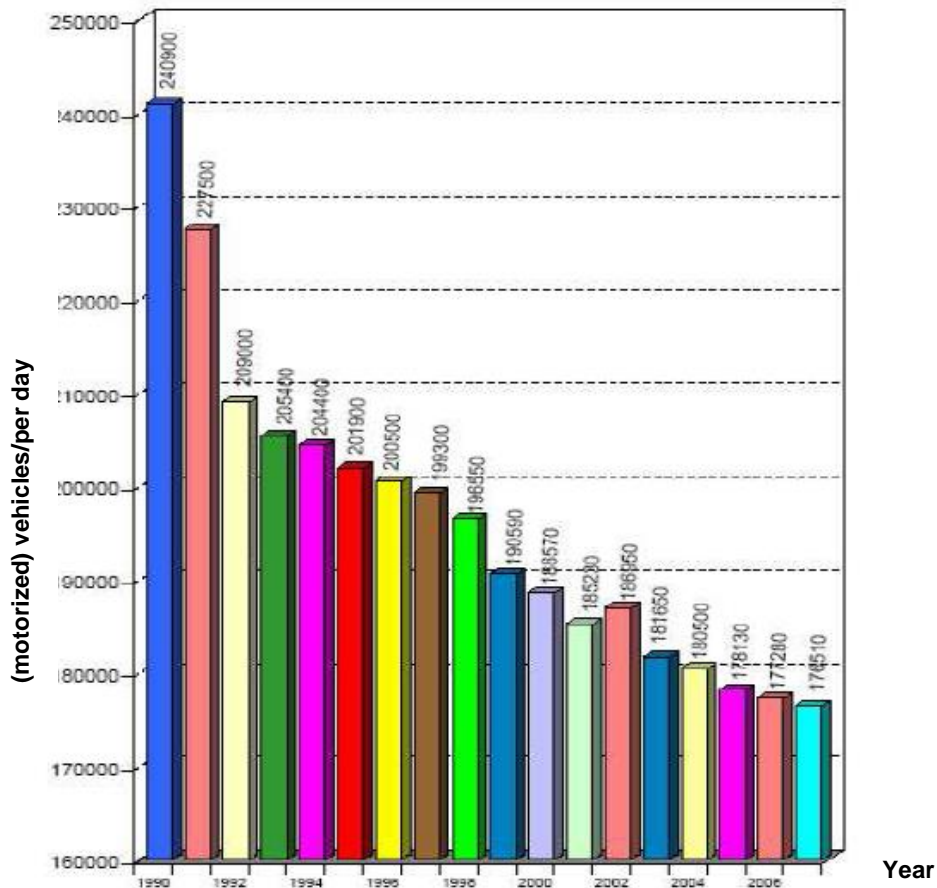


### C Project objectives, indicators, data and impact/results

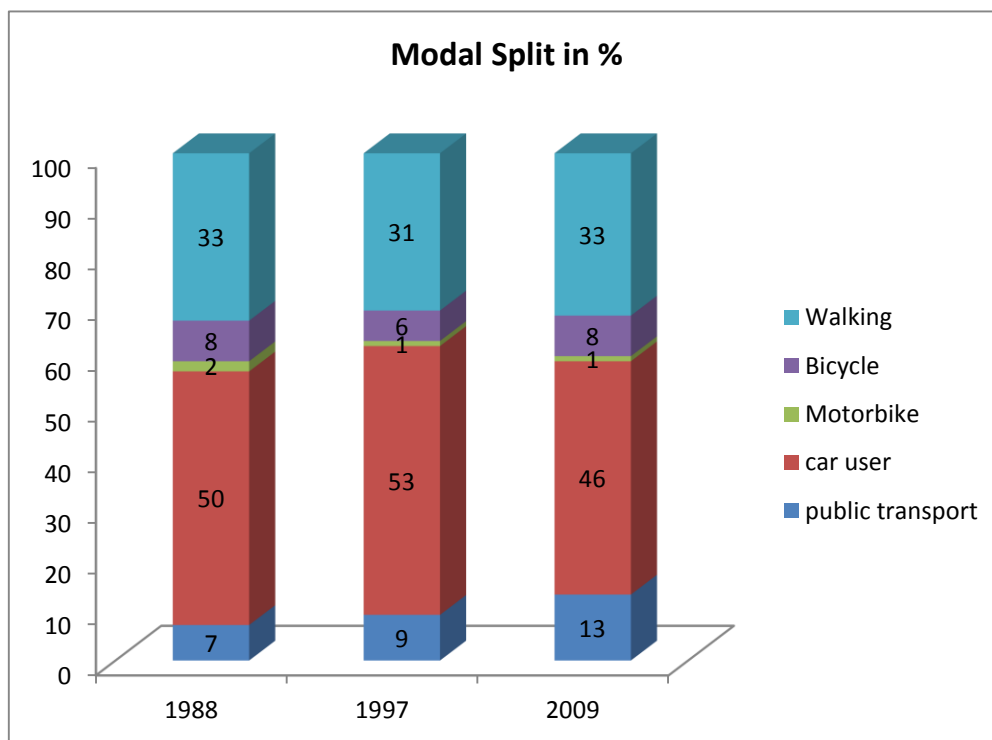
OBJECTIVE	INDICATOR	DATA USED	IMPACT/RESULTS
<ul style="list-style-type: none"> <li>- Development of an efficient public transport system with the help of the tram network</li> <li>- Reduction of the car traffic within the city centre and on access roads into the city centre</li> </ul>	<ul style="list-style-type: none"> <li>- modal split</li> <li>- counting car</li> </ul>	<ul style="list-style-type: none"> <li>- Patronage (User of public transport each year from 1992 up to 2011)</li> <li>- Number of vehicles in the street</li> </ul>	<ul style="list-style-type: none"> <li>- Increase of public transport users (more than doubling the number in 20 years);</li> <li>- 13 % for PT in the modal split (2009)</li> <li>- Less than 50% car use in the City Center: Strasbourg is the best ranked city in France (decrease from more than 240,000 vehicle/d down to 180,000/d)</li> <li>- Strengthening of the non-motorized mobility: 33% walking and 8% cycling</li> </ul>



### Patronage of public transport in Strasbourg 1992 to 2011



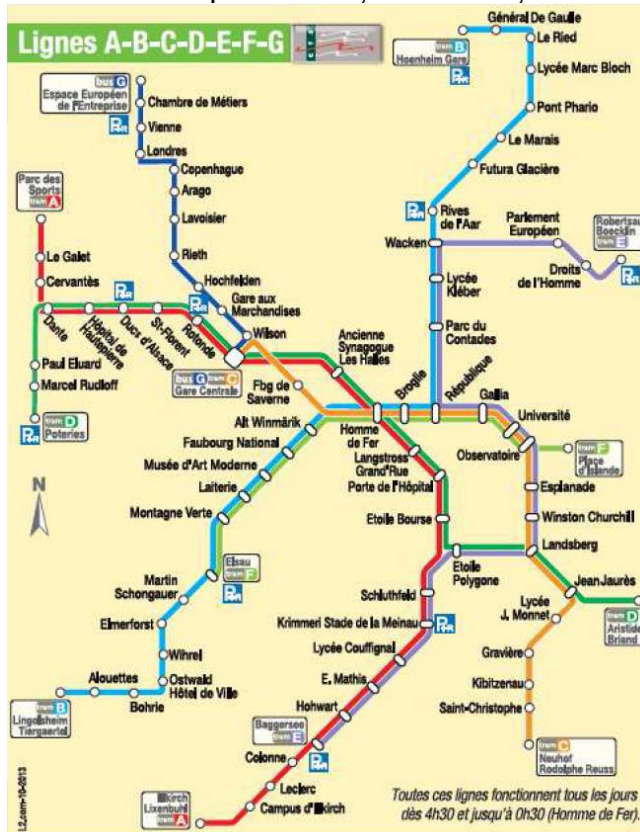
### Strong decrease of vehicle in the city center and on the access road



## D Implementation process

### D1. Stages

The CS was implemented, as follows, in the following stages:



**Stage 1:** 1994 : line A: 9,8 km

**Stage 2:** 1998 - 2000:  
extension line A +  
implementation of lines B, C  
and D: 21,4 km

**Stage 3:** 2007 – 2008:  
extension lines B, C and D +  
implementation: line E: 22 km

**Stage 4:** 2010 – 2013:  
extension lines A, C and D +  
Line F: 6,5 km

**Stage 5:** 2013:  
Implementation of a  
BusRapidTransit(BRT)-Line G

### D2 Barriers –

**Barrier:** Building the first tramline was the hardest. It was particularly difficult to convince shop owners that it was a good idea.

**Overcome:** Weekly meetings were held on the building site between the organisation building the tram line together with the affected shopkeepers and residents.

### D3 Drivers –

- **Driver 1** - As stated above the mayor of Strasbourg from 1989-1997 Catherine Trautmann won her election in 1989 with the promise of the renaissance of the tram. In the local elections in 1989 she advocated the re-establishment of the tram, while her rival Marcel Rudloff was in favour of a Metro. With her election victory, the project was realised, and it became obvious that it would play an important role in the enhancement of the cityscape of Strasbourg.
- **Driver 2** - The France-wide employer-levy called “versement transport” gives a solid basis for financing the urban public transport system (infrastructure and operation)

- **Driver 3** - An integrated approach to combine urban and transportation development was and is still realized; the Plan Déplacements Urbains (the new transportation concept from 2009) connects new building activities with the expansion of the tram network.

○ *Details: what document(s) was (were) used for answering the questions.*

All charts and pictures were taken from a presentation by Christian Berger, Direction de la Mobilité et des Transports, Service Déplacements, Communauté urbaine de Strasbourg (CUS) held at Difu-Seminar: “Attraktiven ÖPNV entwickeln unter dem Handlungsrahmen eines novellierten PBefG – Erfahrungen und Lösungen” in Berlin on 11th November 2014

Information about Catherine Trautmann

<http://www.de.strasbourg.eu/de/strassburg-entdecken/organisation-der-stadt-und-der-stadtgemeinschaft-strassburg/rathaus-von-strassburg/presentation/>

[http://de.wikipedia.org/wiki/Catherine\\_Trautmann](http://de.wikipedia.org/wiki/Catherine_Trautmann)