1. OVERVIEW

Metropolitan Toulouse has a population of around 1 200 000 (in 179 municipalities over an area exceeding 2 000km²). The rapid population growth (+ 14 % between 2004 and 2013, that is to say almost 12 000 annually) has resulted in an urban sprawl that is all the larger owing to low population density (even in the city of Toulouse). Metropolitan Toulouse now stretches over 80 km from north to south, and 60 km from east to west.

This has resulted in the standard pattern of remarkably well organised core public transport services becoming increasingly less satisfactory the further away they are from the city centre. Cars are the main form of transport, resulting in congestion on the major approach roads.

Source: Tisséo


2 This was the area designated for the above 2013 transport survey.
2. PRINCIPAL MOBILITY TRENDS IN 2013

Car use increases further away from the city of Toulouse (where half the households manage without a car):

<table>
<thead>
<tr>
<th>City</th>
<th>Average number of cars per household for metropolitan Toulouse: 1.26</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Toulouse: 0.89</td>
<td>Inner suburbs: 1.57</td>
</tr>
</tbody>
</table>

Conversely, the number of public transport season ticket holders is greater in the city centre than on the outskirts:

<table>
<thead>
<tr>
<th>City</th>
<th>Average percentage of public transport season ticket holders in the metropolitan area: 40%</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Toulouse: 58%</td>
<td>Inner suburbs: 30%</td>
</tr>
</tbody>
</table>

Cars are the main form of transport within the metropolitan area (3.8 million journeys per day), except in the city of Toulouse:

<table>
<thead>
<tr>
<th>City</th>
<th>Metropolitan area: 60%</th>
<th>On foot: 22%</th>
<th>Public transport: 13%</th>
<th>Other: 5%</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Toulouse: 40%</td>
<td>Inner suburbs: 72%</td>
<td>Outer suburbs: 78%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Journeys by public transport (tram, metro, bus) takes twice the time as journeys by car in the metropolitan area, as illustrated in the graph below:

<table>
<thead>
<tr>
<th>Average distance, duration and speed of journeys in Toulouse metropolitan area, by means of transport in 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Average distance, duration and speed of journeys in Toulouse metropolitan area, by means of transport in 2013" /></td>
</tr>
</tbody>
</table>

3. PUBLIC TRANSPORT: (SLACKENING) INCREASE IN THE NUMBER OF USERS

The percentage of journeys by public transport increased from 9% to 13% between 2004 and 2013. This large increase, especially in the centre, was matched by an increase in services, principally on the Tisséo network. It is now levelling off, notably on the coach and regional rail networks, where numbers have remained static since 2013.

The Tisséo network (Metro, Tram, Bus) is the main public transport service provider in the metropolitan area. In 2014, Tisséo accounted for almost 85% of the 508 000 daily journeys by public transport. More than half (51%) of journeys on this network were made by metro). That year, Tisséo carried 172 million passengers (2.5% more than in 2013) over 29.8 million kilometres.

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3 Bicycles, motorcycles, vans
4 This increase is principally attributable to the surface network: + 5 % by bus and + 57 % by tram, thanks to the T1 extension. Line T2 was inaugurated in 2015.
Tisséo consists of two underground railway lines (Line A - 12.5 km and 18 stations; Line B - 15.7 km and 20 stations), two tramlines (Line T1 - 15 km and 24 stations; Line T2 - 16 stations\(^5\)), 90 bus or shuttle lines and 9 demand responsive transport routes. In 2014, 45% of its users had season tickets.

**Tram and Metro network**

![Tisséo map](image)

In the same year, 12% of public transport journeys were made on the coach and the regional rail networks\(^6\).

« Arc-en-ciel » is the main coach network\(^7\). In 2014, it transported 1.8 million passengers (+ 1 % compared with 2013), 31 % of whom were season ticket holders, over 5.6 million kilometres. Almost 7 million people (+1.3% more than the previous year) travelled by rail (more than 2 200 regional trains per day (excluding weekends) and 35 railway stations or stops).

**4. ROAD TRAFFIC: STATIC AT CEILING LIMIT**

While the percentage of car use is on the wane, (64 % in 2004 and 60 % in 2013), cars remain the principal mode of transport in the metropolitan area, with 2.3 million car journeys per day in 2013. Moreover, this reduction is far from uniform: The percentage of car users has fallen dramatically in the city of Toulouse but has increased in the outer suburbs, currently accounting for 78% of journeys.

Furthermore, the increase in population figures and distances covered means that the volume of road traffic is constantly increasing. The few signs of levelling off in 2014 can be attributed to lesser overall mobility in the metropolitan area\(^8\) and to the fact that the principal routes have reached their ceiling capacity. At this stage, it is difficult to know whether such slackening is indicative of a lasting trend.

It should also be noted that in 2014, as in 2013, and despite a slight levelling off in traffic volumes, the number of road accidents increased sharply (+ 25%), as did the number of victims (+ 25%), in particular cyclists (+ 52%) and pedestrians (+ 11%). Almost 60% of accidents take place in the city of Toulouse, claiming the same percentage of victims.

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\(^5\) Most of Line T2 follows line T1, branching off for 4 km only.

\(^6\) 3% of journeys combined the Tisséo network with train or coach services.

\(^7\) The ‘Arc-en-ciel’ network consists of around 40 regular coach and special school transport services. A number of smaller coach networks such ‘TAMtam’ also provide services.

\(^8\) In the metropolitan Toulouse, the number of journeys per day and per inhabitant fell from 4.1 to 3.8 between 2004 and 2013. This reversal, following decades of increasing individual mobility, has been noted in other major French cities (Lyon, Lille, Strasbourg, Grenoble ...). It may be attributed to numerous of factors still to be examined in detail (ageing population, economic crisis, development of digital technologies, etc.).
5. PEDESTRIANS AND CYCLISTS

Walking is the second most frequent option after the automobile (22% of journeys on average in 2013). However, it is confined mainly to the city centre, being much less popular in the outer suburbs. On average, walking is relatively less popular in metropolitan Toulouse than in most other cities of comparable size (such as Marseille, Lyon, Lille or Nice) - and it is showing no sign of increasing.

In the metropolitan area, cycling remains a marginal option (less than 2% of journeys in 2013) and appears to be stable (and difficult to assess accurately). However, more people appear to be taking to the bicycle in the city of Toulouse, where 283 self-service bike hire stations (VélôToulouse) have been available since 2007. By the end of 2014, the service had 29 000 subscribers (+ 24% compared to 2013).
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