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HOME-WORKPLACE MOBILITY CHOICES IN THE TOULOUSE AGGLOMERATION

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Marie-Pierre Gleizes, Christine Régis, Elsy Kaddoum, Françoise Adreit, Stéphanie Combettes, Valérian Guivarch (IRIT)
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INTRODUCTION AND BACKGROUND

Lifestyles and work patterns are changing, mobility modes and transportation are multiplying and public policies are encouraging more sustainable mobility. Means and modes of transportation are determining criteria for "smart and sustainable cities". Their fuel consumption and emissions have an impact on global climate change and local air quality.

Which transportation modes do the inhabitants of Toulouse agglomeration prefer?

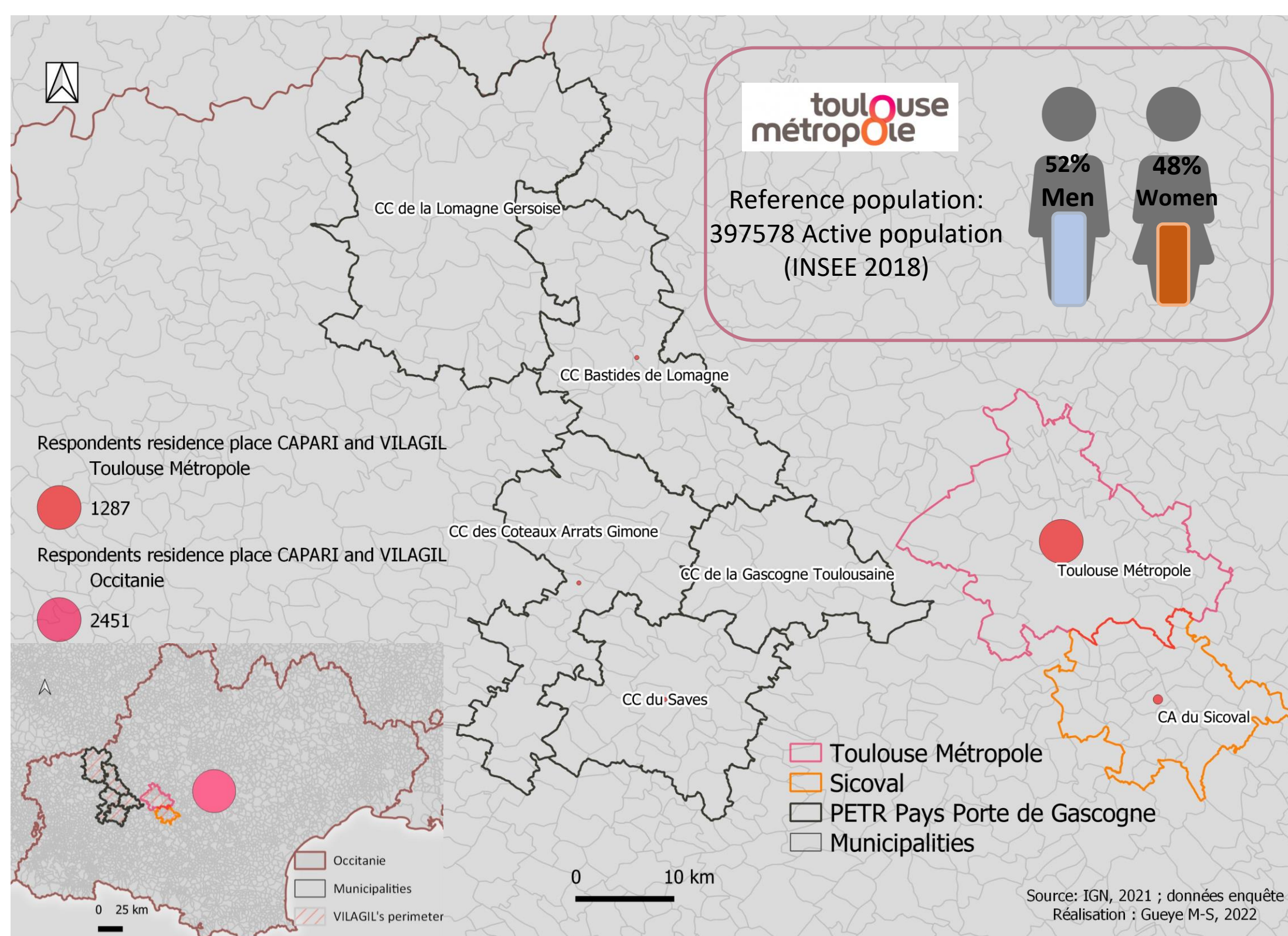
Which trends can be identified in the context of rapidly changing lifestyles?

Two research projects, CAPARI and VILAGIL, in which the team of LISST-CIEU participates, provide elements to answer these questions on mobility in the Toulouse agglomeration.

The first project focused on the users of university campuses. The second one studies the users of third places* (Oldenburg, 1989) in the agglomeration.

These two populations were studied by two surveys on their mobility practices.

* Third-place: an intermediate space between the place of work and residence.



These data address only the territories of Toulouse Métropole and the campuses of the universities Jean Jaurès (UT2J) and Paul Sabatier (UT3).



METHODOLOGY OBJECTIVES

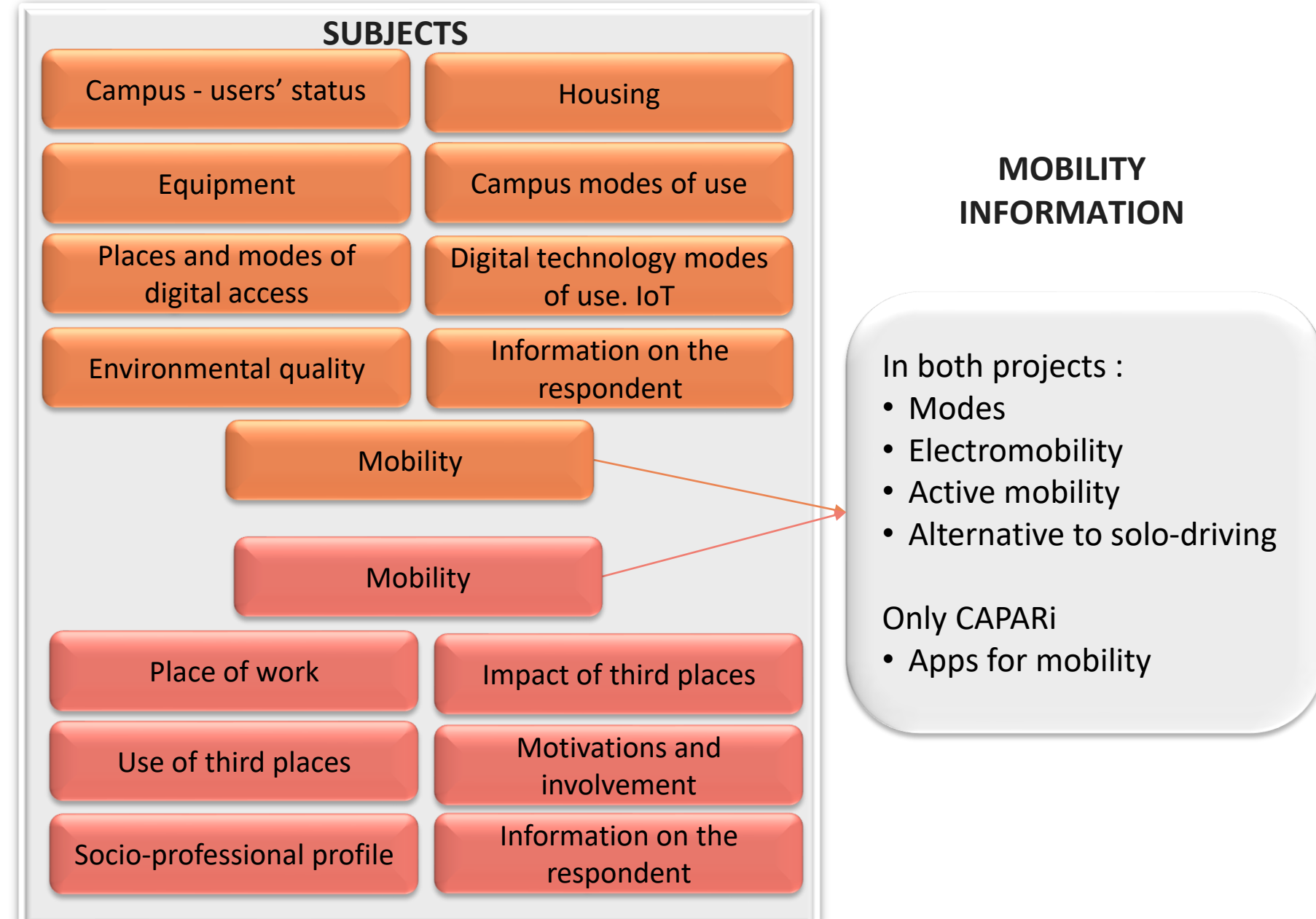
Two surveys were carried online and face-to-face. In 2019, CAPARI was aimed at students, professors, researchers and administrative staff on three campuses in the Occitanie region and one campus in Colombia. In 2021-2022, VILAGIL was aimed at users of third places in Toulouse agglomeration. The two surveys included similar questions on mobility.

CAPARI (2018-2020), "smart and sustainable" university campuses

Objective: Address the usage modes of the campus and digital technologies in daily life for a participatory development of prototypes that improve life, taking into account the challenges of sustainable development, including mobility.

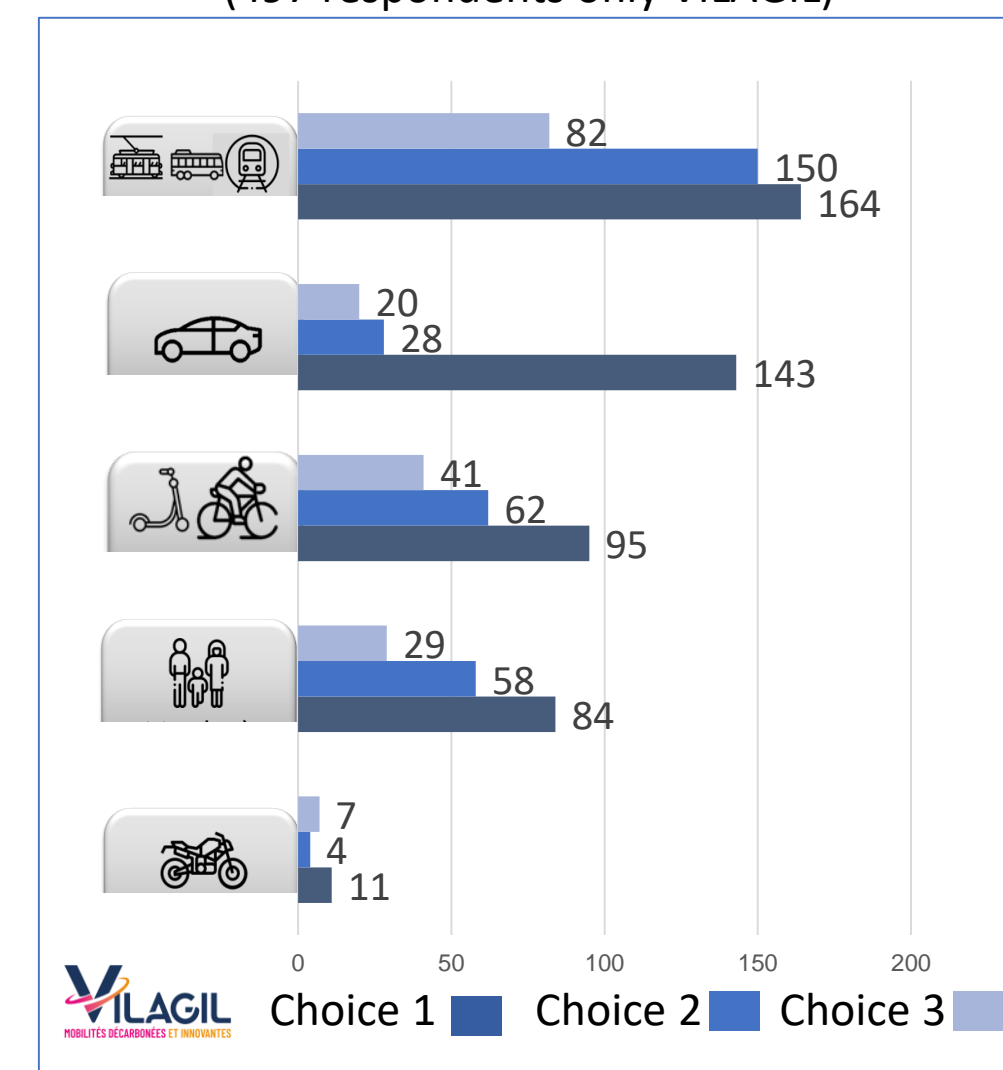
VILAGIL (2020-2030), new mobilities for a sustainable territory. Uses of third places.

Objectives: Understand current and future mobility practices. Question the territorial impact of third places in local development and their impact on home-workplace mobility.

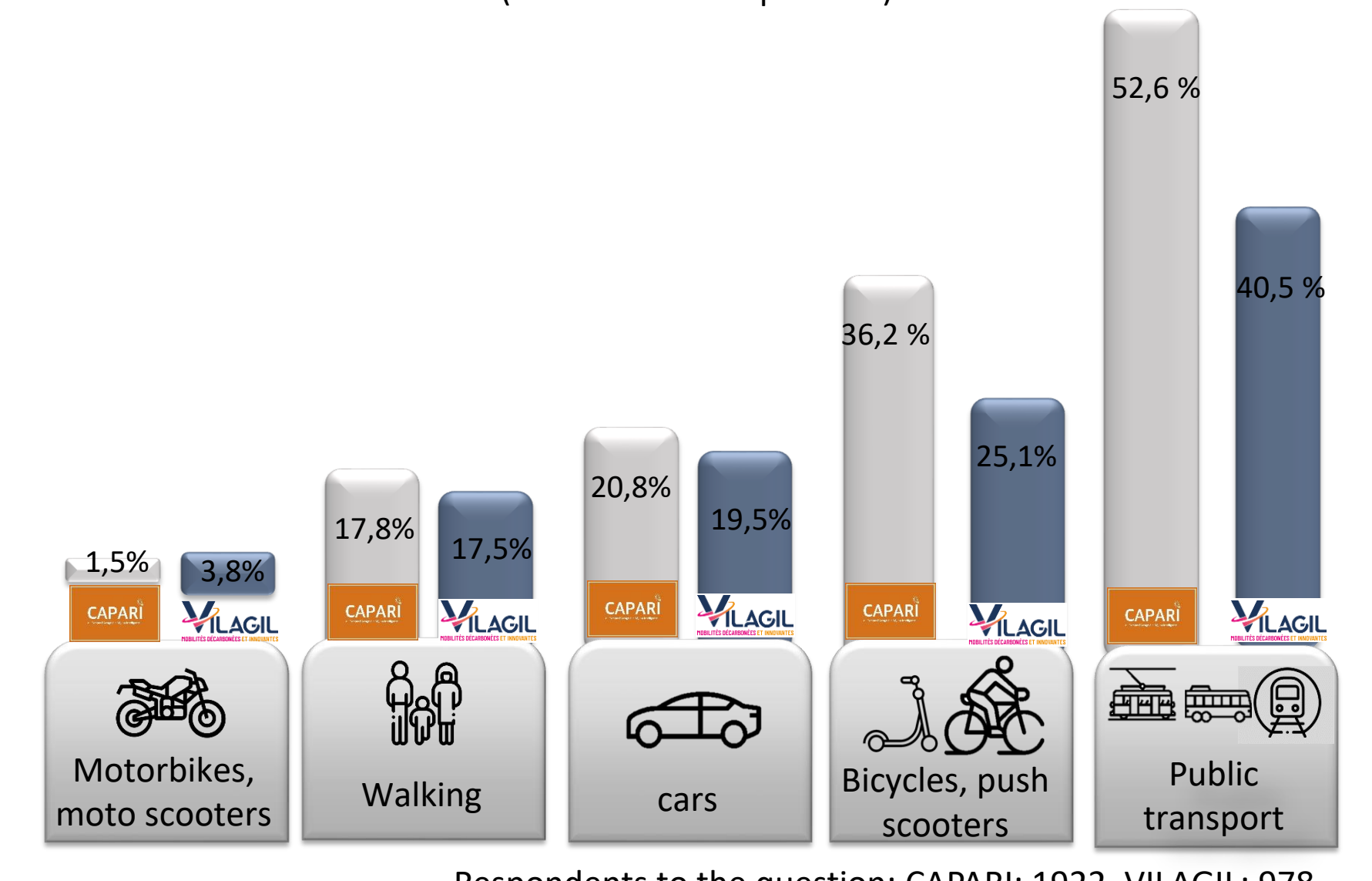


Means and modes

NUMBER AND ORDER OF TRANSPORT MODE CHOICES PER INDIVIDUAL
(497 respondents only VILAGIL)



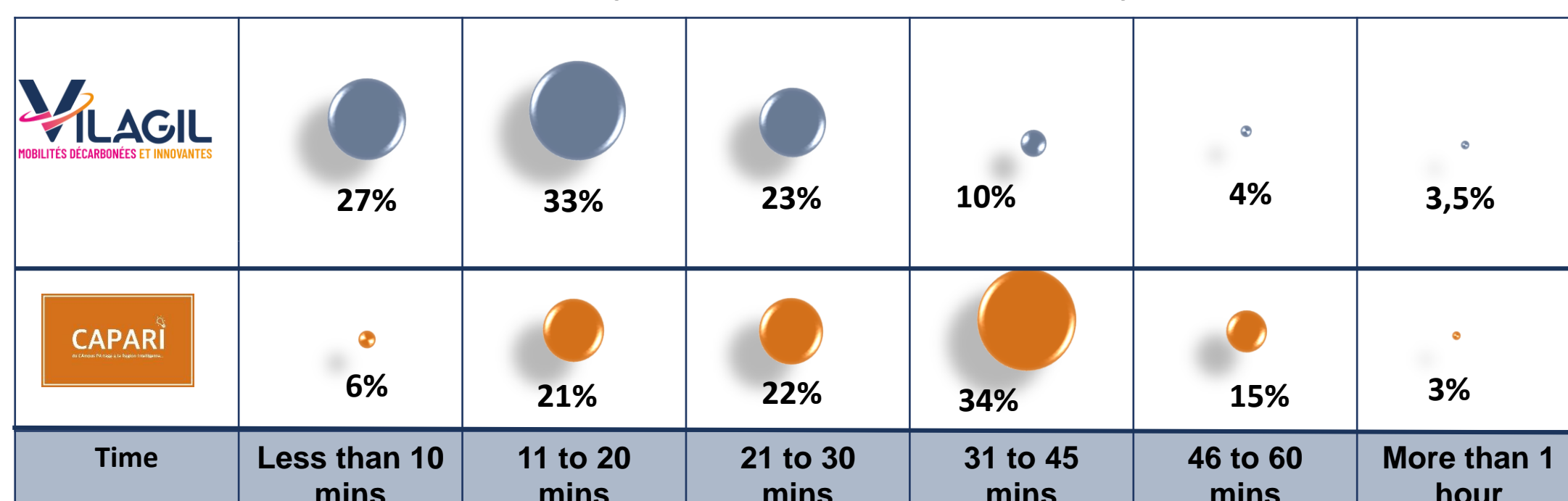
MOST USED MEANS AND MODES OF TRANSPORT
(Several answers possible)



Going, coming to the university or to a third place, public transport remains the choice of the majority, especially the use of the metro. Active modes (bicycles, push scooters, walking) are well represented within short travel times. Nevertheless, car use remains very significant.

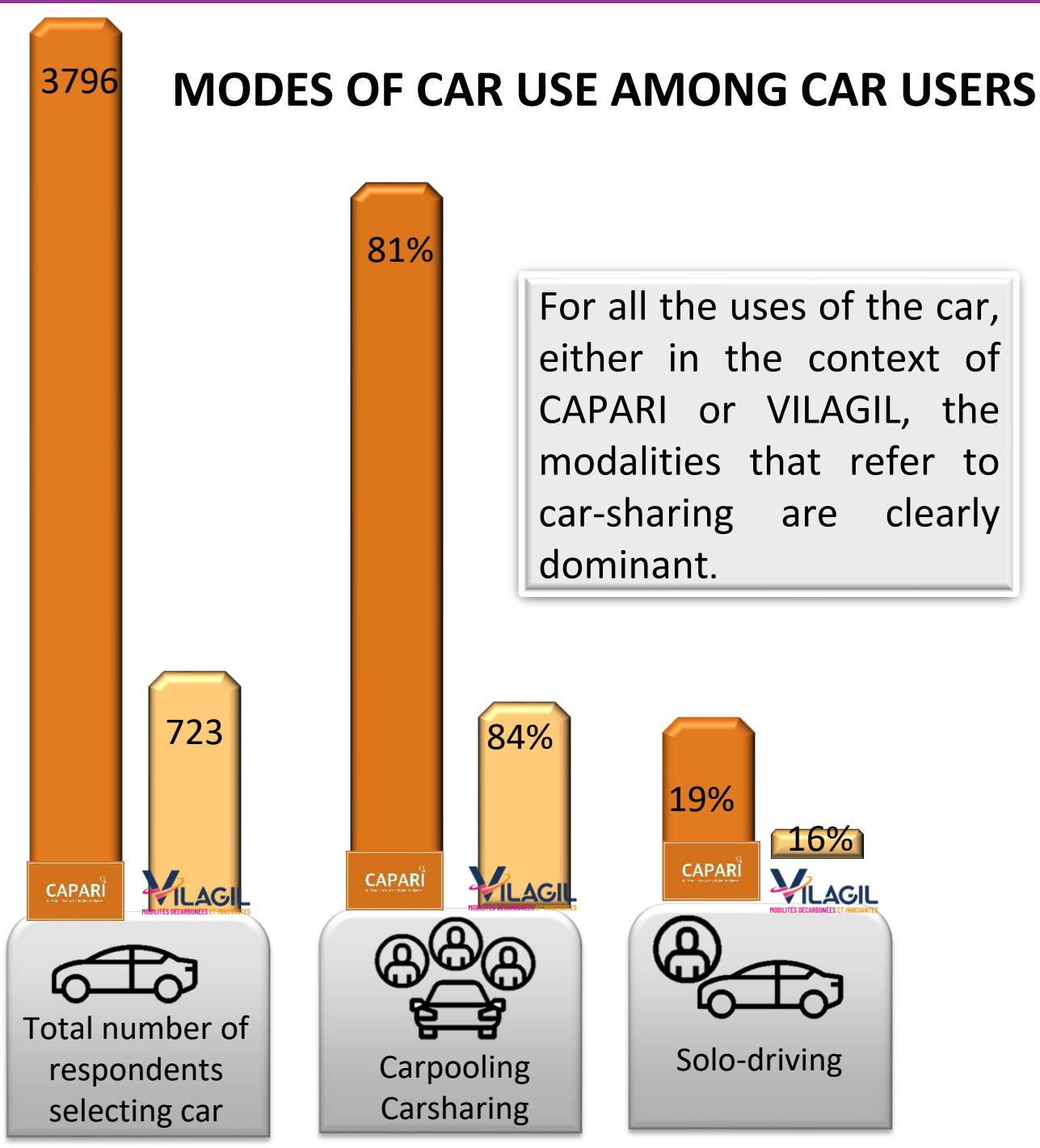
Travel time

HOME - WORKPLACE (UNIVERSITY, THIRD PLACE) TRAVEL TIME



These results show that the majority of people have a suitable travel time to ensure good health, family balance and promote work performance. Furthermore, the offer of third places allows users to use the nearest ones, which explains why the travel time is a little longer for the university community.

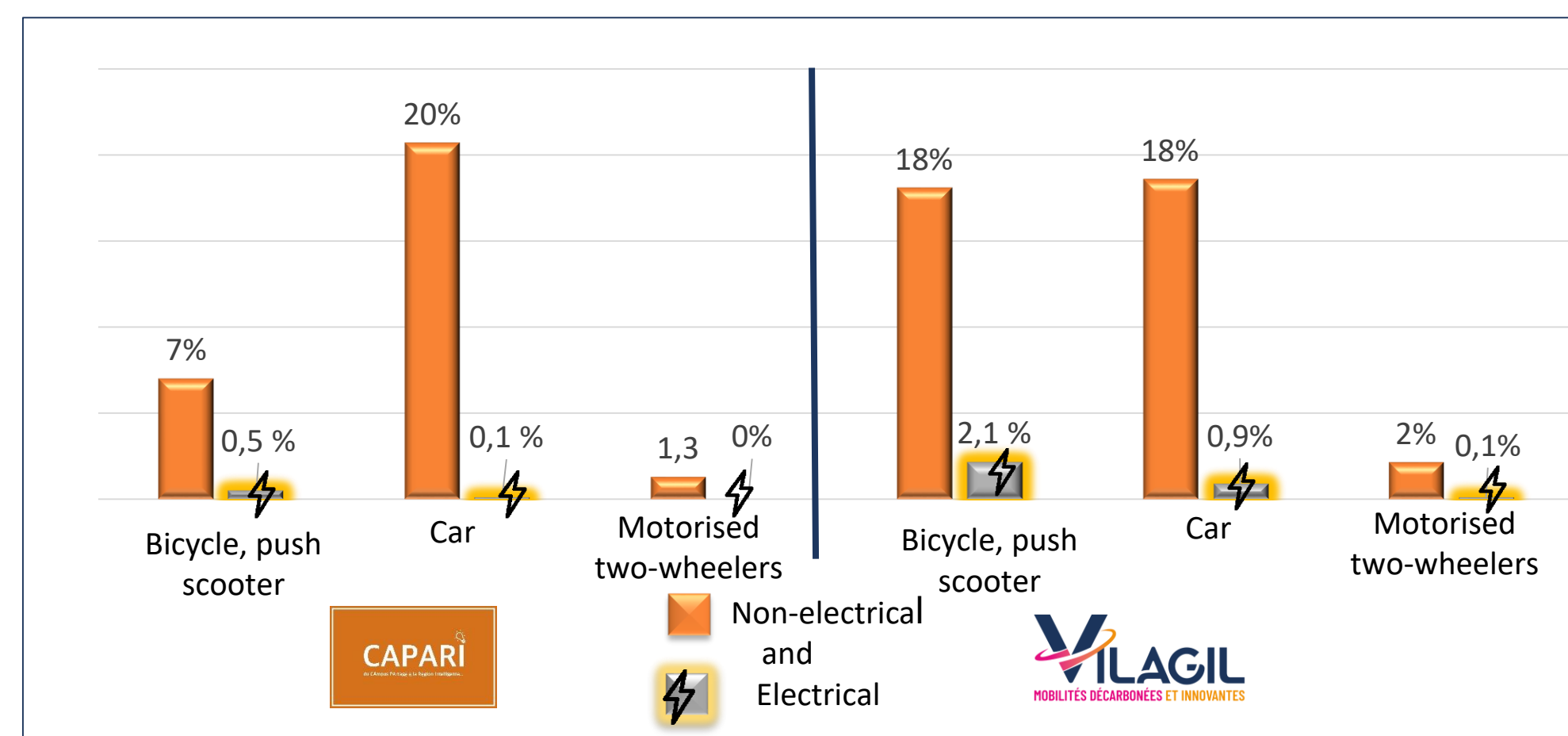
Modalities of car use



For all the uses of the car, either in the context of CAPARI or VILAGIL, the modalities that refer to car-sharing are clearly dominant.

Electromobility

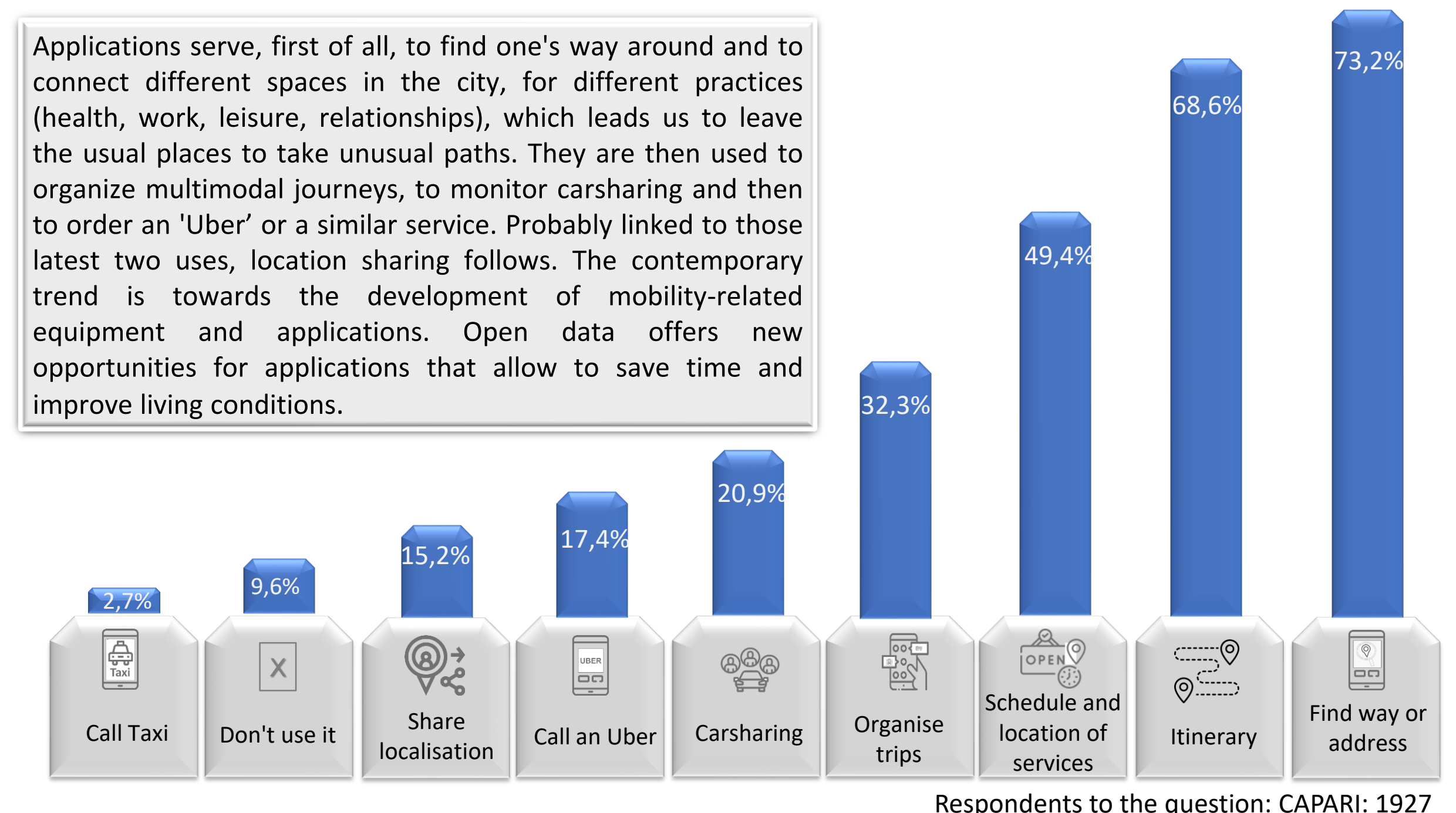
SHARE OF CHOSEN ELECTROMOBILITY



The share of chosen electromobility (without taking into account public transportation) versus more polluting modes (car, motorbike, motor scooter) remains very low. There is a more significant electrification trend in active modes, which may correspond to an improvement of comfort and travel time.

Mobility APPS.

USE OF DIGITAL APPS FOR MOBILITY



Applications serve, first of all, to find one's way around and to connect different spaces in the city, for different practices (health, work, leisure, relationships), which leads us to leave the usual places to take unusual paths. They are then used to organize multimodal journeys, to monitor carsharing and then to order an 'Uber' or a similar service. Probably linked to those latest two uses, location sharing follows. The contemporary trend is towards the development of mobility-related equipment and applications. Open data offers new opportunities for applications that allow to save time and improve living conditions.

The challenge is to relieve intra-metropolitan traffic congestion, to promote public transportation and active travel modes in order to reduce the car dependency and solo-driving particularly. Commuting to and from work represents a major part of daily mobility and acting on these travels is essential to promote more sustainable mobility.

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