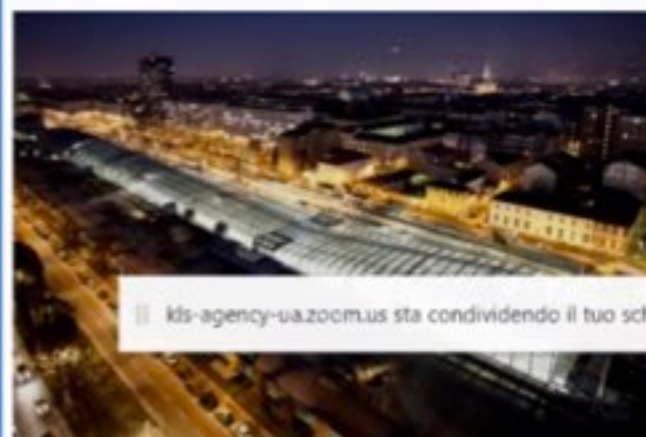
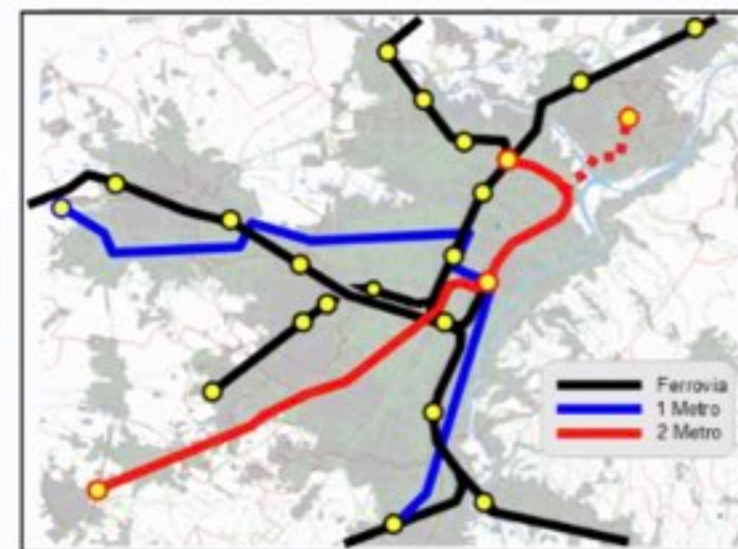
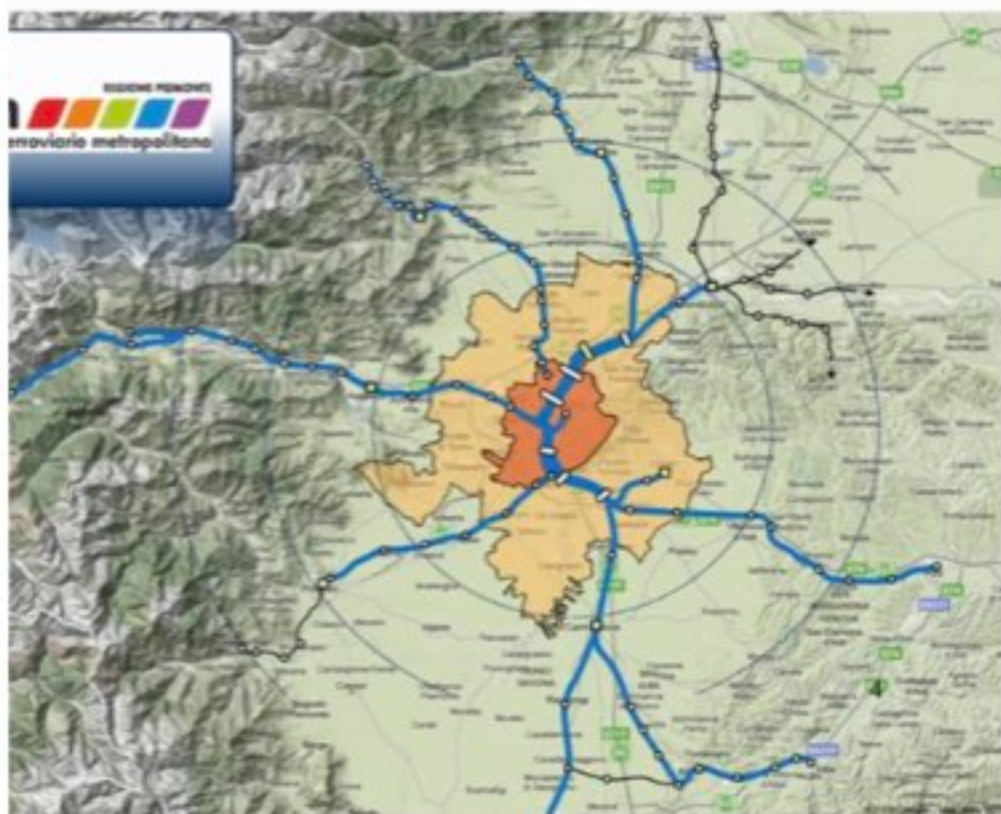




EVOLUTION OF THE NETWORK

M 2000 TO 2030



IMPROVEMENTS IN THE BUS NETWORK AT DIFERENT REGIONAL LEVELS

Old bus network (Organic Spaghetti)

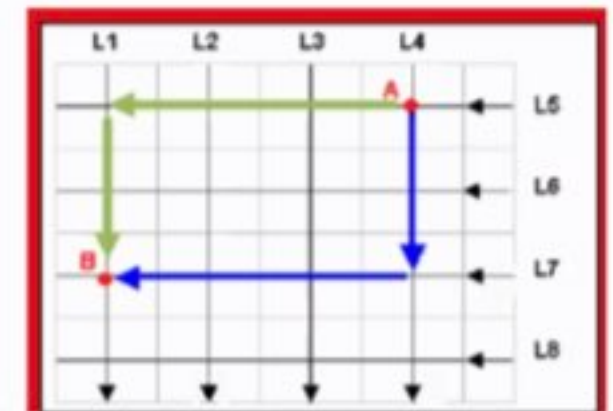


New ortogonal bus network



Ortogonal Principles:

- 1) Easy to understand
- 2) The whole city is reachable with only one transfer
- 3) Increase of comercial speed due to linial path routes
- 4) Isotrophy
- 5) A few convencional lines have been kept for diferent reasons



INTERCHANGE NODES

Kyiv questiome

What are your suggestions to be considered for the Kyiv Metropolitan Area public transport reform design?

Many Services one Interchange Node

Pay attention to the design of the interchange nodes which must, at least, be:

- efficient, easily accessible and usable, integrate the various modes of mobility
- perform functions useful for the development of sustainable mobility
- safe and pleasant to stay



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Interrompi condivisione

Nascondi

ADMINISTRATIONS RESPONSIBLE



Metropolitan express network (AMB)

ATM Àrea de Barcelona
Autoritat del Transport Metropolità

Barcelona

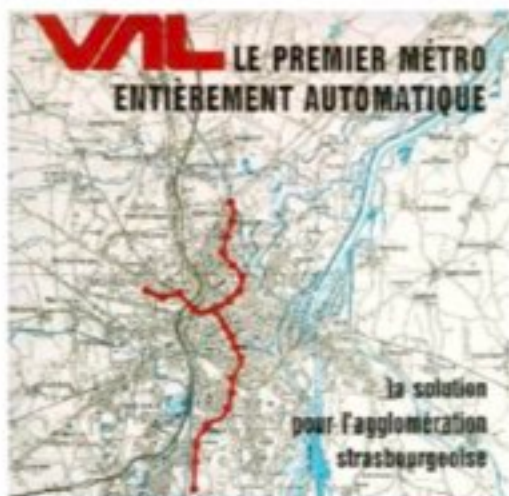
Map showing the network of commuter train lines (Rodalies de Catalunya) radiating from Barcelona. The map includes lines to Berga, Manresa, Terrassa, Sabadell, Igualada, Vilafranca del Penedès, St. Sadurn d'Anoia, St. Pere de Ribes, Vilanova i la Geltrú, Sitges, Caldes de Montbui, Santmanat, Polinyà, Ripoll, Gironella, Parets del V., Mollet del V., Mataró, and Sitges i Riells.

Regional express network (TES)



Orthogonal BCN network (TMB - Barcelona)

Métro contre tram





Missions de l'Eurométropole

- Définir la politique de déplacements tous modes
- Aménager les voiries
- Définir l'offre de transport public (tracé, fréquence, amplitude horaire...)
- Décider des investissements nécessaires, les réaliser (voiries, arrêts bus) ou les faire réaliser (infrastructures TCSP, matériel roulant)
- Décider l'offre tarifaire et son évolution
- Contrôler la gestion de l'exploitant (AOM et actionnaire)
- Relation autres AOM, interface TC/autres modes

Missions de la Compagnie de Transport Strasbourgeois, Société Publique Locale

- Assurer la gestion du service public de transport dans le respect du contrat de concession
- Délégation de maîtrise d'ouvrage TCSP
- Intermodalité notamment via filiales (Strasbourg Mobilités)

Missions des communes

- Définir les règles de circulation et de stationnement (arrêtés)



Ronan GOLIAS

Strasbourg.eu
eurométropole



Strasbourg.eu
eurométropole

La politique des déplacements de
L'Eurométropole de Strasbourg

Conseil de l'Europe / Kyiv

21/06/2022



Ronan GOLIAS

AGENZIA DELLA MOBILITA' PIEMONTESE [AMP] IS A PUBLIC BODY. IT EXERCISES, IN THE FORM OF CONSORTIUM, FUNCTIONS OF LOCAL AUTHORITIES ON PUBLIC TRANSPORT.



WE ARE

may 2003
birth of the
Torino
metropolitan area
Agency



32
MUNICIPALITIES

november
2015
transformatio
n
into a regional
agency



1181
MUNICIPALITIES

**Torino Metropolitan
Area**

Piemonte Region



1.56 **INHABITANTS**
(millions)
838 **SURFACE**
(km2)
1851 **DENSITY**
(inhabitants/km2)

4.36 **INHABITANTS**
(millions)
25.387 **SURFACE**
(km2)
174 **DENSITY**
(inhabitants/km2)

886.837 **Turin inhabitants**

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Interrompi condivisione

Nascondi

Mai



PROPOSALS – STRATEGIC LINES OF ACTION

2) CREATE HIGH PERFORMANCE BUS LINES WITH HIGH FREQUENCY & CAPACITY

- 1) Priority corridors to ensure a high average speed
- 2) Intermodality with Metro and Railway stations
- 3) Departures every 10-12 minutes



- Lines with an Express character with non-stop direct line sections.
- Good coverage and capillarity at the place of origin and direct connection with the place of destination.
- In many cases it is a complement to existing lines so that the effective supply of public transport is multiplied.
- Enhanced service at peak times in the most in-demand vector

Un peu de pédagogie



177 voitures



3 bus



1 tram



PROPOSALS – STRATEGIC LINES OF ACTION

4) IMPROVE USERS INFORMATION SYSTEMS

The stops and shelters equipped with PANELS WITH REAL-TIME INFORMATION on the arrival of the bus



REAL-TIME
INFORMATION:
AMBtempsbus in
smartphones
and internet



PROPOSALS – STRATEGIC LINES OF ACTION

3) CREATE DEMAND RESPONSIVE TRANSPORT (DRT) IN LOW DENSITY AREAS

- 1) Define the DRT type for each low density area
- 2) Encourage the use of technology
- 3) Guarantee of service at a reduced cost for the administration



PROPOSALS – STRATEGIC LINES OF ACTION

4) IMPROVE INTERMODALITY

- 1) Seamless mobility
- 2) Improve the information
- 3) Include micro mobility and sharing transport systems
- 4) MaaS

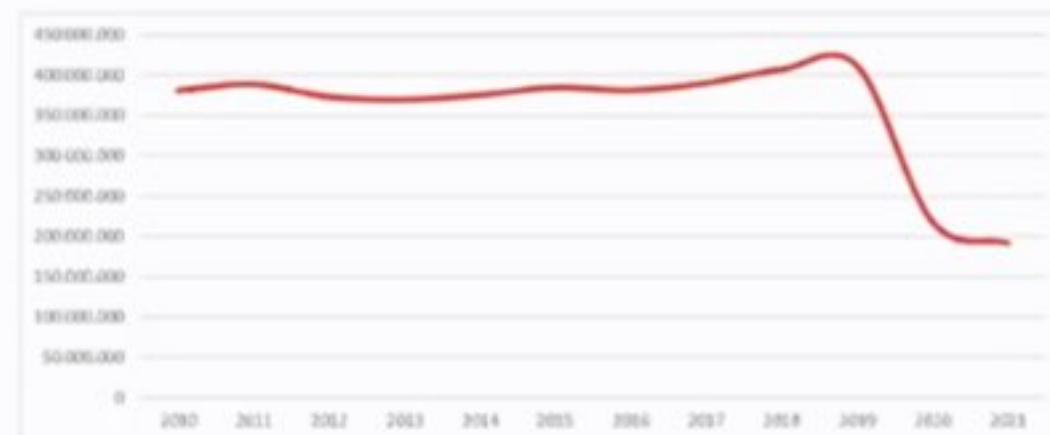


PUBLIC TRANSPORT DEMAND

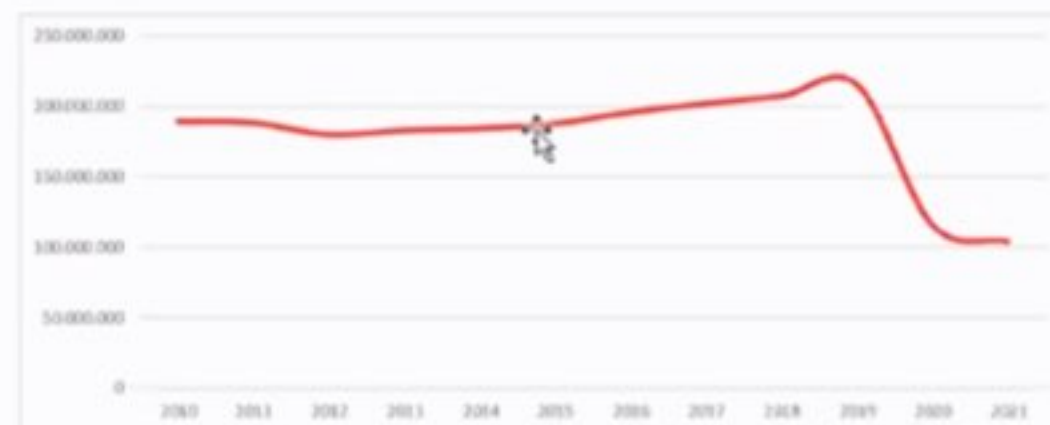
730 M
passengers
2019



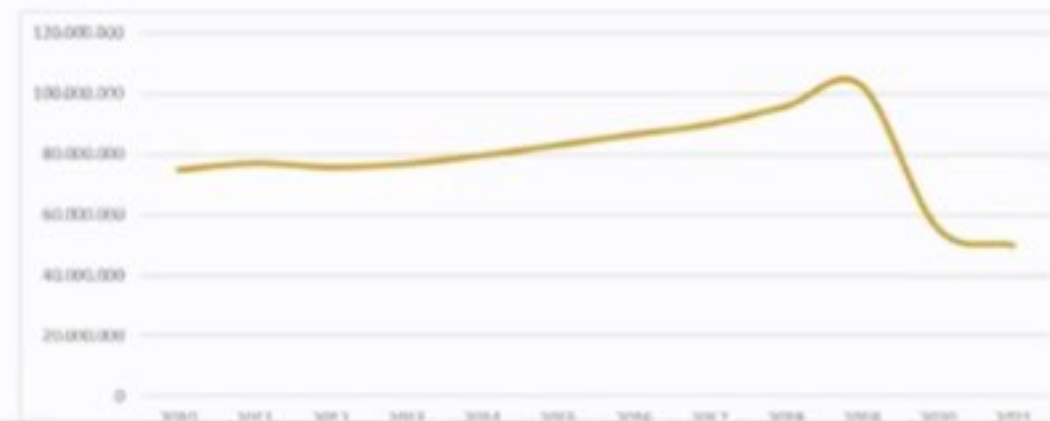
Metro



Bus (TMB)

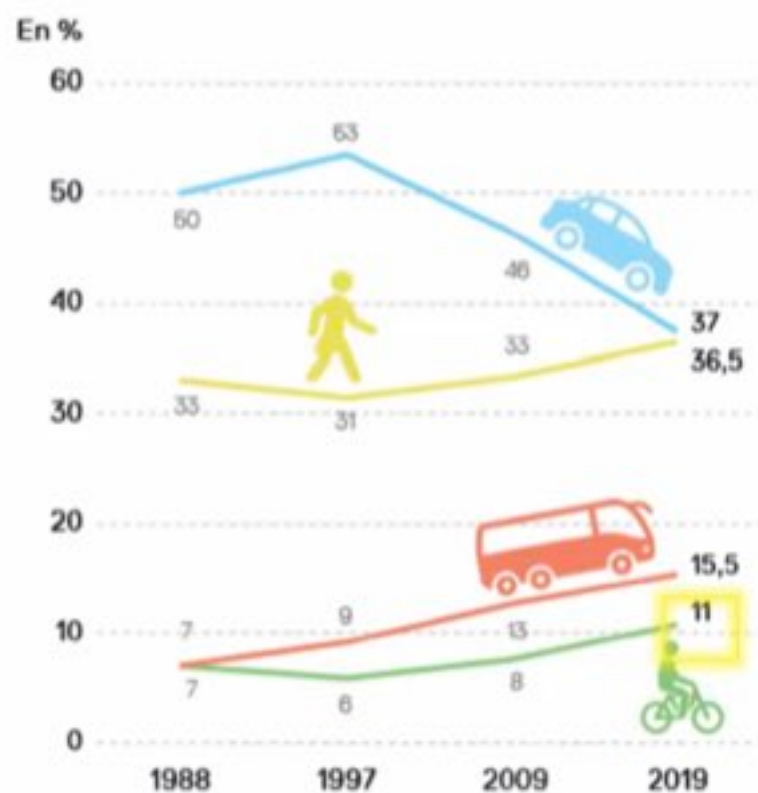


Metropolitan Bus
(Indirect
management)

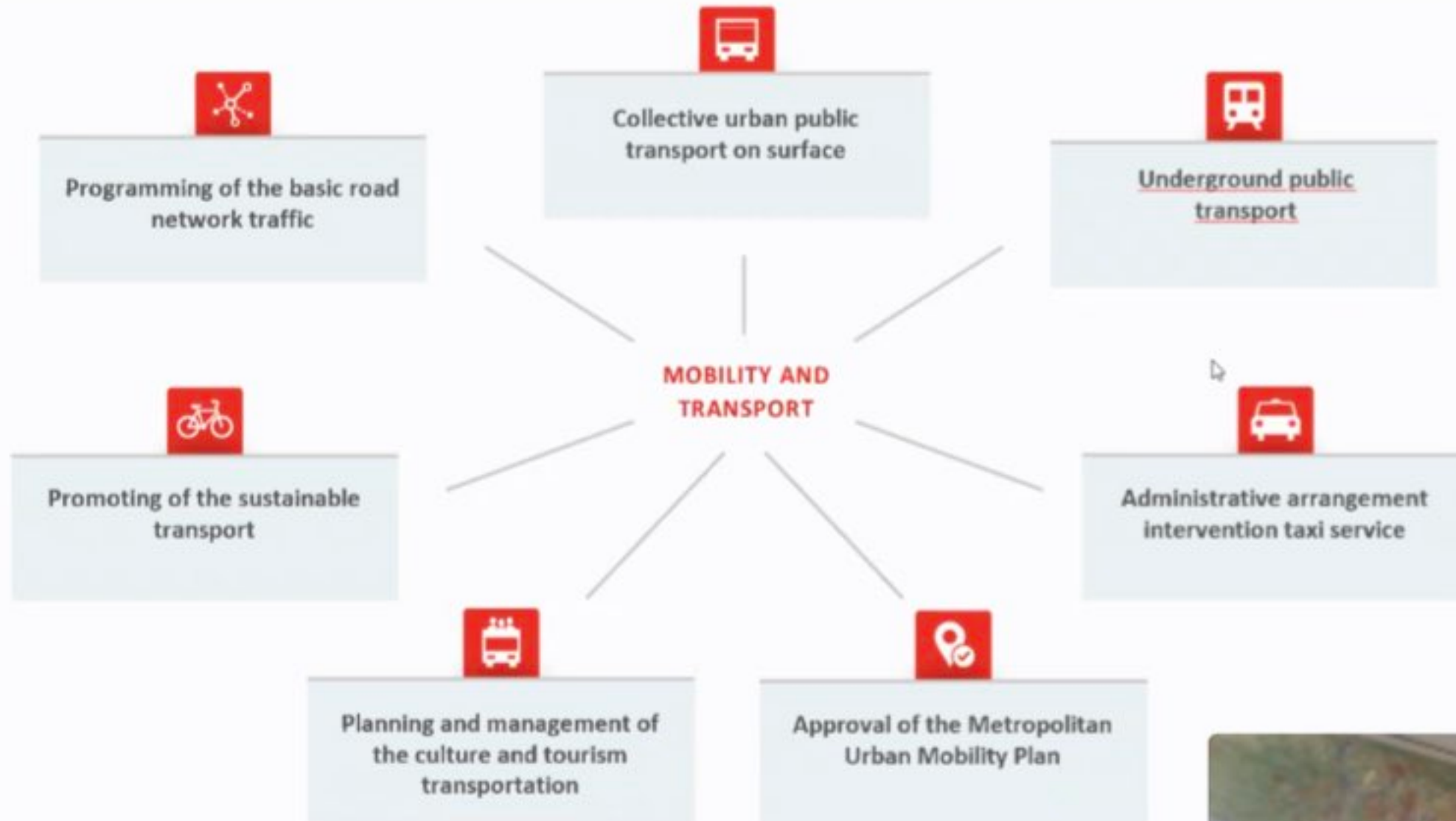


Des objectifs ambitieux d'évolution des parts modales sur l'Eurométropole

Évolution des parts modales lors des quatre enquêtes Mobilité



NEW METROPOLITAN GOVERNMENT - POWERS



Metropolitan governance of the public transport system

MOBILITY AND TRANSPORT

