



# **MOBILITY SURVEY REPORT FOR THE COUNCIL OF EUROPE**

ACROSS project (National Research Fund of  
Luxembourg - FNR)

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## THE ACROSS PROJECT

The **ACROSS** project (Assessing the Socio-Cultural Effects on Mobility Behaviours in Cross-Border Areas) is a research project funded by the National Research Fund of Luxembourg (FNR) under the CORE programme of FNR, a competitive funding with international peer-review of submitted projects. The project aims to investigate the influence of geographical location, sociological position and personal attitudes on individual's mobility behaviour. Based on our literature review, a population with socio-cultural differences, high-skilled (to maximize mobility abilities and minimize economic constraints on behaviours) and sharing the same working area (to "control" geographical variability) is very convenient to meet our study purpose. As the EU officials and temporary agents working in Brussels, Luxembourg and Strasbourg seem to meet all these criteria, we hence contacted related Institutions.

The composition of the research teams contains: CEPS/INSTEAD (Luxembourg), LIVE (Université de Strasbourg, CNRS, France) and METICES (Université Libre de Bruxelles, Belgium), for which all these public research institutes are specialized in social science and / or urban studies. This survey report aims to provide a descriptive statistics of the respondents, focusing on the socio-demographic characteristics, mobility practices, frequency of activity participations and representation of the city of Strasbourg.

The main objective of the survey is to gather individuals' mobility practices and individual attitudes of the city. Hence, the questionnaire focuses on these questions with respect to individual's attitude and related mobility practices. The survey was conducted on a volunteer and confidential basis for the employees of the Council of Europe (COE) for which the protocol of web survey was designed. The survey was done in October 2012 with the agreement of COE. We have collected 145 valid questionnaires. Due to the lack of information about total employees of COE, this current analysis is based on these 145 non-weighted validated questionnaires.

The socio-demographic characteristics of the respondents are presented in Table 1. 76% respondents are females. For age classes, 39% and 35% of the respondents are the age classes of 35-44 and 45-55 years, respectively. For household size, 34% lives in a 4 person household, 21% and 17% in a two and three person household, respectively. 15% lives alone. Regarding the number of children less than 15 years old in the household, 48% has no children, 20% and 22% have one and two children, respectively. Similarly for the number of teenagers in the household, 69% has no teenagers in the household, 16% and 8% have one and two teenagers in the household. Concerning marital status, 76% of the respondents live in couple and 22% are singles.

**TABLE 1. Socio-demographic characteristics of the respondents of COE**

Variables		N	%	Mean
Gender	male	35	24.1	
	female	110	75.9	
Age class	25-34	14	9.7	46.7
	35-44	57	39.3	
	45-54	51	35.2	
	>=55	18	12.4	
	<i>non-response</i>	5	3.5	
Household size	1	22	15.2	3.1
	2	31	21.4	
	3	24	16.6	
	4	49	33.8	
	>=5	16	11.0	
	<i>non-response</i>	3	2.1	
Number of children (under 15 years old)	0	70	48.3	0.8
	1	29	20.0	
	2	32	22.1	
	3	7	4.8	
	<i>non-response</i>	7	4.8	
Number of teenagers (>=15 years old)	0	100	69.0	0.4
	1	23	15.9	
	2	12	8.3	
	3	4	2.8	
	<i>non-response</i>	6	4.1	
Marital status	couple	110	75.9	
	single	32	22.1	
	<i>non-response</i>	3	2.1	

The average work trip travel time is 27.3 minutes with a standard deviation of 18.0 minutes. Concerning the mode choice of work trip, it is shown that car and public transport are the two main modes, representing around 50% and 24 %, respectively (*cf. Table 2*). It is interesting to find that 'bike' represents 19%, and a total of 26% for walk and bike.

**TABLE 2. Transport mode for work trip**

Mode	N	%
On foot	9	6.2
Bike	28	19.3
Car	72	49.7
Public transport	35	24.1
Others	1	0.7
<b>Total</b>	<b>145</b>	<b>100.0</b>

As for the use of parking facilities, Table 3 shows that 97% respondents don't use Park-and-ride facilities to work. 48% respondents have parking facilities near or at workplace in which only 12% is free. However, about a half of the respondents (49%) declare that the parking facilities near or at workplace are not available (*cf. Table 4*).

**Table 3. Use Park-and-ride facilities for work**

Use Park-and-ride facilities for work	N	%
Yes	3	2.1
No	141	97.2
<i>Non-response</i>	1	0.7
<b>Total</b>	<b>145</b>	<b>100.0</b>



**TABLE 4.** Parking facilities near or at workplace

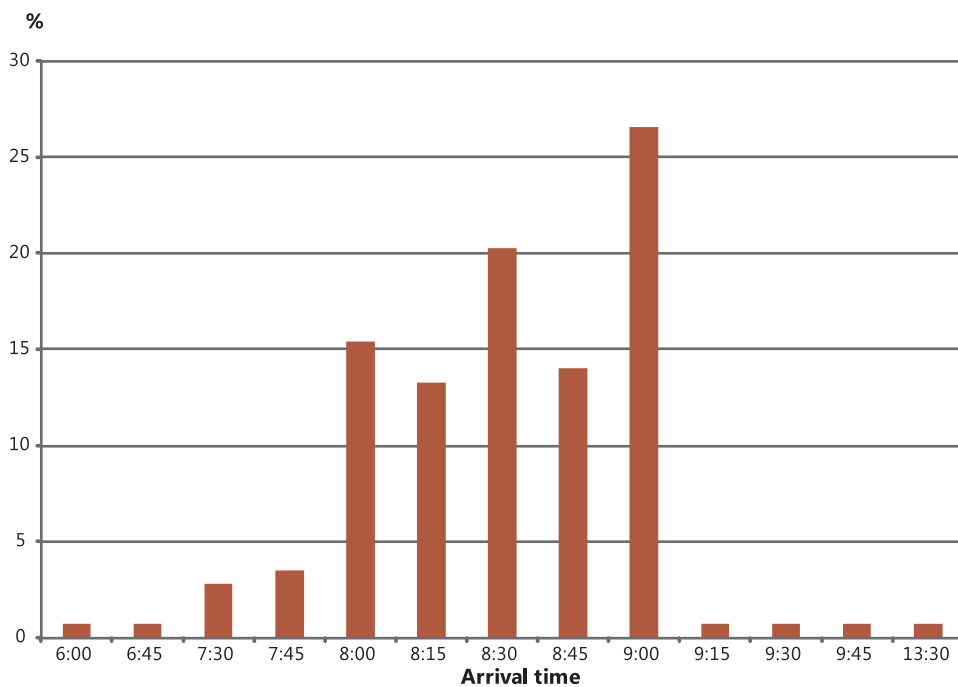
Parking facilities near or at workplace	N	%
Free	18	12.4
Paying	51	35.2
Not available	71	49.0
<i>Non response</i>	5	3.5
<b>Total</b>	<b>145</b>	<b>100.0</b>

Concerning the temporal aspect of travel behaviour, 88% respondents have flexible work time which allows them to better schedule their daily activities. The distributions of arrival and departure times at workplace are presented in Figure 1 and 2, respectively. It is shown that most respondents arrive between 8:00 and 9:00 with a peak of 27% around 9:00. Only 2.8% arrives after 9:00. For departure time from workplace, the result indicates that most respondents (69%) leave their workplaces between 17:00 and 18:00. The peak departure time is around 18:00 (30%).

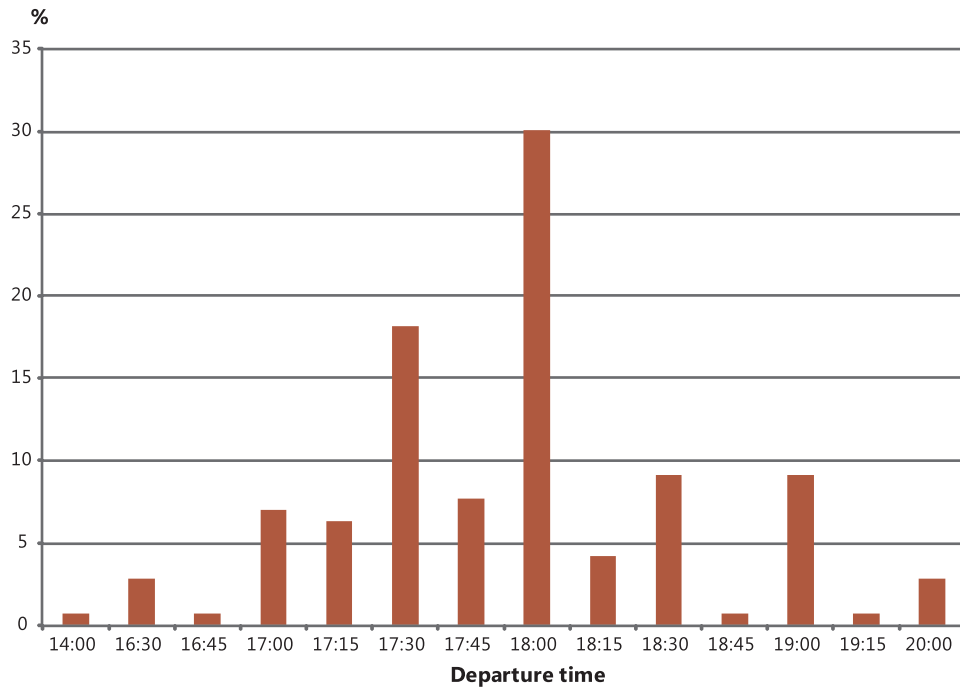
**TABLE 5.** Flexible work time

Flexible work time	N	%
Yes	127	87.6
No	17	11.7
<i>Non-response</i>	1	0.7
<b>Total</b>	<b>145</b>	<b>100.0</b>

**FIGURE 1.** Arrival time at workspace



**FIGURE 2.** Departure time from workplace



As for the number of cars in the household, Table 6 shows that most respondents have at least one car in the household (89%). 50% of respondents have at least two cars. Only 9% of respondents have no car in the household. Though most respondents have at least one car in the household, it is interesting to notice the high subscription rate of season ticket of public transport (79%) (cf. Table 7).

When regarding the attitude of the respondents for the economic / energetic / environmental characteristics of car and public transport, it is shown that most respondents consider car is rapid, expensive and convenient but polluted transport mode. Around 46% of respondents have no positive / negative attitude about the fatigue and danger of use of car. Only 32% of respondents consider car is a dangerous transport mode.

For public transport, most respondents consider it as an ecological, convenient, safe and punctual mode. 48% and 44% of respondents think that it is a rapid but expensive mode. The result indicates the image of the public transport service in Strasbourg is generally positive with respect to these criteria.

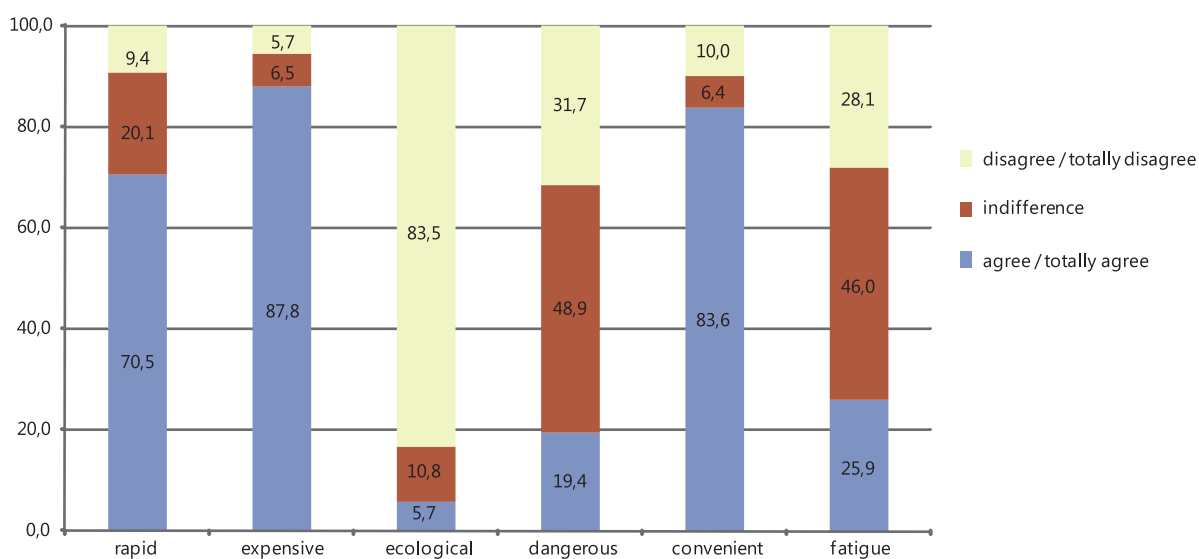
**TABLE 6.** Number of cars in the household

Numbers of cars in the household	N	%
0	13	9.0
1	56	38.6
2	63	43.5
3	8	5.5
4	2	1.4
<i>non-response</i>	3	2.1
<b>Total</b>	<b>145</b>	<b>100.0</b>

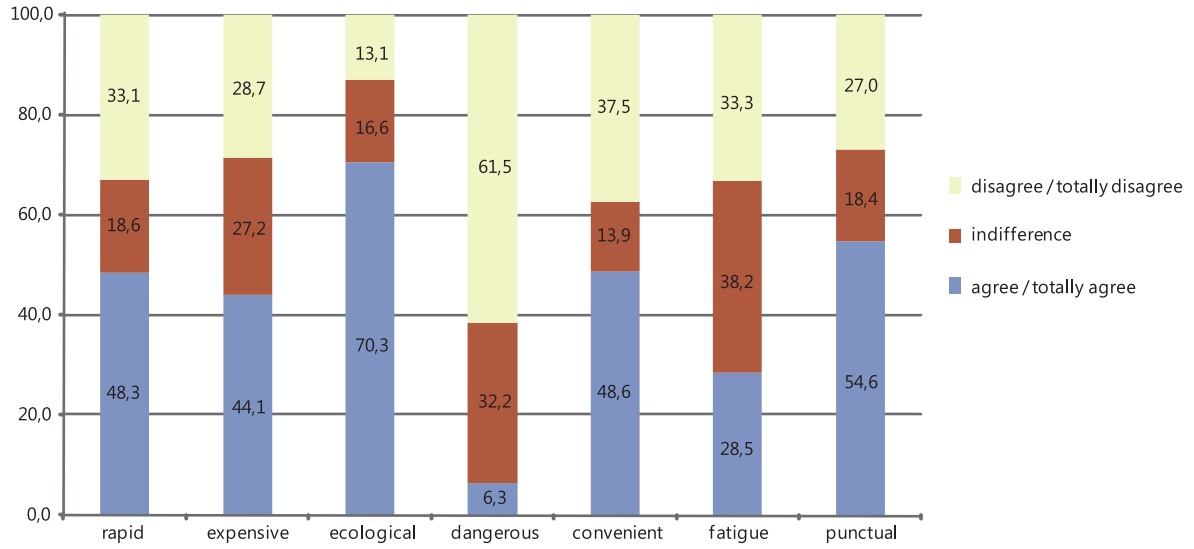
**TABLE 7.** Subscription of season ticket of public transport

Subscription of season ticket of public transport	N	%
Yes	30	20.7
No	115	79.3
<b>Total</b>	<b>145</b>	<b>100.0</b>

**FIGURE 3.** Attitude towards car



**FIGURE 4.** Attitude towards public transportation



The distribution of trip purposes is presented in Table 8. The respondents are asked to report their activities realized at least once in a month. 'Visiting friends' (85%), 'Go to restaurant' (81%), 'Sport'(70%) and 'Shopping' (68%) are the four main reported activity purposes. We can find 'Associative activities' (7%), 'Accompanying children to school' (9%) and 'Cinema and Museum' (14%) and 'Personal business' (23.45%) apparently less conducted by the respondents. Note that among the activities in the list, the respondents were asked to report only five activities by giving additional information about its destination, mode choice and accompanying persons.

**TABLE 8.** List of activities realized at least once in a month

Activities type	N	%
<b>Shopping</b>	<b>98</b>	<b>67.6</b>
Associative activities	10	6.9
<b>Sport</b>	<b>101</b>	<b>69.7</b>
<b>Visiting friends</b>	<b>123</b>	<b>84.8</b>
Visiting family	26	17.9
Accompanying children for school	13	9.0
Accompanying children for activities	60	41.4
<b>Restaurant</b>	<b>117</b>	<b>80.7</b>
Bar	2	1.4
Cinema	14	9.7
Museum	6	4.1
Personal business	34	23.5

The purpose of individual attitude survey is to see what the most important sites of the city of Strasbourg are and the relationship with individual's cognitive attitudes. The respondents were asked to cite five most important sites of Strasbourg for them and their attitudes toward these sites in terms of physical characteristics, visiting frequency, social reason and positive / negative emotions for the site. We first look at the 1<sup>st</sup> ranked site. Cathedral (41%) and Council of Europe (18%) are two most important sites of Strasbourg for the respondents. It follows, with a deep frequency drop, European Institutions (4%), Place Kléber (3%) and Robertsau (3%). Other reported sites are listed in Table 9 for which we can see the working places and cultural activity places clearly are most important places of the city for the respondents.

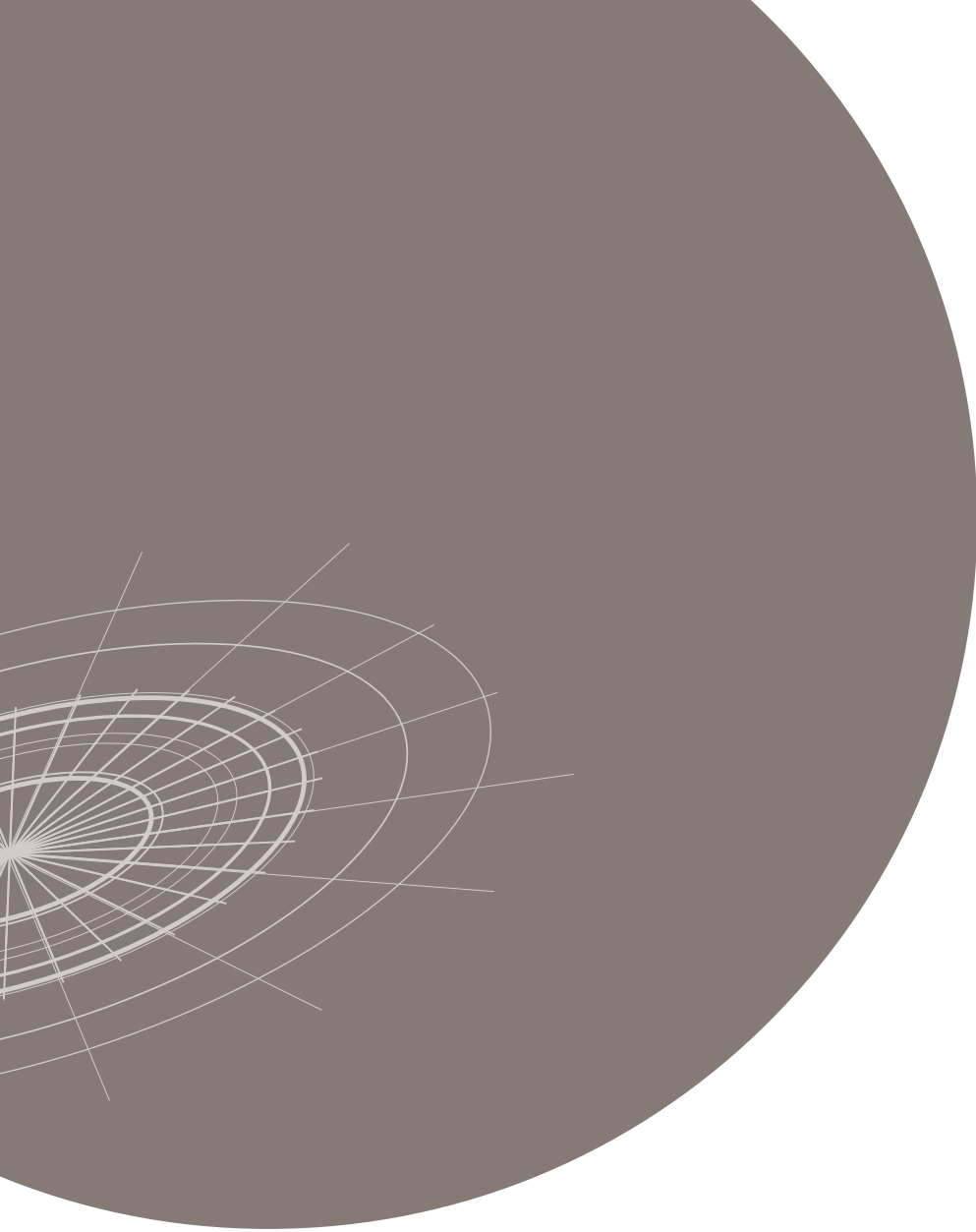
**TABLE 9.** Most important (ranked 1st) places for Strasbourg

Rank	Place	N	%
1	Cathedral	42	29.0
2	Council of Europe	32	22.1
3	European Institutions	6	4.1
4	Place Kléber	6	4.1
5	Robertsau	5	3.5
6	Orangerie	4	2.8
7	European Parliament	4	2.8
8	Petite France	4	2.8
9	City Centre	3	2.1
10	Others	39	26.9
	<b>Total</b>	<b>145</b>	<b>100.0</b>

In this preliminary analysis, we reveal travel behaviour, activity participation and individual attitude of the city of Strasbourg of the employees of COE. Although it shows that the employees have good impression of public transport (ecological, rapid and punctual), car is still the dominant mode. It suggests that more efforts (communication, subsidy etc.) could be made to change the mode choice behaviour towards a more ecological modal shift in the future.

#### ACKNOWLEDGMENT

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