

# CHAMBERY: 30 years of traffic calming and space sharing.

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## SUMMARY:

### 1 Presentation of a ten minutes movie about the experience of Chambéry.

### 2 More explanations with slides, drawings and graphics.

**-Historical account** from 1977. Political new conditions. New orientations for public space: pedestrian priority and space sharing.

#### **-Principles:**

Juridically: use of the decree of nov. 1967; "pedestrian areas". A little bit "far fetched"...

Carrot and stick: **Struggle** against cars speed and domination but in the same time :**Suggest** a more friendly street by changing the urban landscape from a road to the street (house street...)

*Speed and car domination reducing* is necessary because of the number, the power of cars to day. And of the psychology of modern car drivers (closed in their car like isolated in a bubble...). Cars is dangerous engines; never forget.. We have to be repressive against them.

Several means and ways have been used in Chambéry:

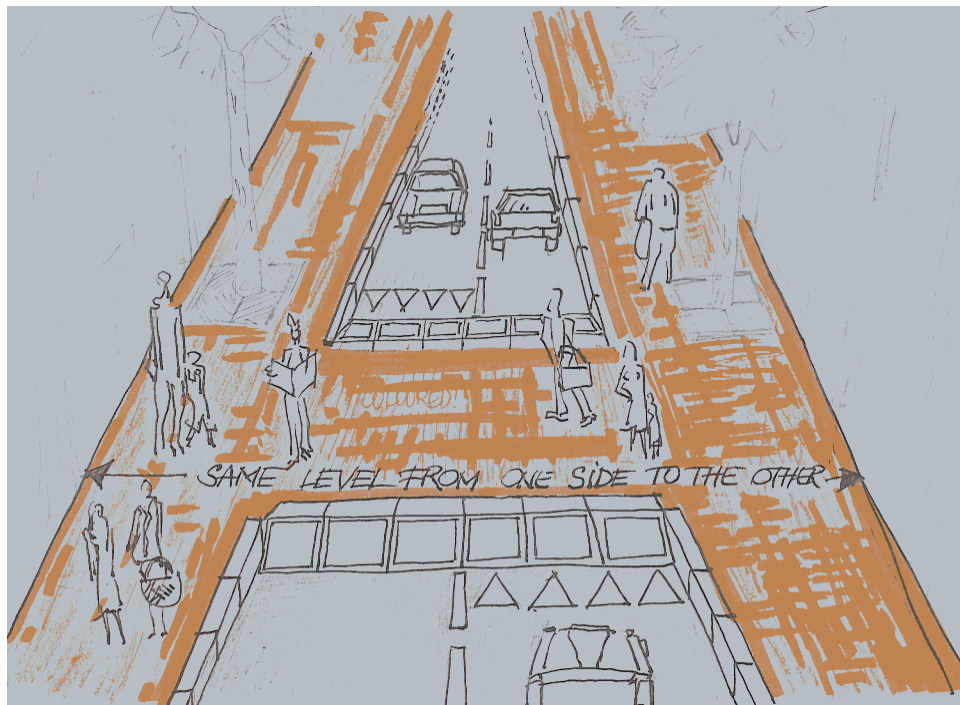
-Reducing cars space

-Reducing cars speed (new signs are thought up, every pedestrian crossing places are raised and protected against cars by edges, streets are narrowed, chicanes are used to slow down..)

-New urban landscape: we have to be suggestive and seductive for the car drivers... and propose a new "atmosphere" to get the street more friendly. The new public space does not look like a car space: black and white and longitudinal organisation: it is a coloured space with many transversal and vertical signs, like pedestrians...

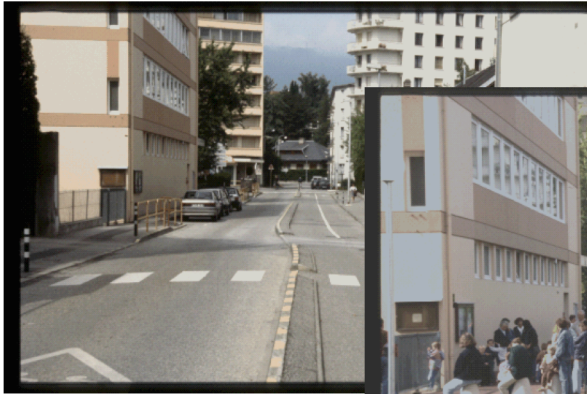
#### **-Classification of different models of implementations:**

*Pedestrian crossings in the open street:*



This is the basic model of Chambéry.

Before



After



*Roundabout with central ring for cars only and ring for cars only and surrounding pedestrian raised platform:*

Before



After



## *Raised Roundabout:*

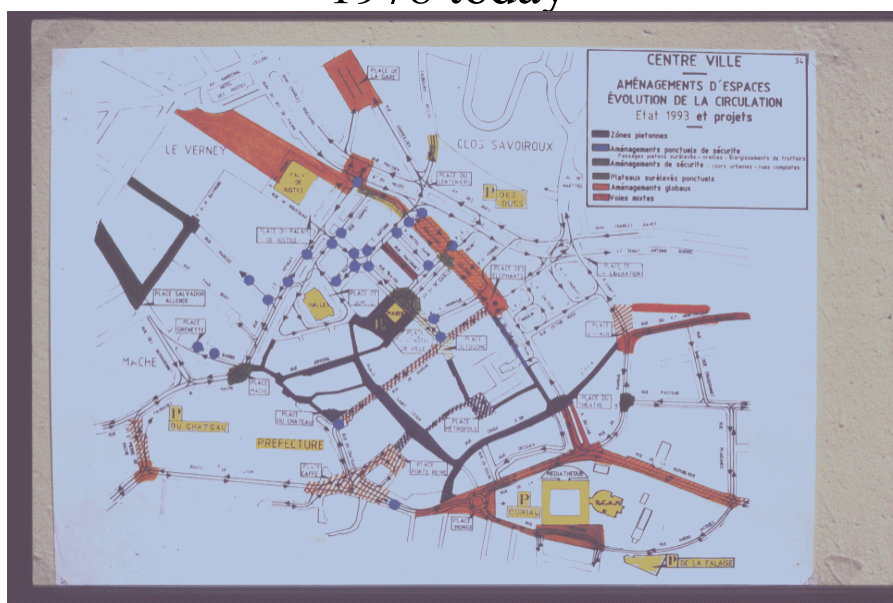
Before

After



- Examples of implementations with various, mixed methods: a lot of slides
- Map of implementations:

Implementations in the centre, from  
1978 today



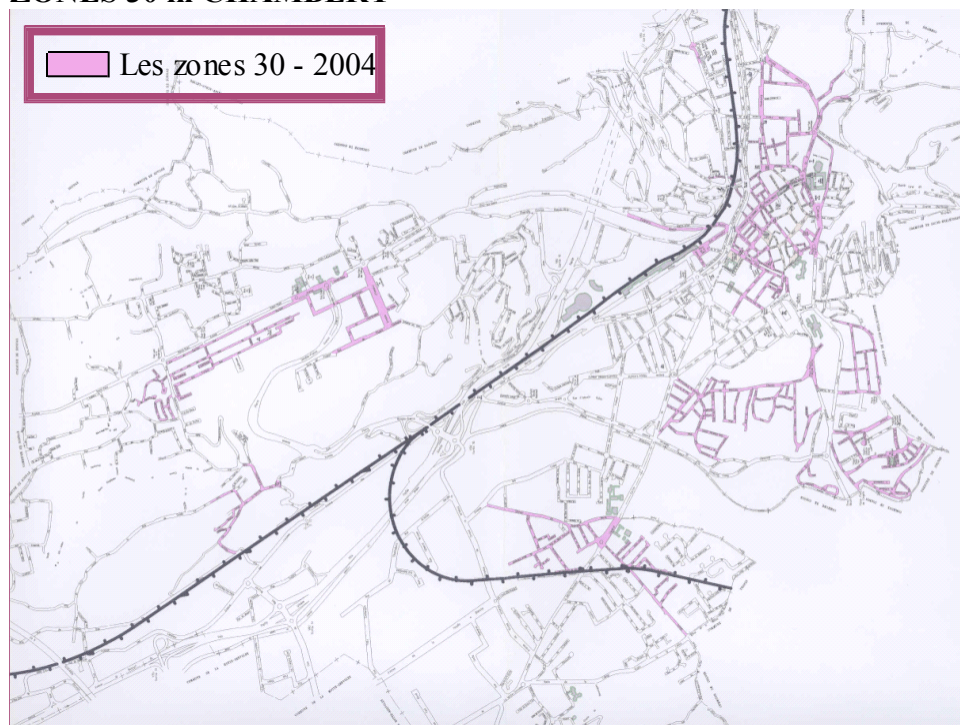


# Zones 30 km/h

- Authorised by french regulations in 1990, such zones were immediately settled in Chambéry: they were ready a long time before. The whole center and most of living districts are under these regulations.
- **France** settles step by step such zones but seems to be a little bit late compared with some other european country like Switzerland (70 zones 30 in 1 year!), Germany, nederland ... It depends mainly on local political will....



## ZONES 30 in CHAMBERY

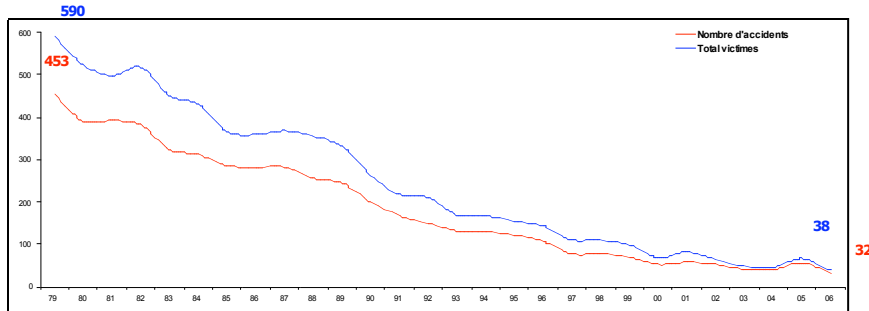


**-Results:**

# EVOLUTION DES ACCIDENTS et des VICTIMES A CHAMBERY DE 1979 A 2006

		79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06
Nombre de victimes	Nbre accidents	453	391	392	382	324	312	286	282	282	256	245	200	168	150	132	129	122	107	77	78	70	52	57	52	41	40	56	32
	Pétons	86	86	101	76	94	71	66	59	52	53	56	50	29	38	28	34	33	35	28	23	16	14	15	16	13	12	15	9
	2 Roues et Motos	247	225	188	187	108	116	103	124	108	100	90	75	71	47	56	67	48	41	32	22	25	26	18	18	15	21	31	17
	V.L. et P.L.	257	213	209	255	249	244	197	176	208	202	186	139	117	125	85	66	74	67	50	65	57	28	49	30	21	13	20	12
	Total victimes	590	524	498	518	451	431	366	359	368	355	332	264	217	210	169	167	155	143	110	110	98	68	82	64	49	66	66	38

- In the same time in France? We consider the average ratios of accidents, then of victims for 1000 inh. of all french towns center of more than 100000 inh. and less than 360000 inh. agglomerations (like Chambéry)
  - From 1993 to 2003, when the ratio for 1000 inh. in Chambéry decreases :
- For accidents from 2.20 to 0.6, France : 3.08 to 1.95. For victims from 2.8 to 0.8, France : 4.05 to 2.4



## What 's new in France?

- Recently (13 feb. 2008), France has decided the creation of « meeting zones ».
- Then there are 3 tools in the box:
  - 30 km /h zones
  - Pedestrian areas (as used in Chambéry for 30 years..)
  - Meeting zones.