



November 27<sup>th</sup> 2012

# The urban mobility plan in the Ile-de-France region

Laurence Debrincat STIF

Workshop on Sustainable Urban Mobility Plans Milano

**Context of mobility policy in Ile-de-France**

**Global overview of the new urban mobility plan**

**Some measures of the new plan**

**Governance of implementation**



# Context of mobility policy in Ile-de-France

# The Ile-de-France region

12,000 km<sup>2</sup>

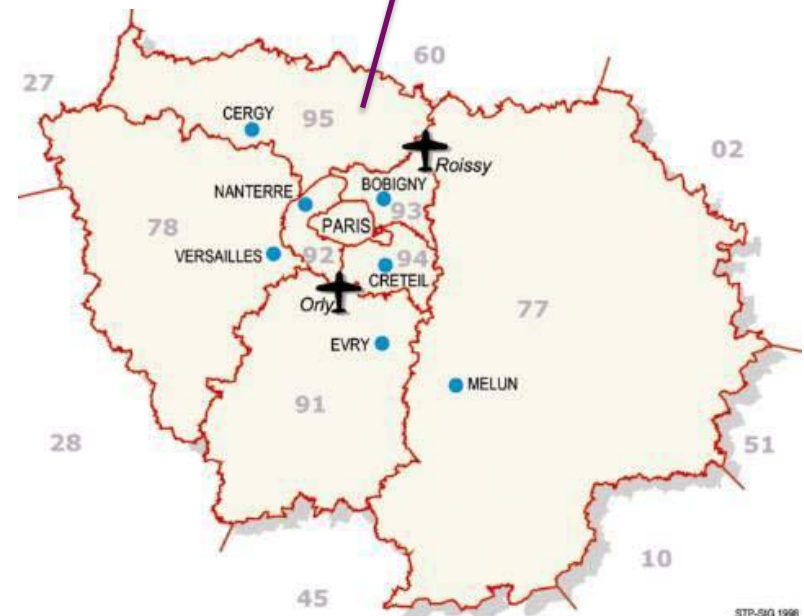
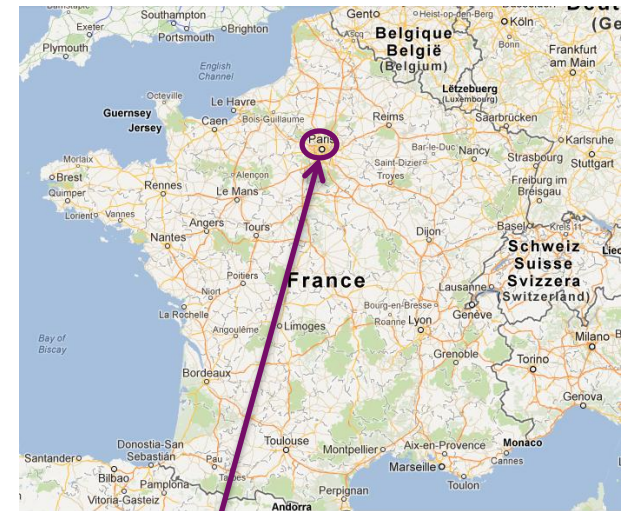
11.7 million inhabitants

6 million jobs

29% of GNP

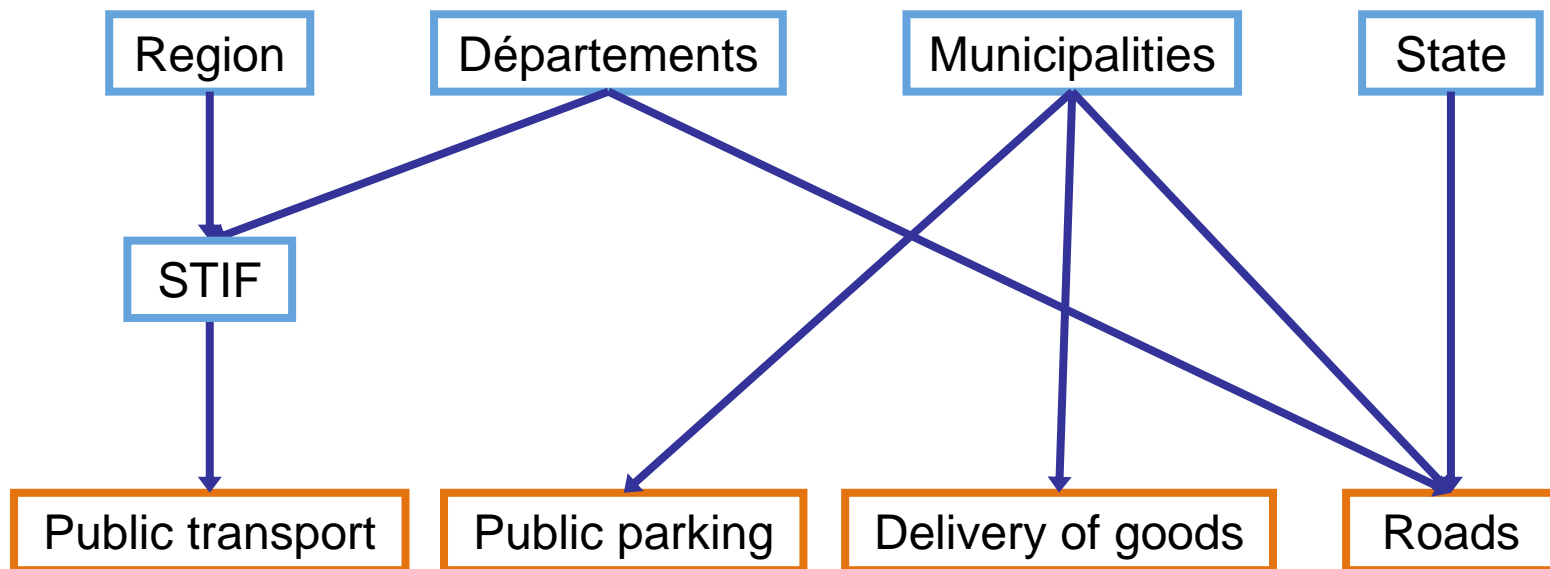
## Regional administrative levels

- 1 Regional Council
- 8 'Départements' (counties) of which the City of Paris
- 110 intermunicipalities
- 1,280 municipalities



STP-SIG 1998

**A fragmentation in competences  
between different level of territorial entities**



## Its missions

- Definition and organisation of public transport services
- Definition of fare policy, contractual relation with operators, financial balance of the system
- Planning and monitoring the extensions of the network
- Defining the quality standards for interchange hubs and accessibility

**And evaluation and revision of the urban mobility plan on behalf of the Region and the Départements**





# Global overview of the new urban mobility plan

### A legal requirement

- Public transport authorities in urban areas of more than 100,000 inhabitants must elaborate urban mobility plans

### Main objective of the plan

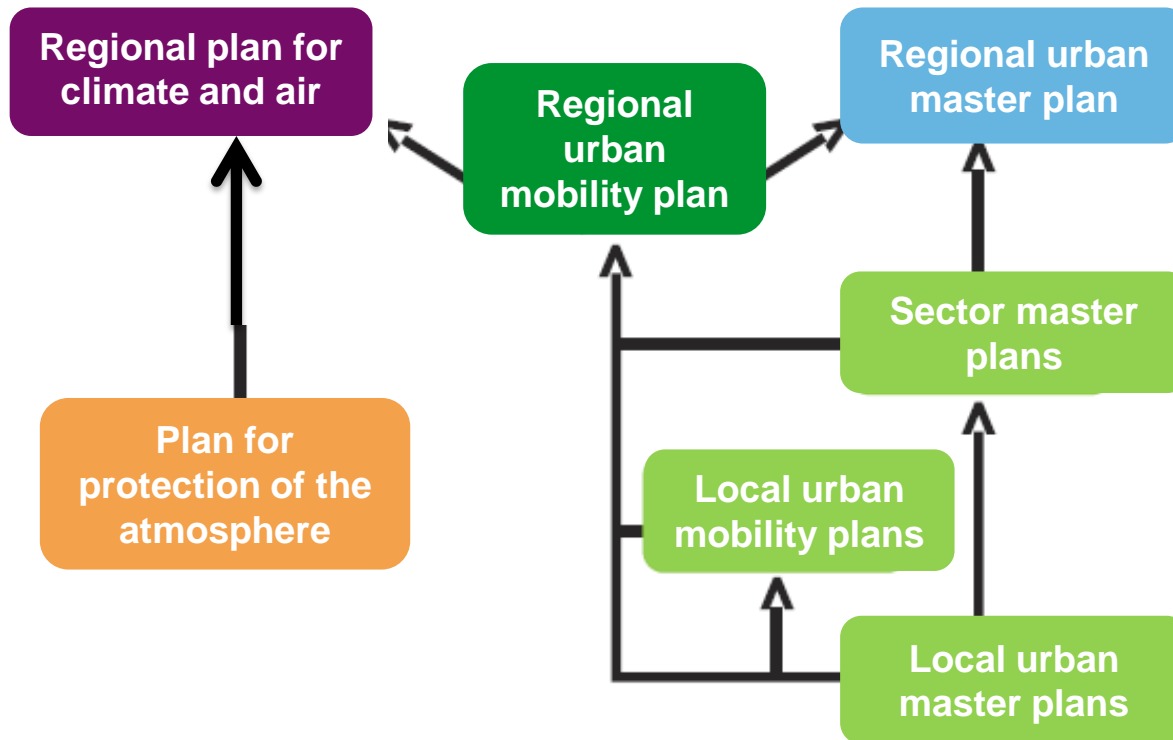
- To ensure a sustainable balance between mobility needs of persons and goods and the preservation of the environment, health and quality of life

### Points to address

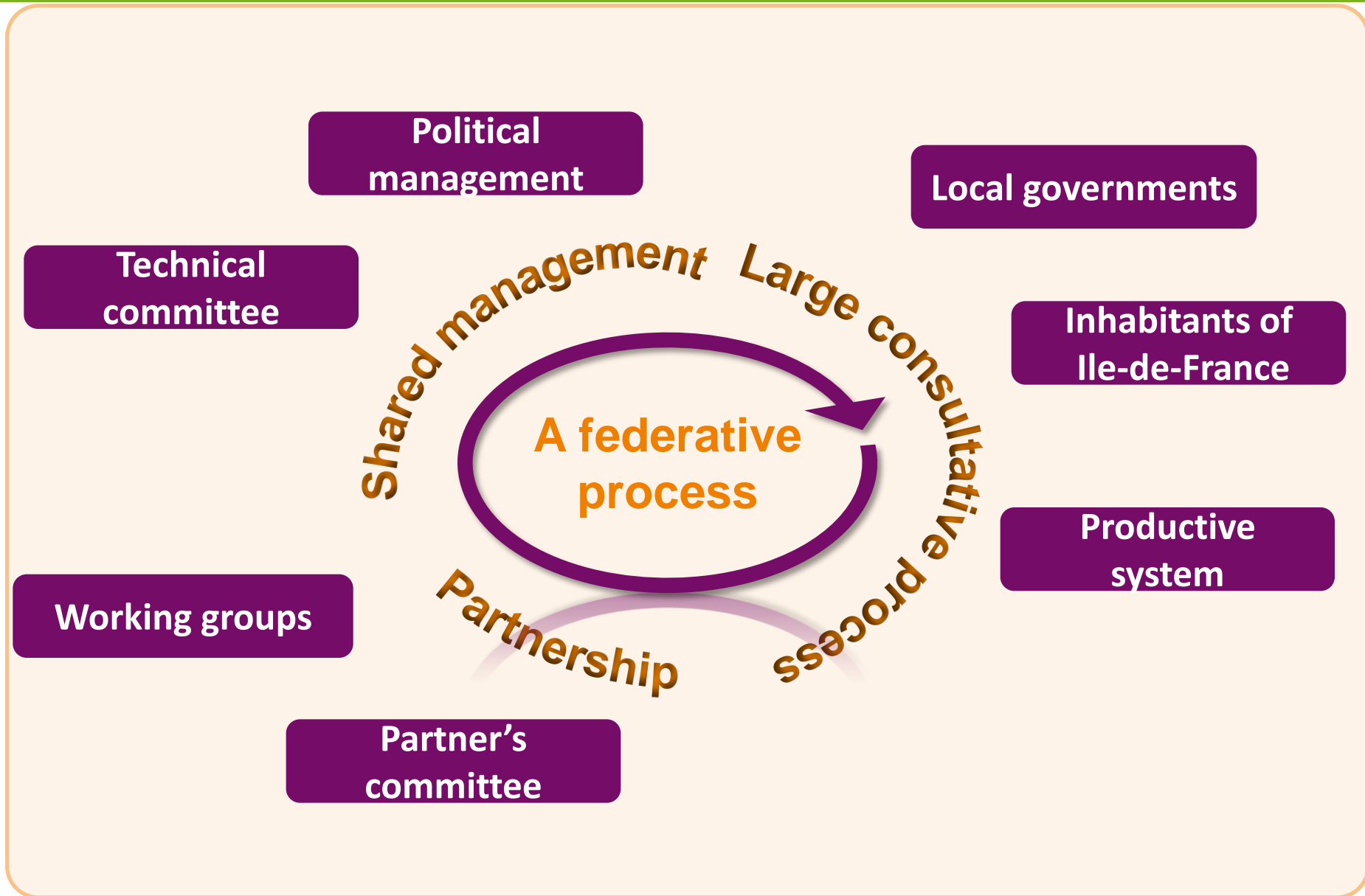
- Reducing motorized traffic
- Developing public transport, cycling and walking
- Organizing parking provision
- Organizing freight transport and goods delivery in order to reduce impact on road traffic and environment



# The regional urban mobility plan in the urban and environmental planning process in Ile-de-France



The revision of the plan : a process designed to raise up involvement



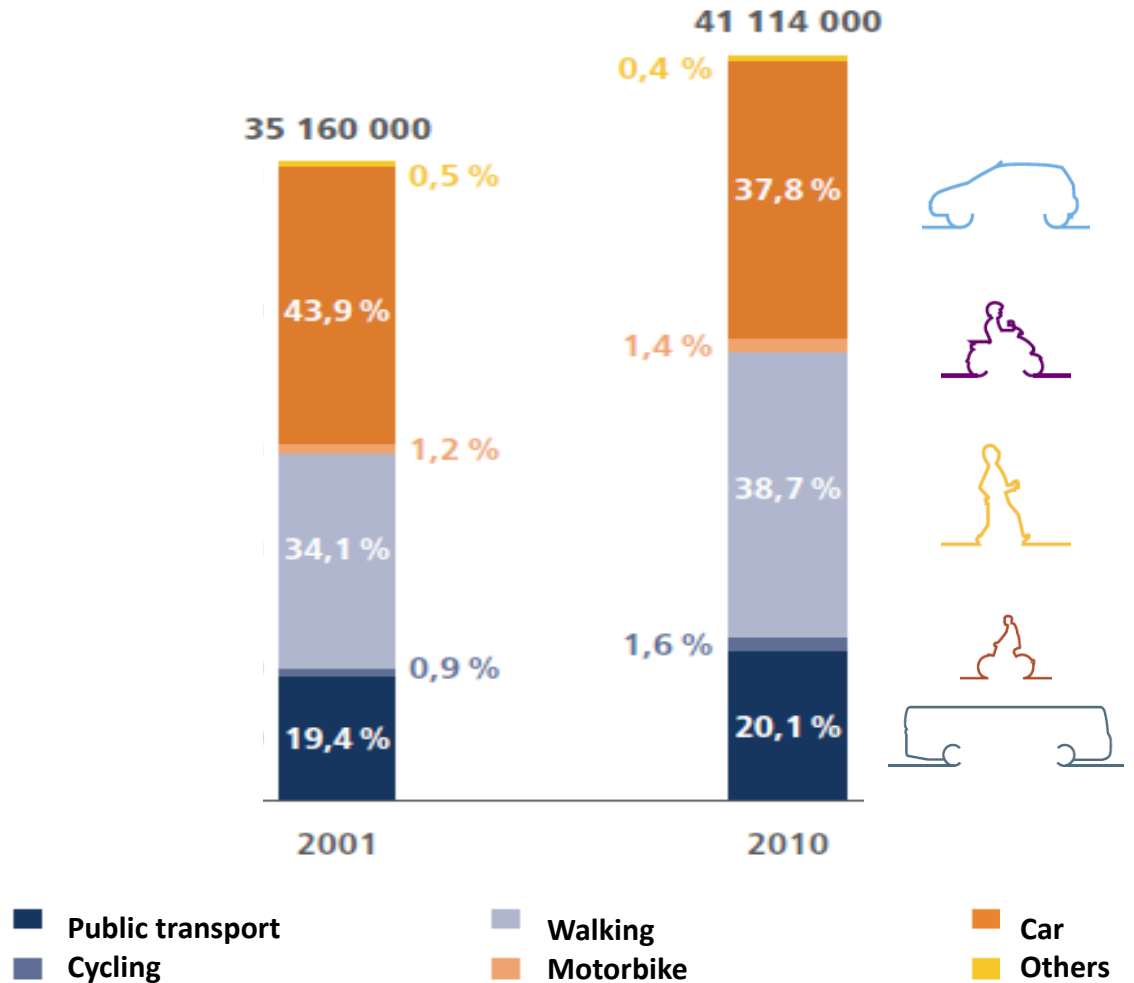
# 41 millions trips per day in Ile-de-France

**Today**

**Walking is the main mode of transport !**

**Car is still very important but has not increased over the past ten years**

**Public transport is more and more used**

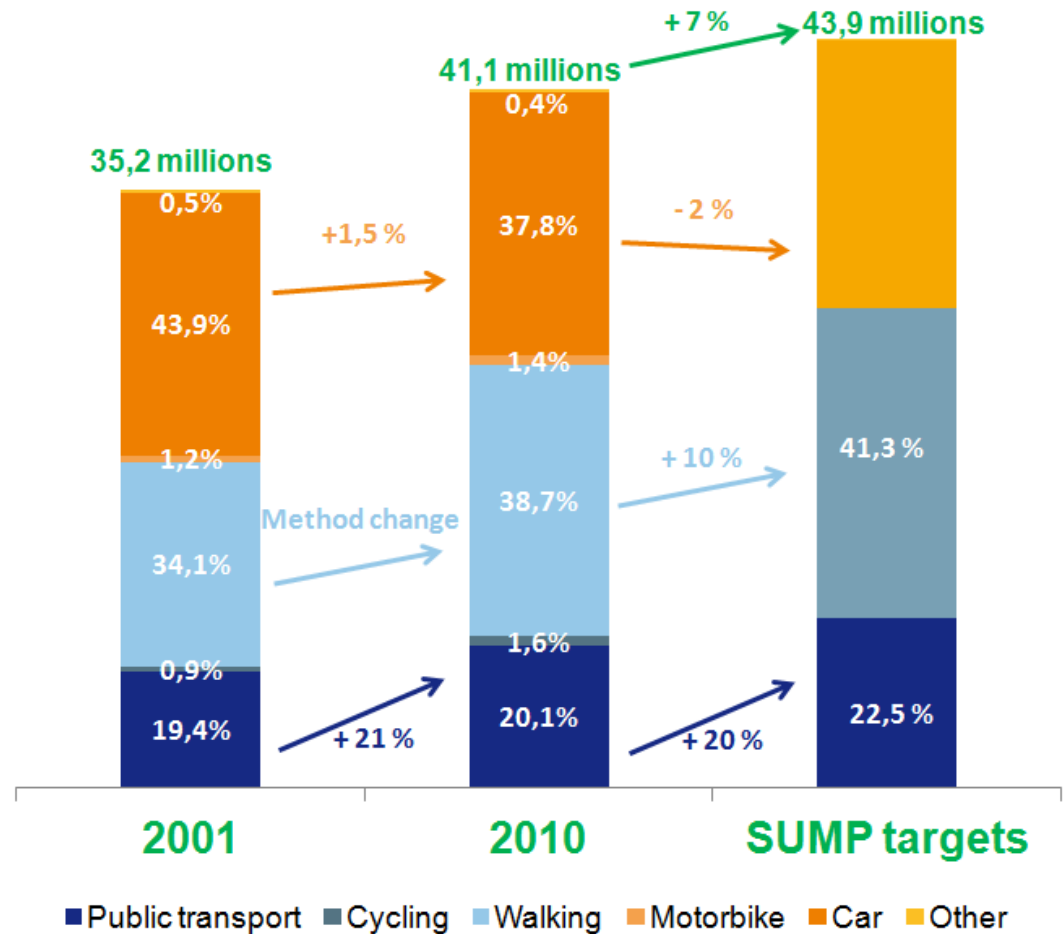


## Tomorrow :

- Higher fuel prices
- Increase of trips by 7 % due to the increase of inhabitants and jobs

The urban mobility plan sets ambitious objectives to reduce car use in a context of increasing mobility

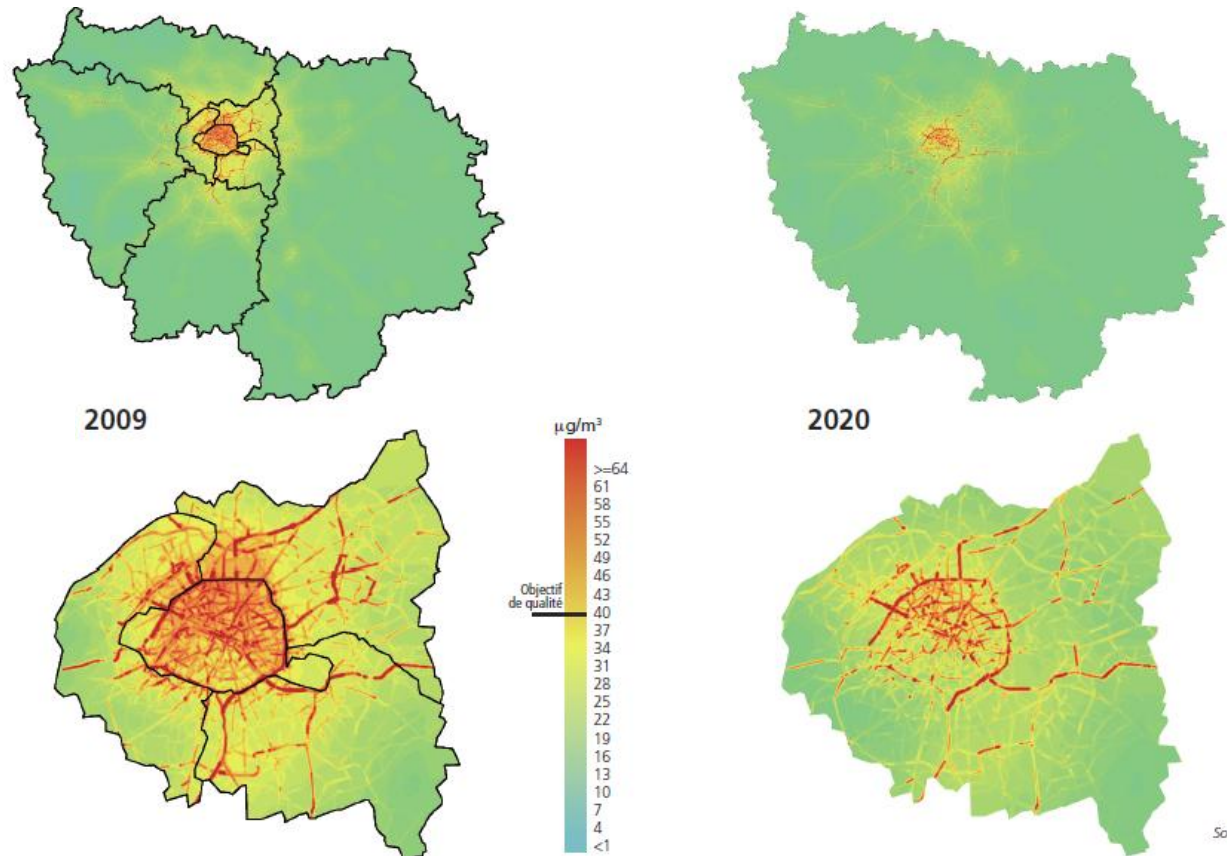
Number of trips per day  
Modal shares



### The achievement of the measures will :

- Reduce by 20 % green house gas emissions due to transports
- Enhance strongly air quality

### Concentrations of NOx



## A pragmatic strategy of 9 challenges and 34 measures

1

**Towards cities able to promote walking, cycling and public transport use**

2

**Making public transport more appealing**

3

**Developing walking in the mobility chain**

4

**Developing cycling as a mode of transport**

5

**Acting on the conditions of use of individual motorized modes of transport**

6

**Achieving accessibility for all on the whole mobility chain**

7

**Towards a better organisation of freight**

8

**Creating a governance system able to ensure the implementation of the urban mobility plan**

9

**Making Ile-de-France inhabitants responsible for their trip decisions**

**Roads are used by all modes of transport**

**Measures are based on good practice that should be generalized in the region**

### **For each measure**

- Content is detailed
- Responsibilities of action are identified
- Costs estimation
- Time schedule for implementation

### **Most of the measures are recommendations**

- The success of the plan requires the mobilization of a great number of key players regarding mobility policies

**4 measures are prescriptions**





## Some measures of the new plan



## Measures 2.1, 2.2, 2.3 and 2.4 : Developing a reliable public transport service adapted to demand

STIF, operators, RFF

**Objective : + 25 offer by 2020**

**Both improving the existing networks and designing tomorrow's ones**

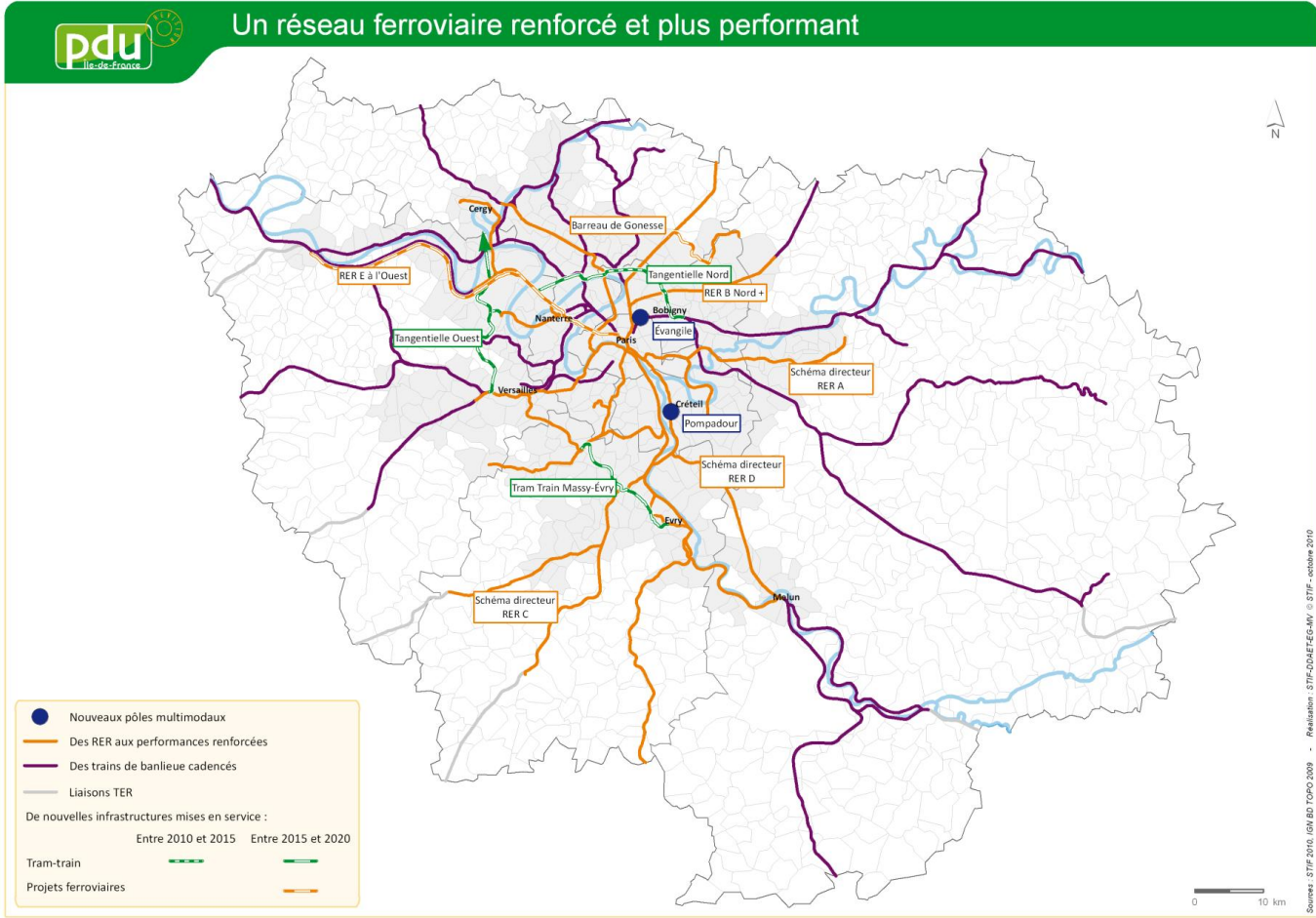
**Developing reliable regular public transport services adapted to demand**

**Making the use of public transport easier for all passengers and especially improving intermodality**



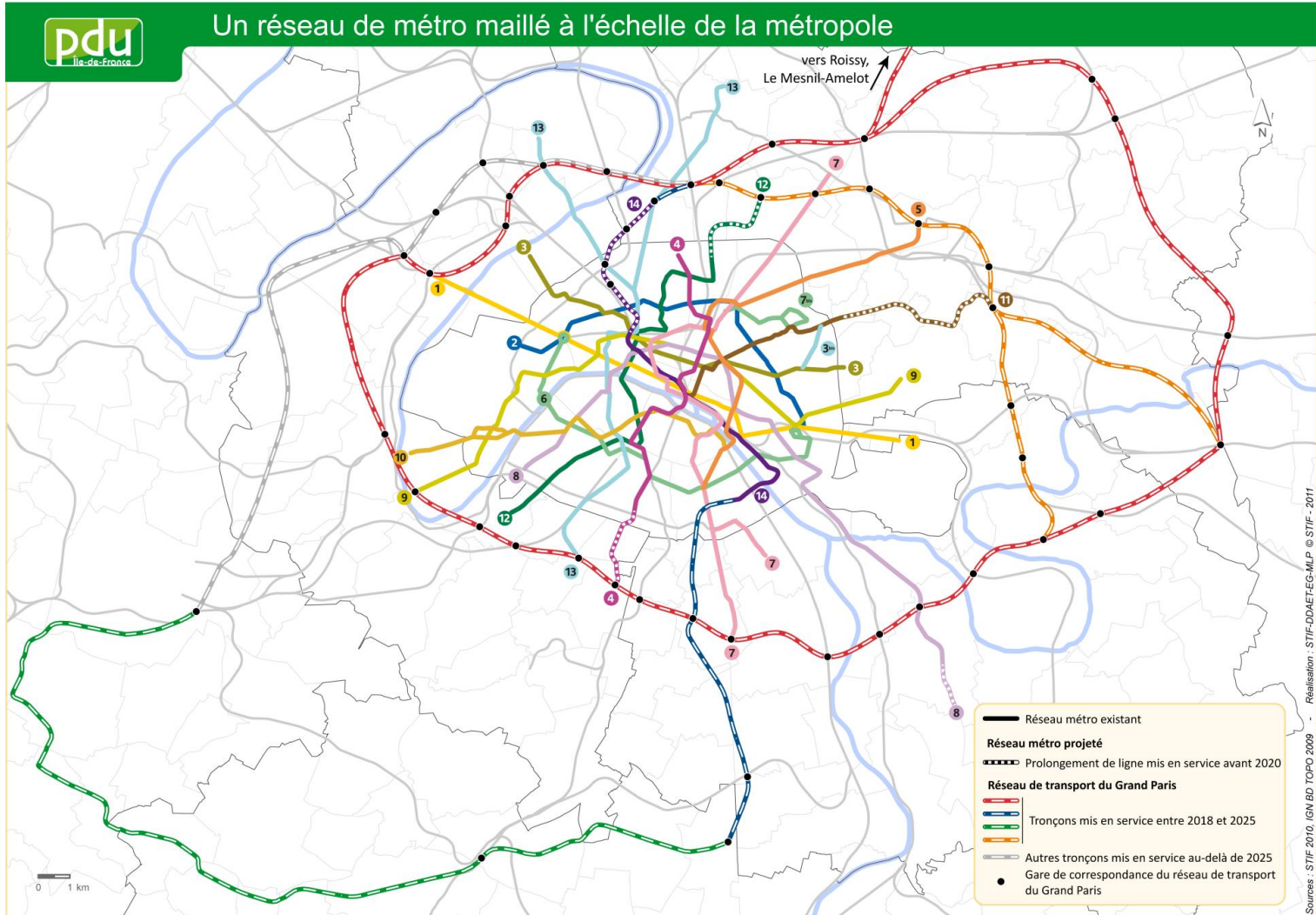
# Measure 2.1 : A more efficient railway network

STIF, operators, RFF



# Measure 2.2 : An upgraded and extended metro network

STIF, operators, RFF



**From tramway to demand responsive lines :  
the new hierarchy of on-road public transport services**

**Structuring services**  
*Tramway*  
*TZen*

**Regional bus lines**  
*Express*  
*Mobilien*

**Local bus lines**

**Tramway**

- High capacity vehicles to answer high demand of transport (capacity > 2000 passengers / hour)



**T Zen**

- Innovative vehicles
- A capacity than can be adapted to local necessities (capacity < 2000 passengers / hour)



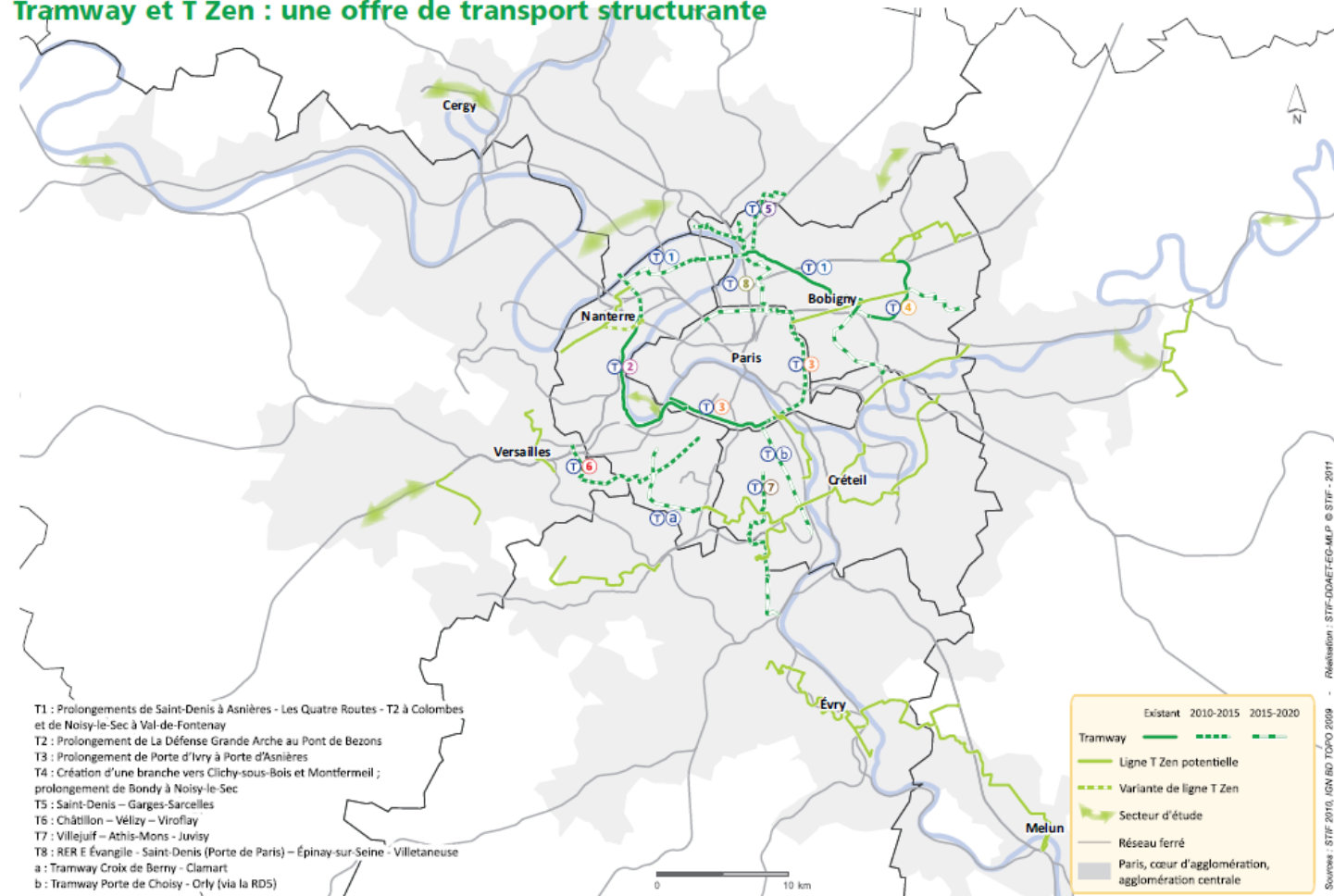
## Measure 2.3 : Tramway and T Zen

Extension of  
the 4 existing  
tramway lines

Creation of 6  
new tramway  
lines

20 T Zen  
projects  
identified

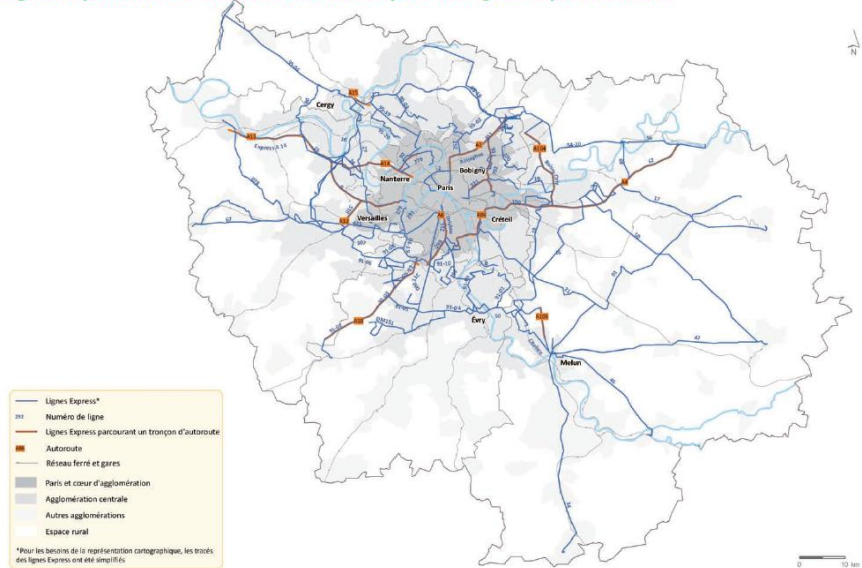
### Tramway et T Zen : une offre de transport structurante



## Measure 2.4: More attractive bus lines

### Express lines

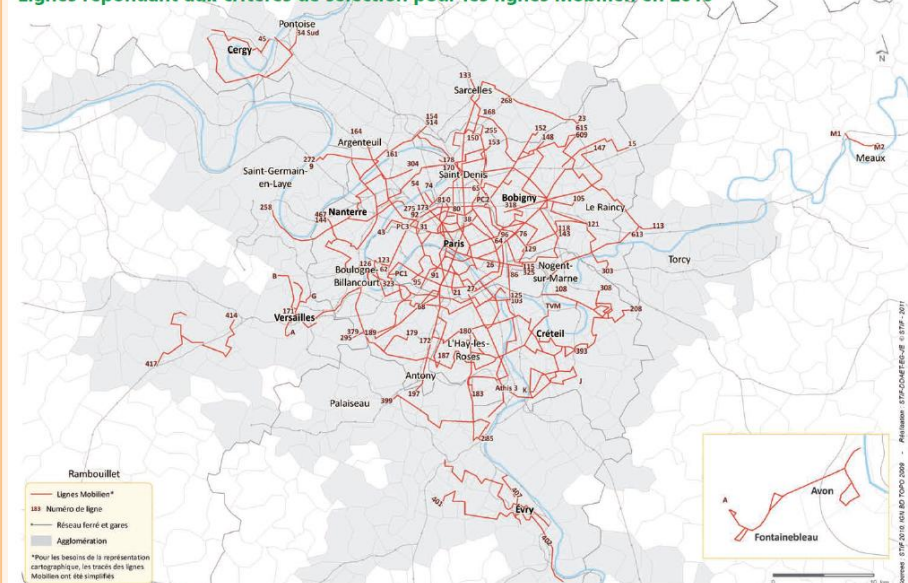
Lignes répondant aux critères de sélection pour les lignes Express en 2010



- 7/7 service, from 06:00 until 21:00
- Every 30 min at peak hours, 60 min during off peak hours
- On motorways: the opportunity for carpooling to share bus lanes being studied by STIF and the State

### Mobilien lines

Lignes répondant aux critères de sélection pour les lignes Mobilien en 2010



- A 7/7 service, from 05:30 until 00:30
- Every 5 min at peak hours, 10 min during off peak hours
- Creation of bus lanes when necessary

Departments and municipalities



### To guarantee speed and regularity for tramway, TZen, Express and Mobilien lines

- Authorities in charge of traffic should take the necessary measures to ensure priority for public transport vehicles at crossroads.



- On-street parking will have to be restricted along their routes.



Municipalities, departments

### Objective

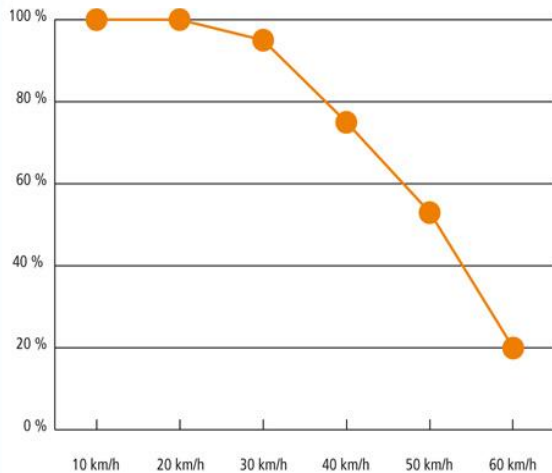
- Making walking and cycling safer and more pleasant

**Reducing speed limit at 30 km/h on local streets in urbanised areas**

« 30 zones »

« 20 zones »

**Probability of survival for a pedestrian in a car accident**



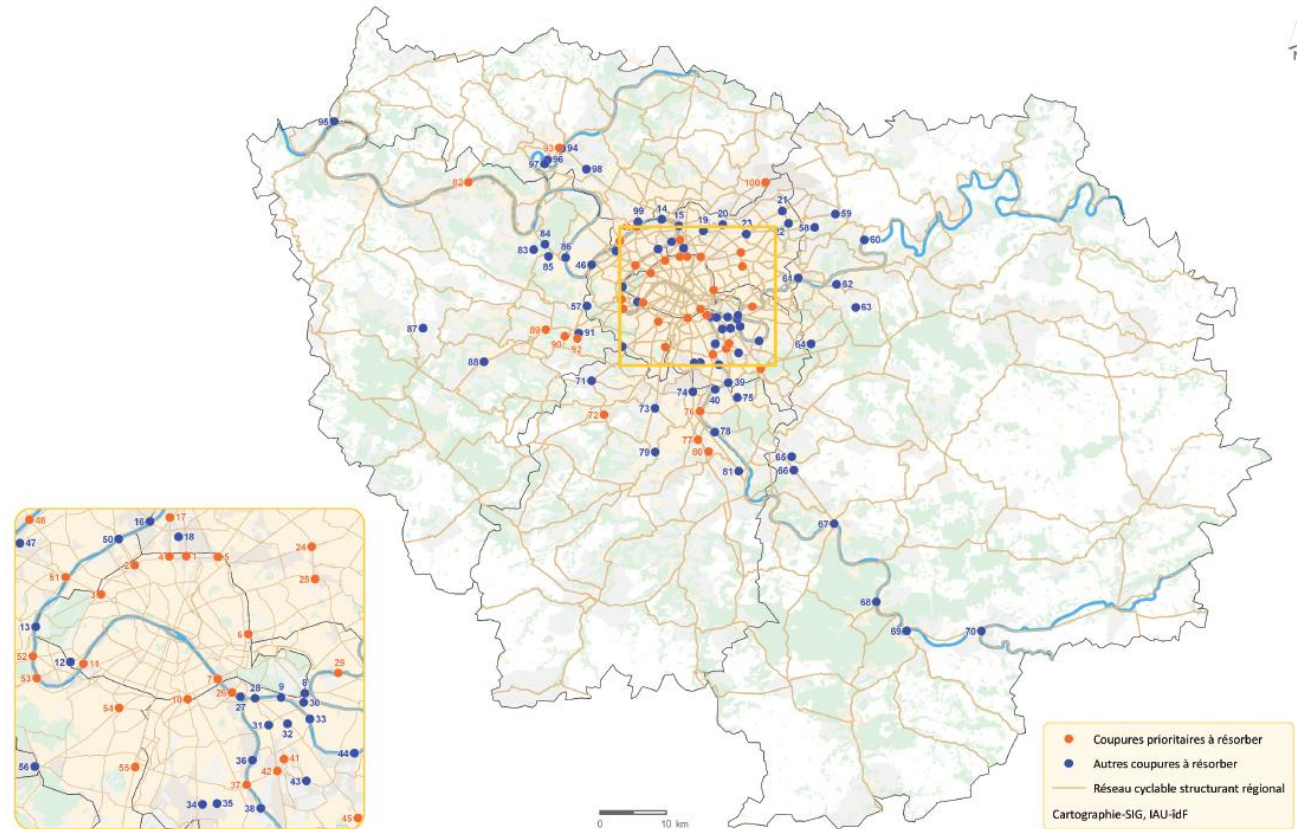
Source : Sécurité Routière - Meeddat



# Measure 3/4.2 : Towards barrier-free walking and cycling routes

132 main barriers to remove until 2020

Coupures sur les itinéraires piétons et vélos en Île-de-France



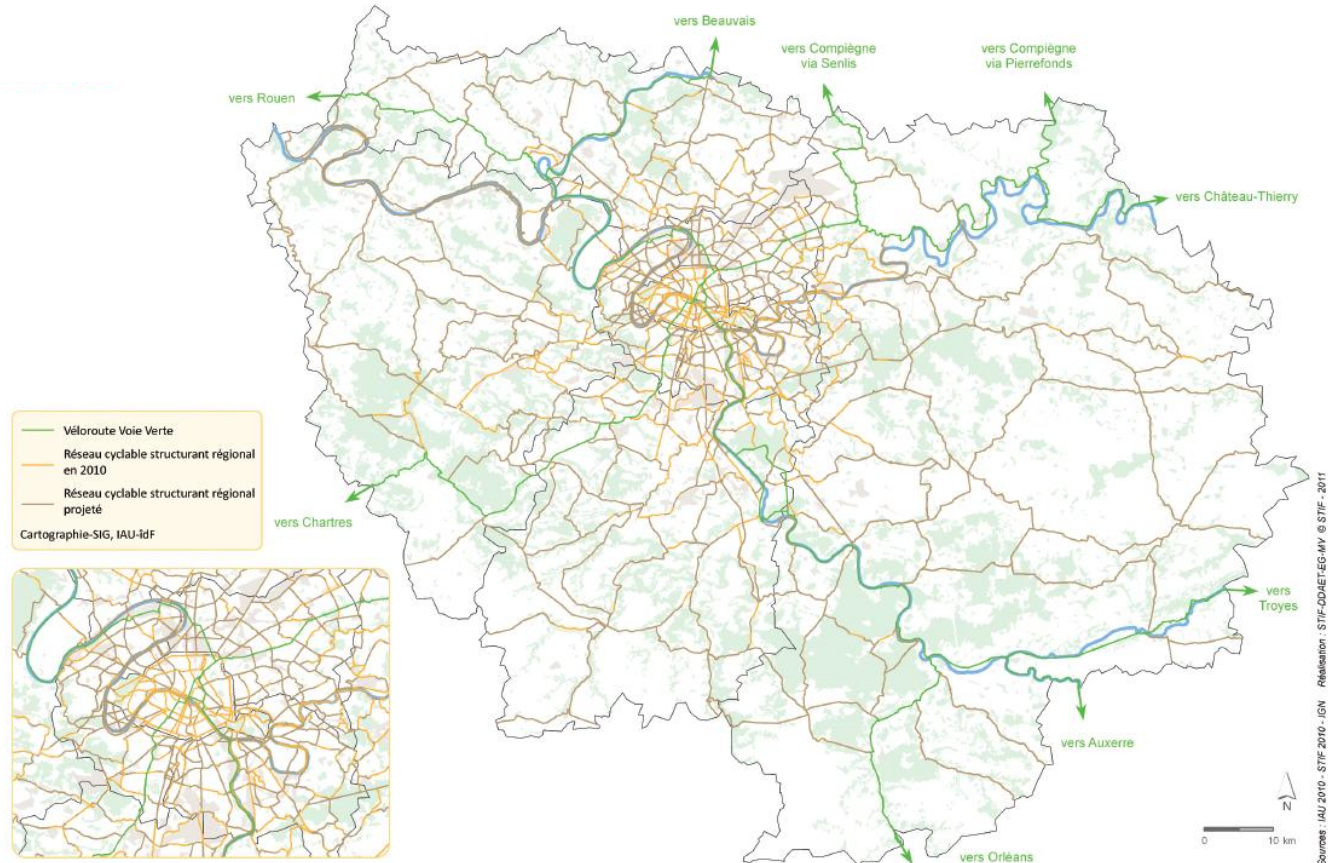
## Measure 4.1 : Developing a regional network of cycling routes

Municipalities, departments

**A regional network of 3,500 km of cycling routes by 2020**

**To be completed thanks to:**

- bus lanes accessible to cyclists
- cycling routes at local level
- car speed limit reduced



## Measure 4.2 : Providing parking for bicycles

### Municipalities



**All public transport stations are to provide parking for bicycles before 2020 (objective : 20 000 parking spaces)**

**Parking must be reserved on street by transforming car parking into bicycle parking**

- In urbanised area and near public transport stations.

| Territoire   | Paris          | Cœur d'agglomération | Agglomération centrale | Autres agglomérations              |
|--|----------------|----------------------|------------------------|------------------------------------|
| Nombre de places de stationnement de véhicules particuliers à réserver au stationnement vélo | 1 place sur 30 | 1 place sur 40       | 1 place sur 50         | Selon les caractéristiques locales |

#### Creating parking supply for bicycles in new buildings

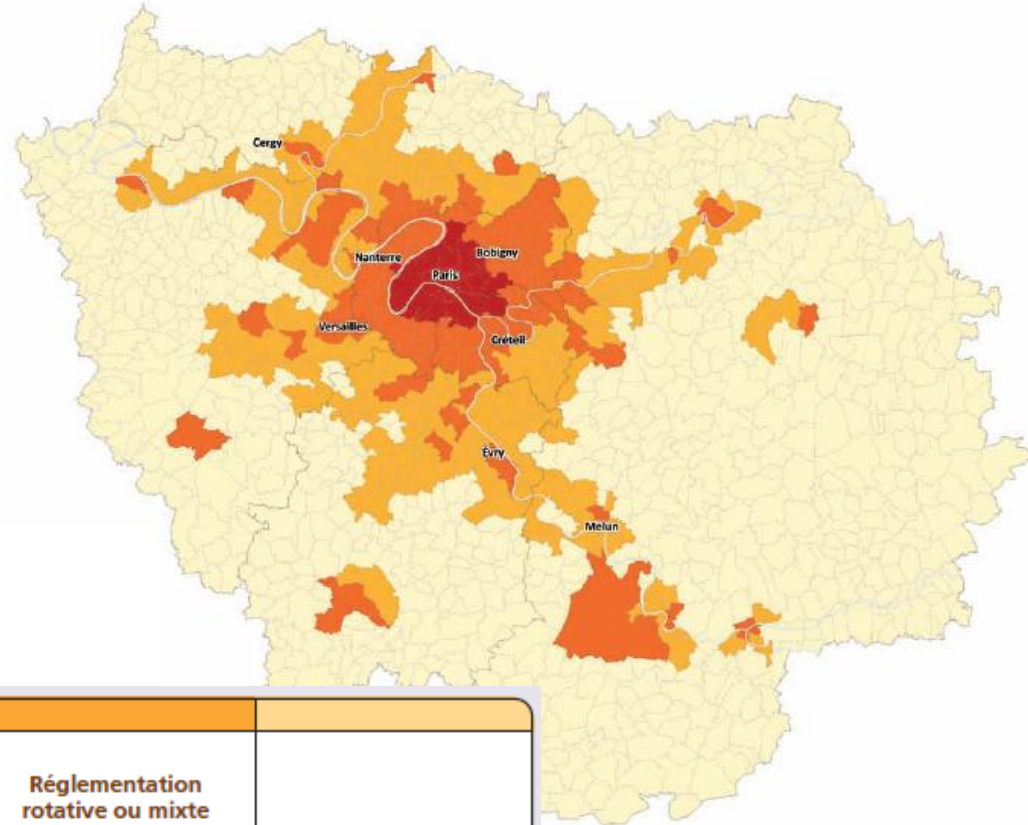


| Type of building | Space to reserve for bicycle parking                   |
|------------------|--|
| Housing          | 1,5 m <sup>2</sup> per unit                            |
| Offices          | 1m <sup>2</sup> for 100m <sup>2</sup> of surface       |
| Schools          | 1 parking space for 8-12 pupils                        |
| Shops            | 1 parking space per employee<br>+ parking for visitors |

## Measure 5.2 : A public parking policy in favour of sustainable mobility

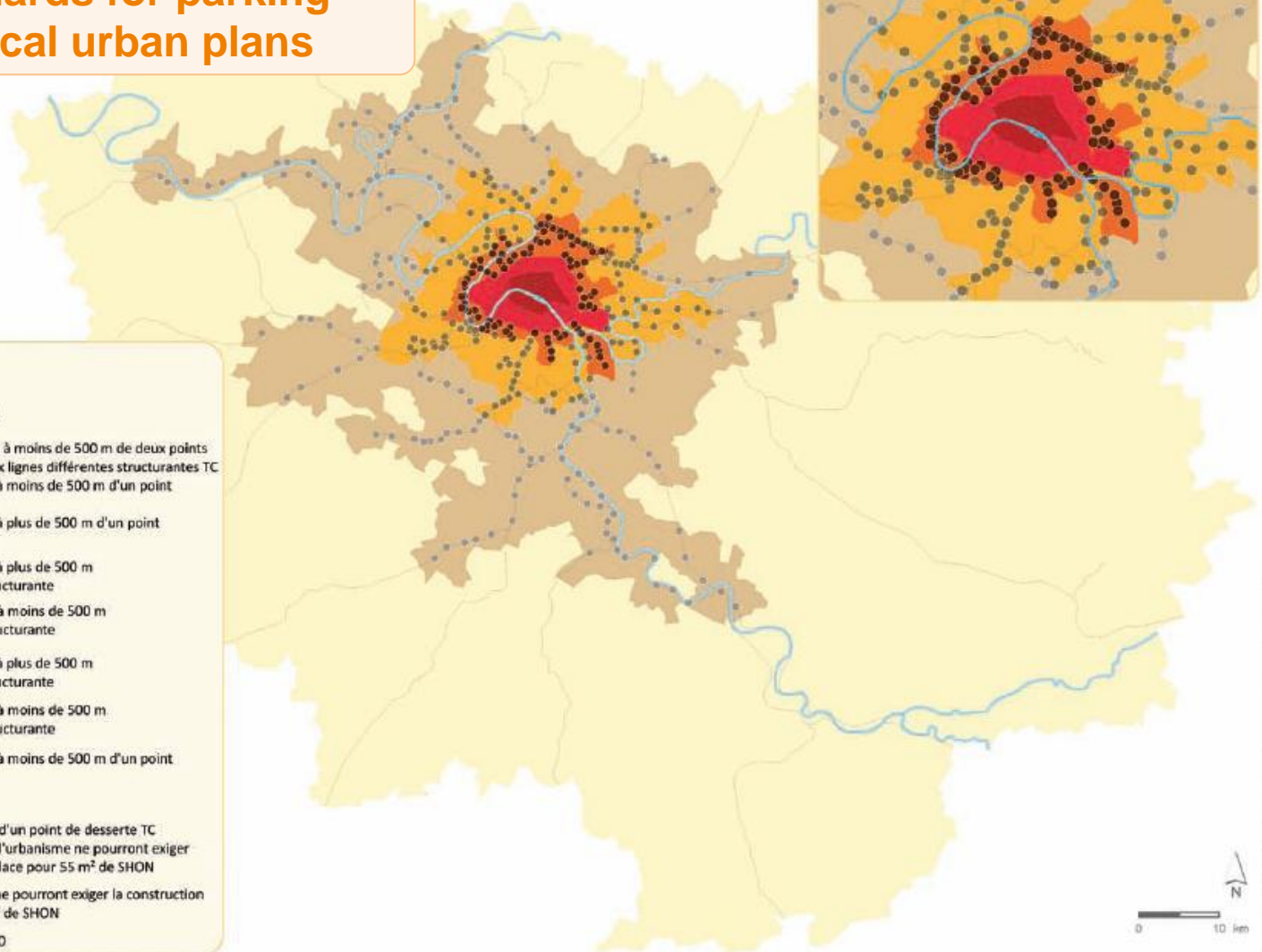
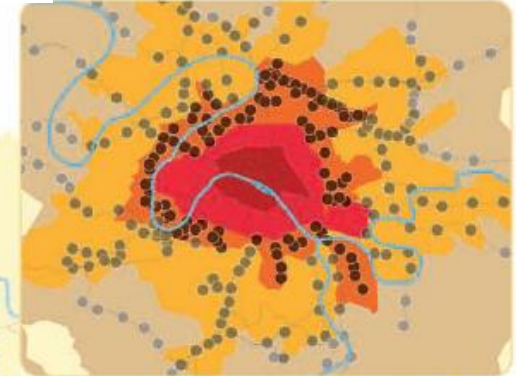
### A better regulation of on street parking

- Recommendations are different according to territories of the region and type of areas



|   |  |   |  |  |
|---|--|---|--|--|
| Secteur commercial (dont centre-ville)        | Stationnement payant rotatif ou mixte visiteurs/résidents                              | Stationnement payant rotatif ou mixte visiteurs/résidents   | Réglementation rotative ou mixte résidents/visiteurs                                   | Pertinence d'une réglementation à définir localement, en fonction des conflits d'usage |
| Secteur gare rencontrant des conflits d'usage |  | Réglementation visant à orienter le stationnement des usagers des transports collectifs vers les parcs relais |  |  |
| Secteur mixte résidentiel et activités        |  | Réglementation visant à favoriser le stationnement des résidents par rapport à celui des actifs               | Pertinence d'une réglementation à définir localement, en fonction des conflits d'usage |  |
| Secteurs purement résidentiels                |  | Pertinence d'une réglementation à définir localement, en fonction des conflits d'usage                        |  |  |
| Autres secteurs                               | Pertinence d'une réglementation à définir localement, en fonction des conflits d'usage |   |  |  |

For office buildings, inclusion of maximal standards for parking provision in local urban plans



### Norme plafond

Il ne pourra être construit plus de :

- 1 place pour 300 m<sup>2</sup> de SHON
- { 1 place pour 200 m<sup>2</sup> de SHON à moins de 500 m de deux points (ou plus) de desserte par deux lignes différentes structurantes TC  
1 place pour 90 m<sup>2</sup> de SHON à moins de 500 m d'un point de desserte TC structurante  
1 place pour 70 m<sup>2</sup> de SHON à plus de 500 m d'un point de desserte TC structurante
- 1 place pour 70 m<sup>2</sup> de SHON à plus de 500 m d'un point de desserte TC structurante
- 1 place pour 90 m<sup>2</sup> de SHON à moins de 500 m d'un point de desserte TC structurante
- 1 place pour 50 m<sup>2</sup> de SHON à plus de 500 m d'un point de desserte TC structurante
- 1 place pour 60 m<sup>2</sup> de SHON à moins de 500 m d'un point de desserte TC structurante
- 1 place pour 45 m<sup>2</sup> de SHON à moins de 500 m d'un point de desserte TC structurante

### Norme plancher

- Au-delà d'un rayon de 500 m d'un point de desserte TC structurante, les documents d'urbanisme ne pourront exiger la construction de plus de 1 place pour 55 m<sup>2</sup> de SHON
- Les documents d'urbanisme ne pourront exiger la construction de plus de 1 place pour 55 m<sup>2</sup> de SHON
- Réseau TC structurant en 2010

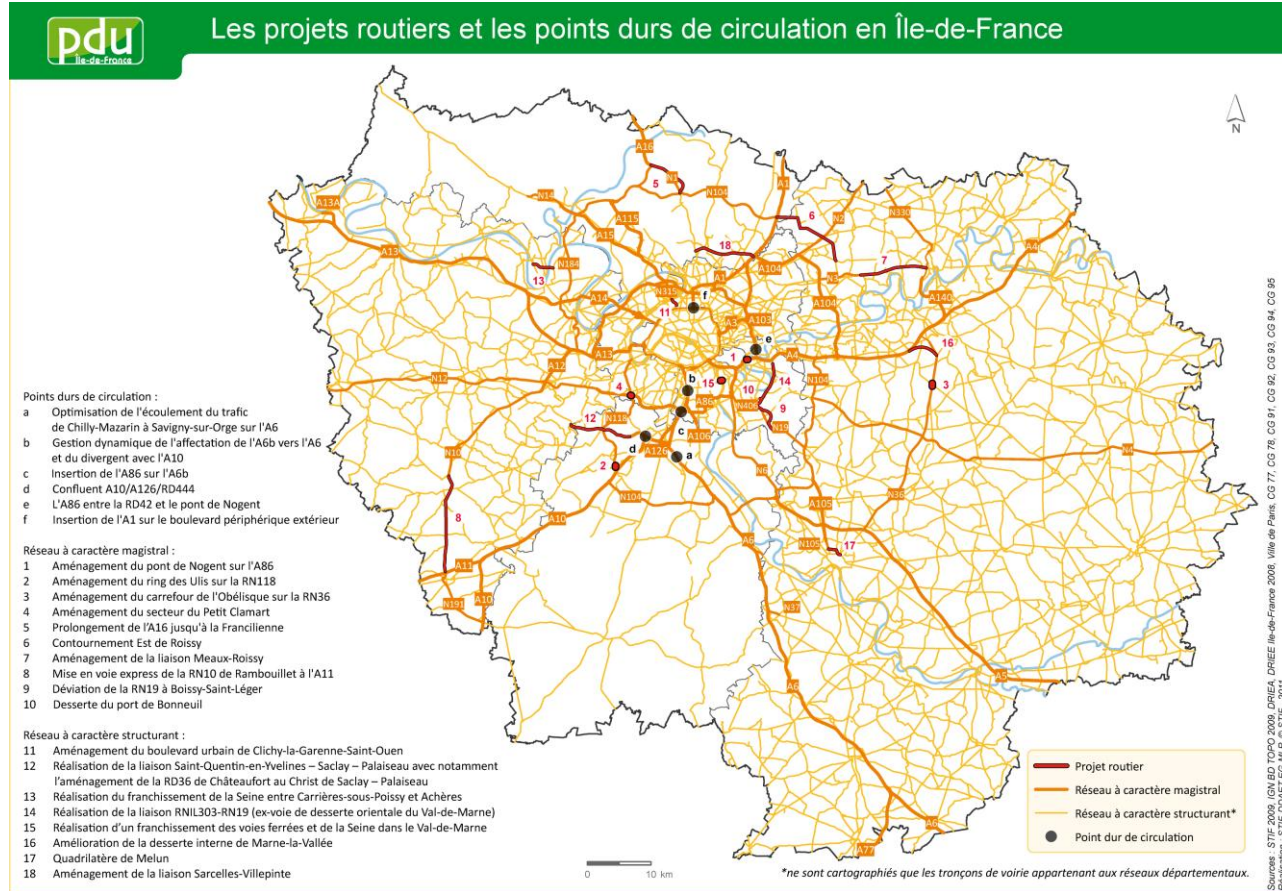


## Measure 5.4 : operation optimisation of the road network in order to limit congestion

### Solving congestion points:

- without modifying global capacity of the network
- with local and simple solutions

### Selected projects should enhance conditions of traffic for all modes of transport





# Governance of implementation



### Management at the regional level

- Steering committees (both political and technical)
- Taking decision to change the content of measures, the subsidies policy, the technical assistance of actions that are not implemented

### Involvement of all the key players

- Inter-municipalities are in charge of the elaboration of local urban mobility plans
- Incentives to action : subsidies policy, technical assistance, creation of a label for good practice

### Monitoring of the implementation

- A continuous appraisal of how actions are implemented and of their effects on mobility
- A regular information (every year) of the results of this appraisal towards local authorities in particular