



THE URBAN MOBILITY PLAN IN THE ILE-DE-FRANCE REGION

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European Union
European Regional Development Fund



1. Urban mobility plans in France

2. Challenges for an urban mobility plan in the Ile-de-France region

3. Key points of the new urban mobility plan in the Ile-de-France region



2



URBAN MOBILITY PLANS IN FRANCE



A legal requirement

Main objective of these plans

11 points to address

- Public transport authorities in urban areas of more than **100,000 inhabitants** must elaborate **urban mobility plans**
- To ensure a **sustainable balance** between **mobility needs** of persons and goods and the **preservation of the environment**, health and quality of life
- 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
- ...



CHALLENGES FOR THE URBAN MOBILITY PLAN IN THE ILE-DE-FRANCE REGION



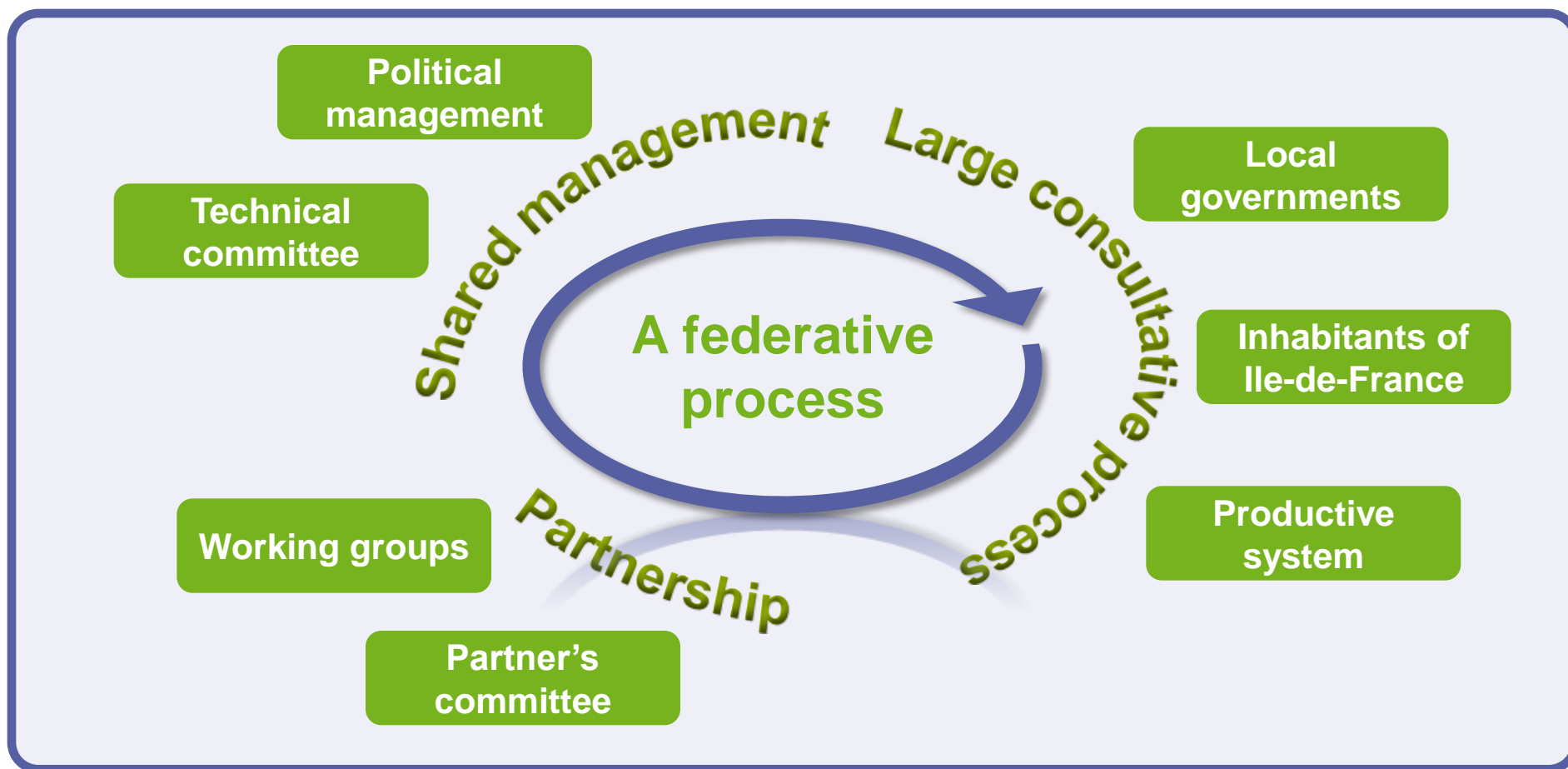
Governance challenges

Mobility challenges

Environmental challenges

- An great number of **key players** regarding mobility policies : how to involve them in the elaboration of the document and in its implementation ?
- A forecast increase of mobility requirements (+ 7 % trips by 2020)
- Private car is the dominating mode of transport
- How to reach the Kyoto targets regarding greenhouse gases ?
- How to reduce pollution ?
- How to reduce accidents especially for pedestrians, cyclists and motorcyclists ?

THE REVISION OF THE PLAN : A PROCESS DESIGNED TO RAISE UP INVOLVEMENT



KEY ELEMENTS OF THE NEW PLAN (1)

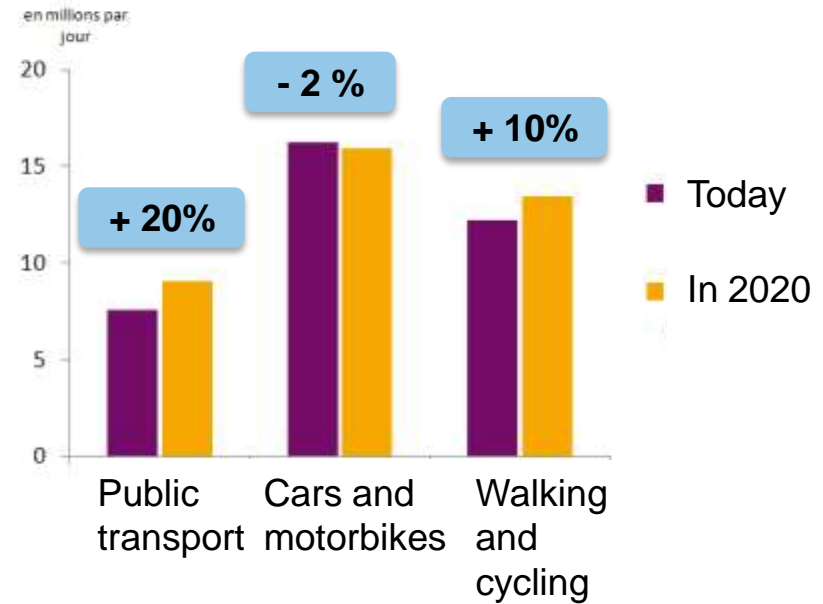


Mobility targets

A pragmatic strategy of 34 actions

- Ambitious objectives in a context of increase of mobility
- Actions are based on good practice that should be generalized in the region

Mobility targets for 2020





KEY ELEMENTS OF THE NEW PLAN (2)

MAKING PUBLIC TRANSPORT SERVICE MORE APPEALING

1. Developing services

2. Enhancing the quality of service

3. Making the use of public transport easier

- Globally, the plan aims at **increasing public transport provision by 25 %** by 2020.
 - It creates a **new hierarchy** of public transport services.
 - Main / new projects : a metro line in the suburbs around Paris, bus rapid transit lines
- Some major investments are planned to **restore punctuality** on mass transit railway lines
- Giving **priority for main bus lines and tramway lines** is a prescription for road operation
- All **interchange stations** should be enhanced in order to facilitate transfers between lines.
- Information will be easier to understand, harmonized in the whole region, real-time information developed
- Public transport will be accessible for mobility-impaired people



KEY ELEMENTS OF THE NEW PLAN (3) DEVELOPING WALKING AND CYCLING



1. Reducing speed limit on local roads

- It is recommended that on local roads in urbanized areas, **speed limit should be limited to 30 km/h** in order to secure walking and cycling.

2. Achieving a cycling network at the regional scale

- This network consists of **3 500 km** of dedicated lanes.
- At local level, it should be completed by reducing speed limit or with other appropriate measures.

3. Developing parking provision for bicycles

- Some of these measures are prescriptions for local authorities
 - Achieving a minimal number of **parking places for bicycles in new buildings**
 - Reserving a part of on street parking provision to bicycles
- Developing parking lots for bicycles at all **public transport stations**

KEY ELEMENTS OF THE NEW PLAN (4)

GOVERNANCE OF IMPLEMENTATION



1. Management at the regional level

2. Involvement of all the key players

3. Monitoring of the implementation

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





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Capital Regions Integrating Collective Transport
for Increased Energy Efficiency

Thank you for your attention



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