

AFD
Formes urbaines et transport urbain

Transport and planning in France

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CERTU / DD

Resources, territories and habitats
Energy and climate
Development durable
Prevention des risques
Infrastructures, transports et mer

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pour
l'avenir**



Ministère de l'Écologie, de l'Énergie,
du Développement durable et de la Mer

Urban Planning and Transport

Urban Transport Plans

Implementation

Resources, territories and habitats
Energy and climate
Prevention of risks
Development durable
Infrastructure, transports and sea

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Urban Planning and Transport

Changes in urban mobility

- Between 1982 and 2008, increase of :

	1982	1994	2008
Daily covered distances	17,4 km	23,1 km	25,1 km
Travel medium distances	5,2 km	7,3 km	8 km
Daily travel lengths	54,8 mn	54,7 mn	56,7 mn

Source : national travel surveys

- Especially for mandatory travel (work, studies)

Urban Planning and Transport

- Sharing out of the daily travel : car remains dominant ...

	1982	1994	2008
Car	49%	63%	65%
Walking	34%	23%	22%
Public transport	8%	9%	8%

Source : national travel surveys

- ... but various mobility tendencies according to regions and urban areas

Urban Planning and Transport

- Contrasted evolutions between large urban areas (> 100.000 residents) and others
- In many major cities (Lyon, Lille, ...) :

- decline of car use



- increase of PT
and active modes
market shares



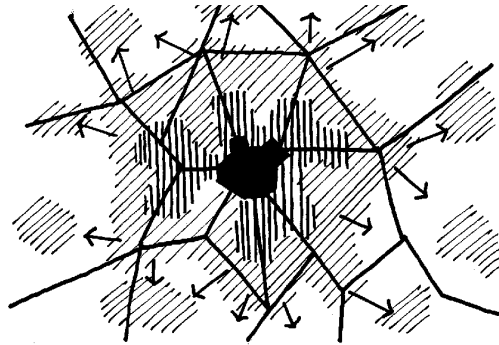
Source : household travel surveys

Urban Planning and Transport

- Reasons : fuel prices ? Yes but hopefully not only... :
 - modification of the structure of the population (ageing, ...)
 - awareness of environmental issues (citizens and elected people)
 - impact of new local transport policies
- Strategic role of urban and transport planning

Urban Planning and Transport

- Urbanism and travel : a permanent interaction

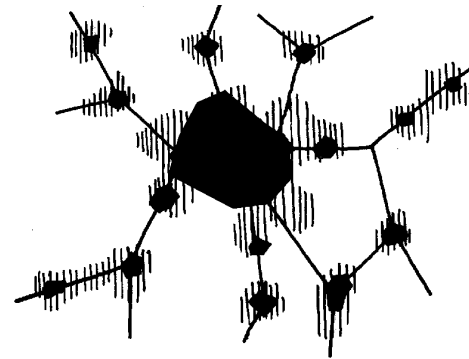


Evolution urbaine en tâche

Organisation urbaine éclatée
Faibles densités
Espaces monofonctionnels

Système de déplacements

Nombre élevé de déplacements motorisés
Distances des déplacements motorisés en croissance
Faible usage des modes autres que la voiture



Système d'urbanisation durable

Organisation polycentrique
Diversité urbaine
Densités élevées

Système de déplacements durable

Déplacements motorisés le plus bas possible
Distance d'un déplacement motorisé la plus courte possible
Consommation des ressources pour les déplacements motorisés la plus basse possible
Déplacements en TC, à pied, à vélo le plus élevé possible

- Transport issues have to be integrated prior to global urban projects

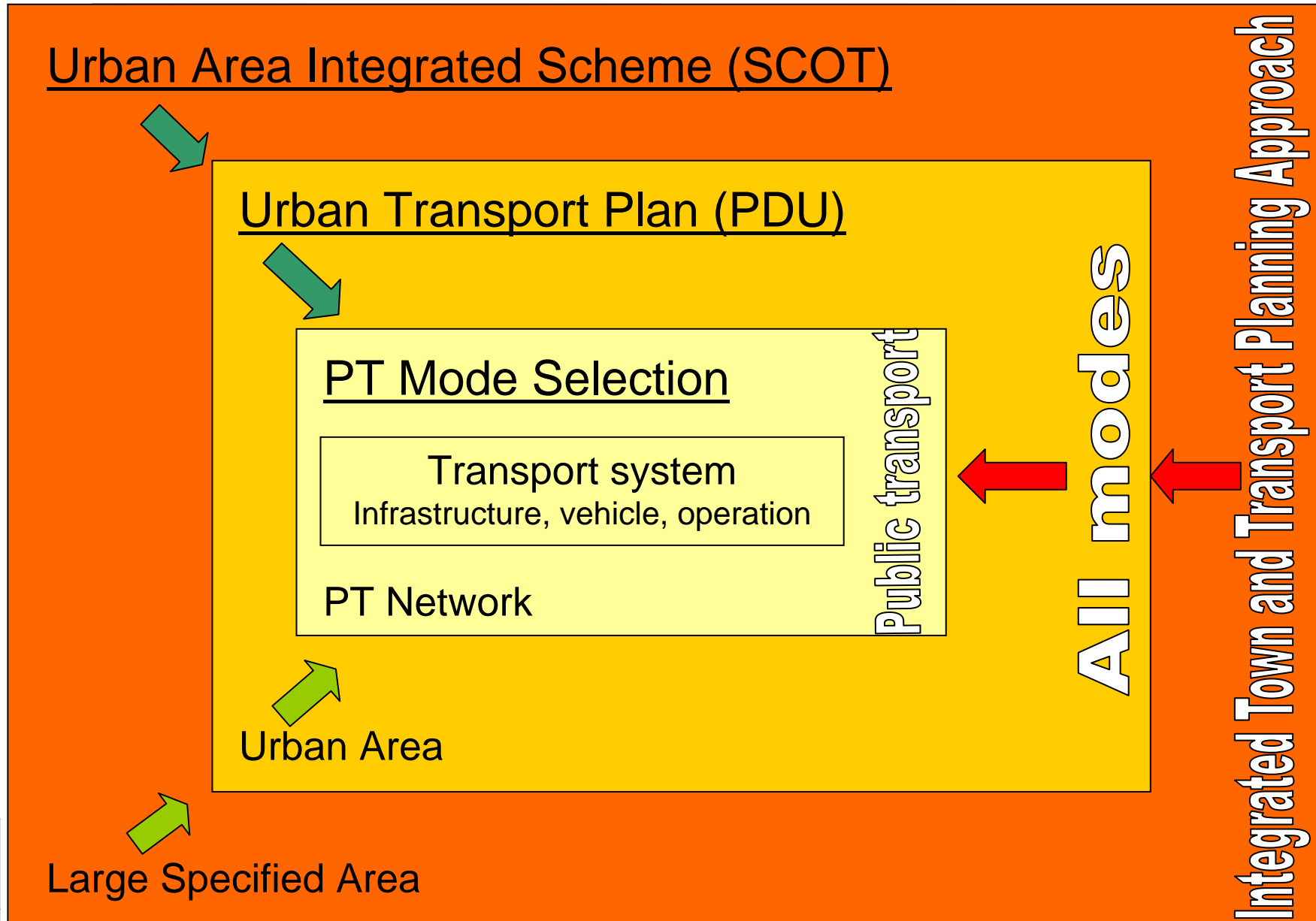
Various planning documents for different scales (1)

- Urban area integrated scheme (SCoT) : large areas
 - A land use approach limiting urban sprawl and travel needs
 - Identifying main and secondary poles connected to PT means
 - Locating activities, urban densities and urban renewal according to transports facilities
 - Defining priorities and hierarchies for road and transport networks
 - Giving principles for parking local policies

Various planning documents for different scales (2)

- Urban transport plans (PDU) : Urban area scale
 - cf. second part
- Urbanism local plans (PLU) : City scale
 - defining at local level a urban project integrating transport issues
 - specifying orientations decided at superior level and transposing them to the neighbourhood scale
 - locating urban extensions closed to already reachable areas by PT means
 - regulating density around PT stations

Urban Planning and Transport



Urban planning and transport

Urban Transport Plans

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Urban Transport Plans

30 years of constant improvement

- Founding text :

Law on Domestic Transport
(LOTI, 30/12/1982)

- Constant evolution linked to... **environmental policies**

Law on Air Quality
and the Rational Use of Energy (LAURE, 30/12/1996)

- Constant evolution linked to... **urban planning policies and social policies**

Law on Solidarity and Urban Renewal
(SRU, 13/12/ 2000)

- Constant evolution linked to... **social cohesion policies**

Law on equal rights and opportunities,
participation and citizenship for people with disabilities
(PH, 11/02/2005)

Urban Transport Plans

- Constant evolution linked to... **action against global warming**

Planning law on the implementation
of Grenelle environment provisions
(Grenelle 1, 03/08/2009)

Law on national engagement for the environment
(Grenelle 2, draft law)

Urban Transport Plans

- Planning (10 years), operational and programming documents
- Objectives : global approach, all modes
 - Organizing the transportation of passengers and goods, traffic and parking **within the urban transport perimeter**
 - Durable balance between mobility requirements and the **protection of the environment** and **public health**
 - **Coordinated use** of all means of transport, promoting the use of alternative means, thus aiming to reduce the use of cars for transportation
 - Strengthening **social and urban cohesion**
 - Improving **accessibility** to public transport networks for people with disabilities

Urban Transport Plans

- Stakeholders

- Urban transport plans are elaborated and approved by the **urban transport organization authority**
- Other entities participate in the elaboration of the plan : **the State, relevant regions and departments**
- Certain stakeholders may be **consulted upon demand** : people representing various professions as well as transport users, representatives of people with disabilities, chambers of commerce and industry or accredited environmental associations
- The following stakeholders may **give their opinion** on the project : town, department, region and national authorities
- The urban transport plan project is submitted for **public enquiry**

Urban Transport Plans

- Content
 - Commuting **safety / road-sharing**
 - Reducing car traffic**
 - Promoting **alternative modes** of transportation (public transport, walking, bicycle riding)
 - Developing and using the public road network
 - Developing **parking areas and regulations** (roads and public parking areas)
 - Transporting and delivering **goods**
 - Encouraging **businesses and communities** to establish a mobility plan (encouraging the use of public transport and car pooling)
 - **Integrated** ticketing and tariff system
- Compulsory assessment of the urban transport plan's environmental impact

Urban Transport Plans

- Project Approach
 - Steering committee (policy-makers)
 - Project manager
 - Technical committee (commuting, urban planning, environment)
- Elaboration stages
 - Prior diagnosis (collecting data and existing studies, defining imperatives and a study programme)
 - Prospective and updated diagnosis
 - Scenarios allowing the development of a strategy
 - Designing an intermodal project, its program including financing plan and assessment process
- Implementation, follow-up, assessment within **5 years**

Transport planning in France

Urban Transport Plans

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Implementation

The situation of UTP in 2009 (source : GART)

115 urban transports plans

- 63 % are compulsory
- 37 % are voluntary

Various progress

- Half of them under initial development
- 14 % in assessment process
- 16 % in revision

Various reasons of non realization in small areas

- 33 % for too heavy proceedings
- 25 % for lack of human and logistic means
- 17 % for lack of financial means

Implementation

Implementation difficulties...

Fragmented responsibilities

Parking

Transport of goods

Local roads

Many actors

Various local authorities, transport operators, users and environmental associations, ...

Many issues

Accessibility for people with disabilities, ticketing, multimodal information, public transport, active modes, parking, transport-on-demand, safety, mobility management, road, transport of goods, ...



Implementation

... but UTP still considered as a sustainable development document

With **environmental and social targets**

And various **indicators** to measure the policy impacts :

Modal shift

Road traffics

Greenhouse gas emissions

Speed

...

Considered as a **good and useful tool** by almost all the transport authorities (94 %)

Implementation

Beyond **compatibility between planning documents**, various ways of **cooperation between actors**

- Informal : “gentlemen agreements”, sharing of knowledge
- “Contractual” : conventions, axis contracts, station contracts => commitments
- Institutionalised : adapted organisations, mixed unions

Implementation

Example 1 : R.E.A.L Project

- 12 partners
involved

- focusing on
users needs

- 21 actions



Implementation

Example 2 : Axis contracts between local authorities

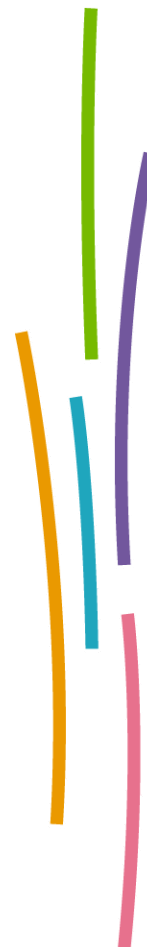
Operational commitments of the towns

- Defining the target sectors of land preemptions
- Specifying locations and contents of urban projects
- Pointing out the planning targets of public space
- Defining operational planning perimeters
- Organizing the access for intermodality

Operational commitments of the local transport authority

- Defining an implementation schedule for the realization of the new PT line, the number and location of stations
- Providing the public space planning along infrastructure
- Participating to the construction of parkings

Thank you for your attention !



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