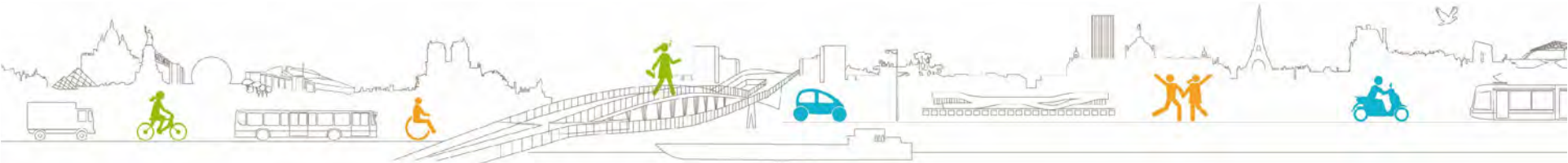




March, 2017

**Christophe Najdovski**, Deputy Mayor of Paris for transport, street network, mobility and public space

# Roads and Mobility Parisian Policy



# Part 1 - Background

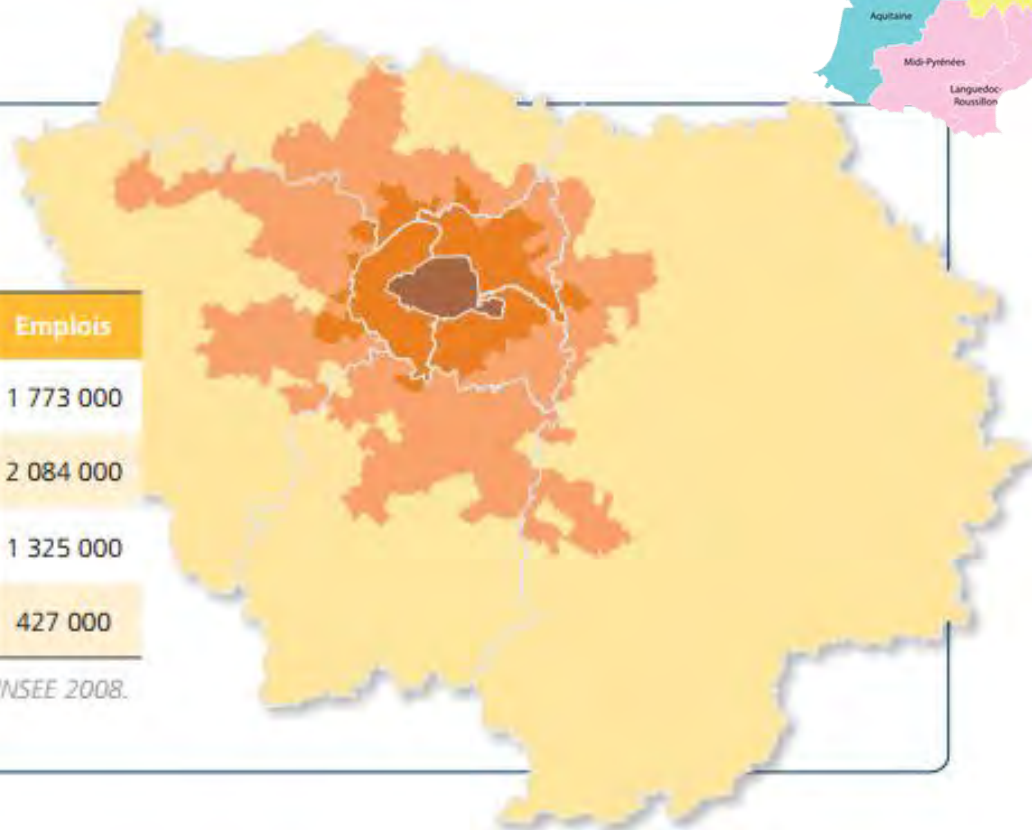
## Paris and its agglomeration, institutionnal framework



Découpage morphologique de l'Île-de-France

	Superficie	Population	Emplois
Paris	105 km <sup>2</sup>	2 160 000	1 773 000
Cœur d'agglomération	621 km <sup>2</sup>	4 545 000	2 084 000
Agglomération centrale	2 012 km <sup>2</sup>	3 327 000	1 325 000
Autres territoires	9 274 km <sup>2</sup>	1 384 000	427 000

Source : INSEE 2008.



## Part 1 - Background

### Paris and its agglomeration, institutionnal framework

4 levels of authority for transport : State, Region, “Département”, Cities.

**Currently:** Heavy investment (railways, undergrounds, tramways, motorways and main roads) is financed together by State, Region and Départements, through “Projects Contracts”.

In Paris, capital of the state, the National Police is in charge of the control and enforcement of traffic and parking.

**2016:** Grand Paris Metropolis (including Paris and 123 other municipalities from the Region, and representing 7,5 million inhabitants) defines the climate-air-energy Plan and the blueprint of metropolitan energy distribution networks

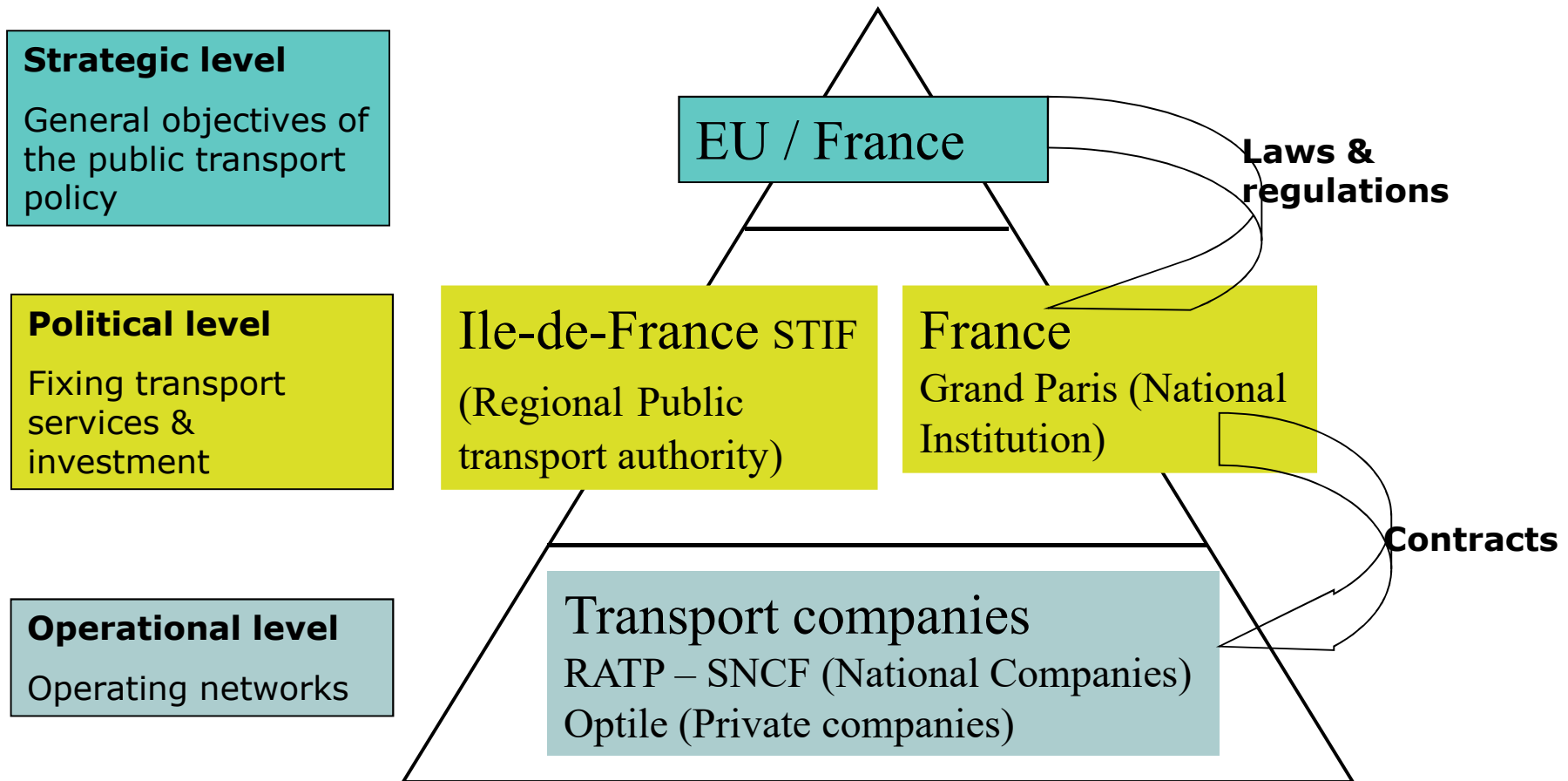
**Expected in 2017 :** modifications in competencies related to parking payment monitoring



# Part 1 - Background






## Paris and its agglomeration, institutionnal framework

3 levels for public transport organisation in Ile-de-France Region



# Part 1 - Background

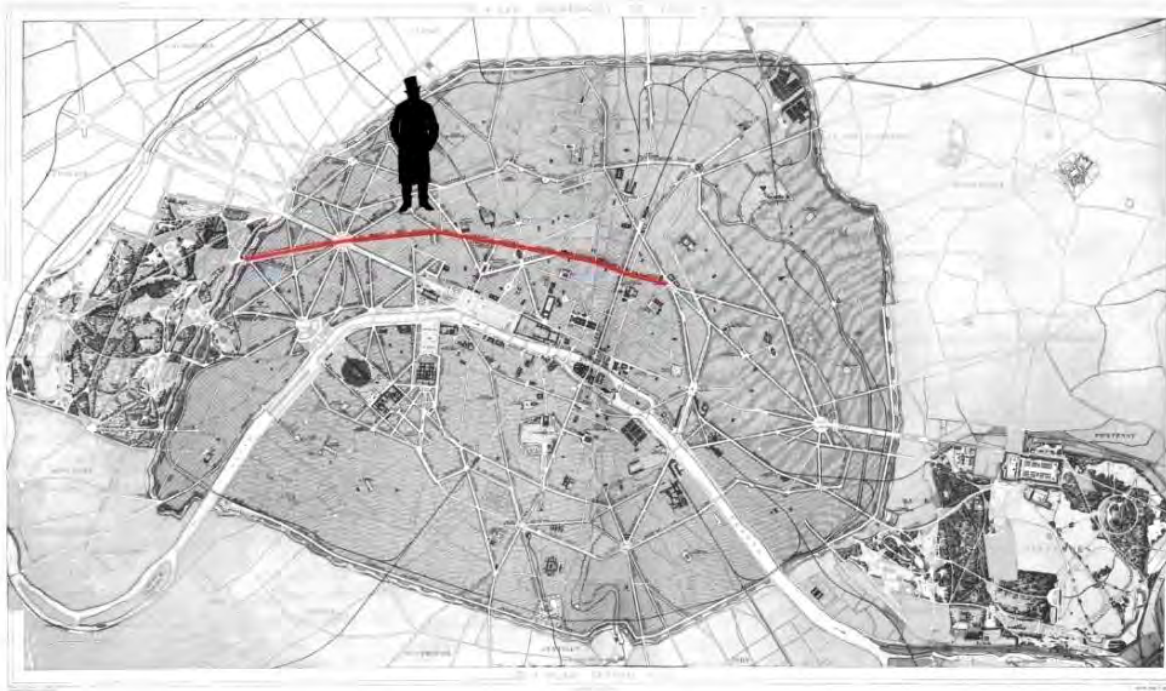
## Mobility Datas/ modal split

	Ile de France	Paris
 <b>Walk</b>	38,7%	60,5%
 <b>bikes</b>	1,6%	3%
 <b>2 motorized wheels</b>	1,4%	1,8%
 <b>public transport</b>	20,1%	27,3%
 <b>cars</b>	37,8%	6,7%

## Part 1 - Background

Mobility Datas/ modal split

# A city of short distances

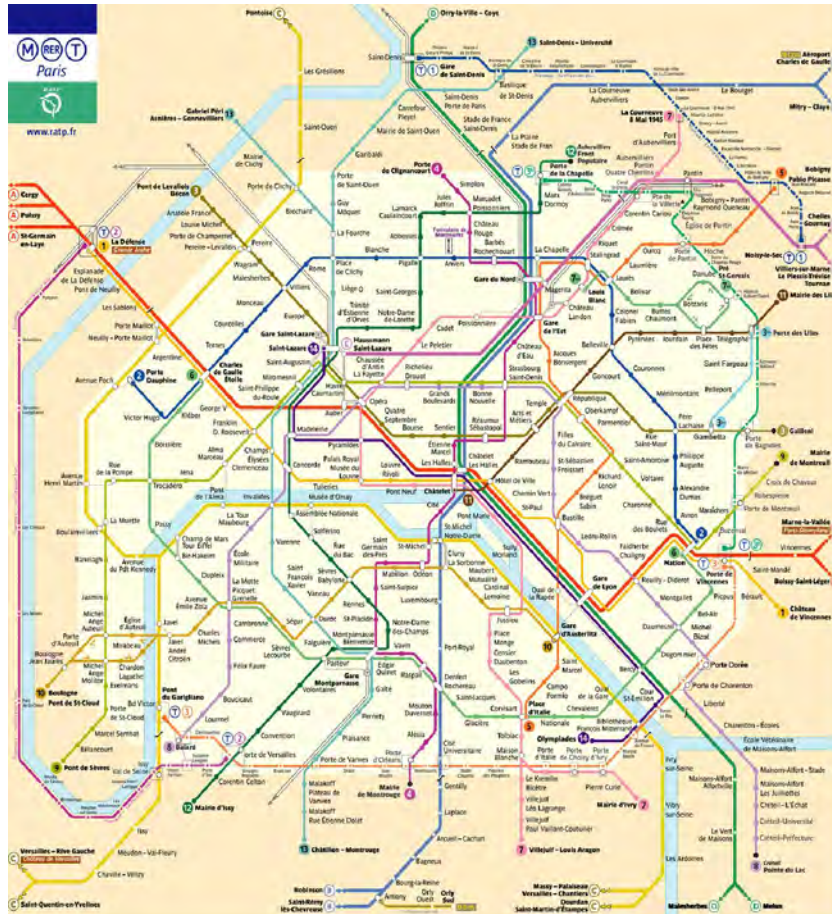


One-hour walk from Place de la République to Bois de Boulogne (at the border of Paris)

- Inner Paris: 105 km<sup>2</sup>
- Inner London: 321 km<sup>2</sup>
- Inner Madrid: 606 km<sup>2</sup>
  
- You can walk from one end of the city to the other in less than 2 hours

## Part 1 - Background

# THE METRO : a dense network



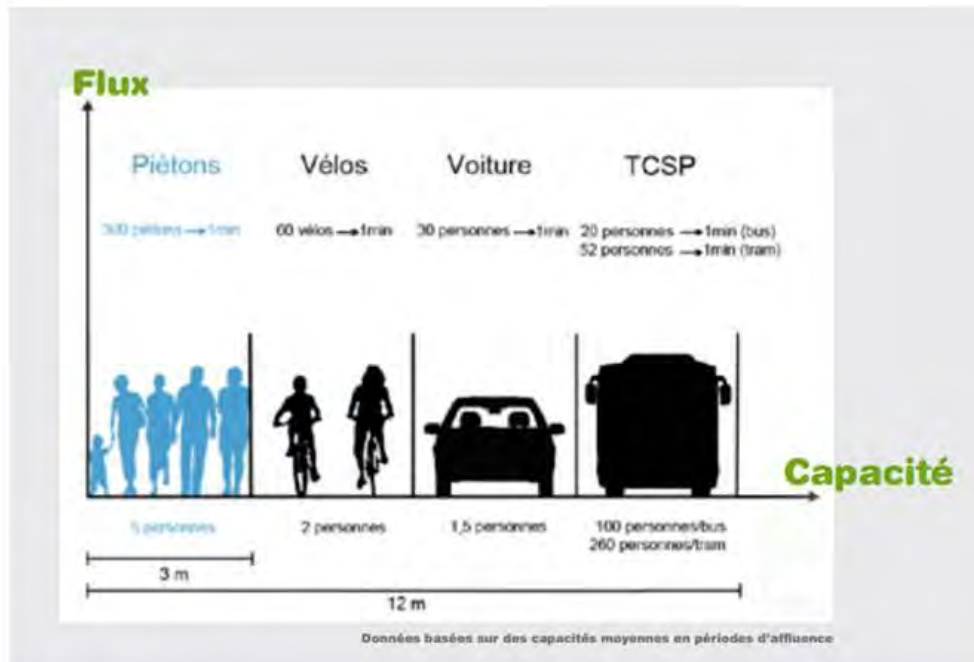
19th and 20<sup>th</sup> century



# Part 1 - Background

What do we want ?

Transporting people or cars ?





# Partie 2 - Mobility Policy

1960-65

Where we come from...

To drive ever more quickly

## The ringway (boulevard périphérique)

First bypass around Paris

Paris inner-ringway was built between 1956 and 1973

35 km long

Composed by 3 or 4 traffic lanes for each flow direction

1 million vehicles a day today

## The ringway system (PC Bédier)

180 measuring points

740 Magnetic Induction loop (traffic detector)

100 video camera

106 emergency telephone boxes

**Permanent Human presence 24 / 7**



# Partie 2 - Mobility Policy

Where we come from...

1960s' motto: "The city must adapt itself to cars"



1970s' motto: "If Paris wants to drive, let's do it!"

# Partie 2 - Mobility Policy

## Parking price policy



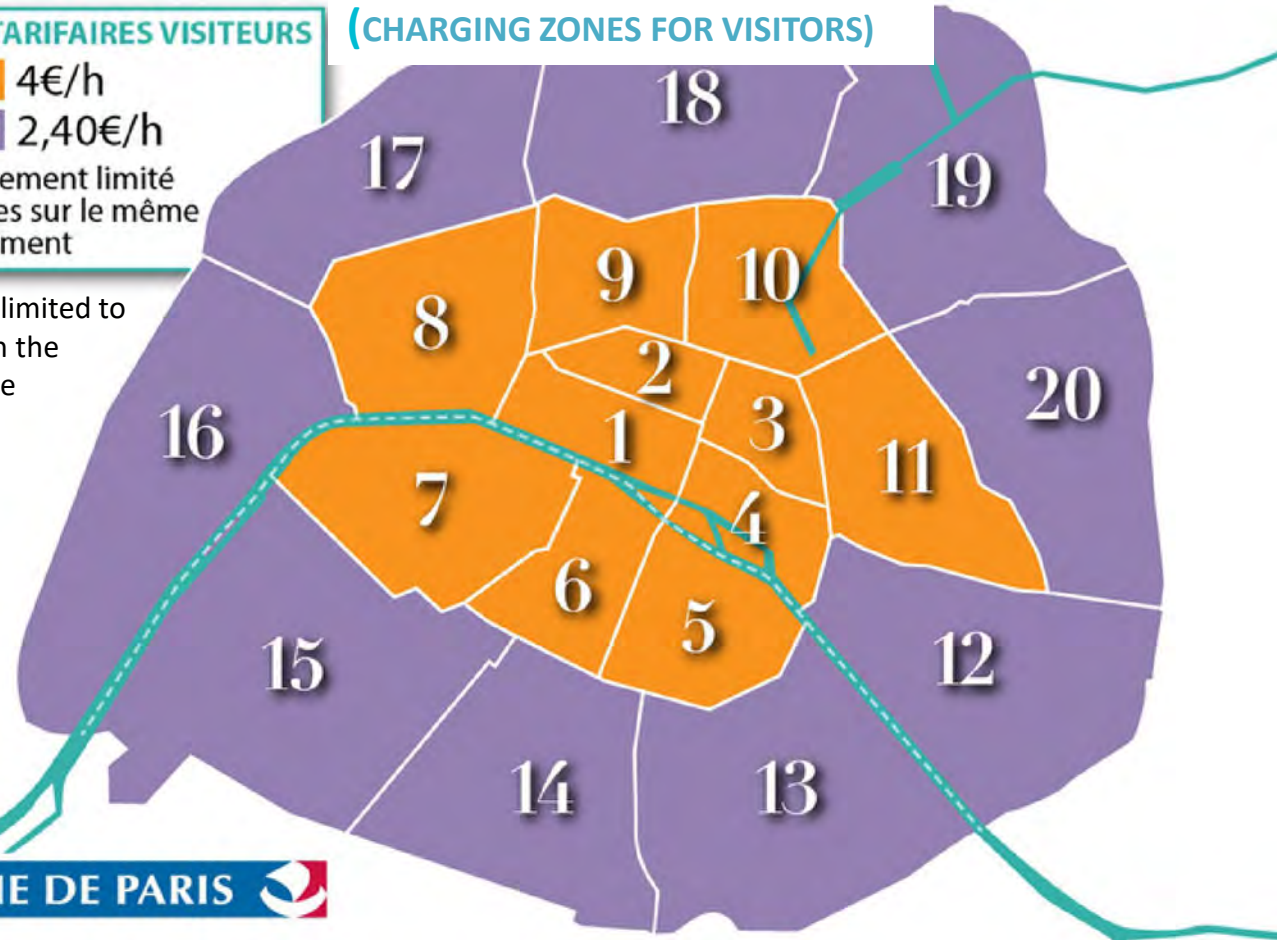
### ZONES TARIFAIRES VISITEURS (CHARGING ZONES FOR VISITORS)

**Zone 1** 4€/h

**Zone 2** 2,40€/h

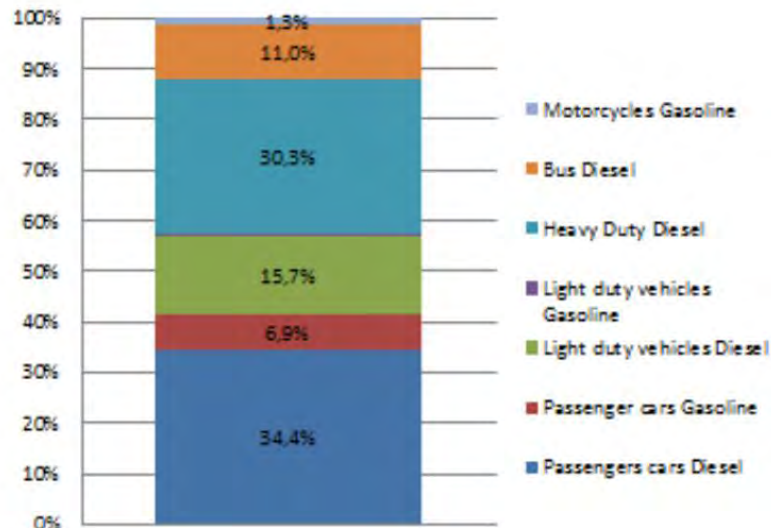
Stationnement limité à 2 heures sur le même emplacement

Parking is limited to 2 hours on the same place

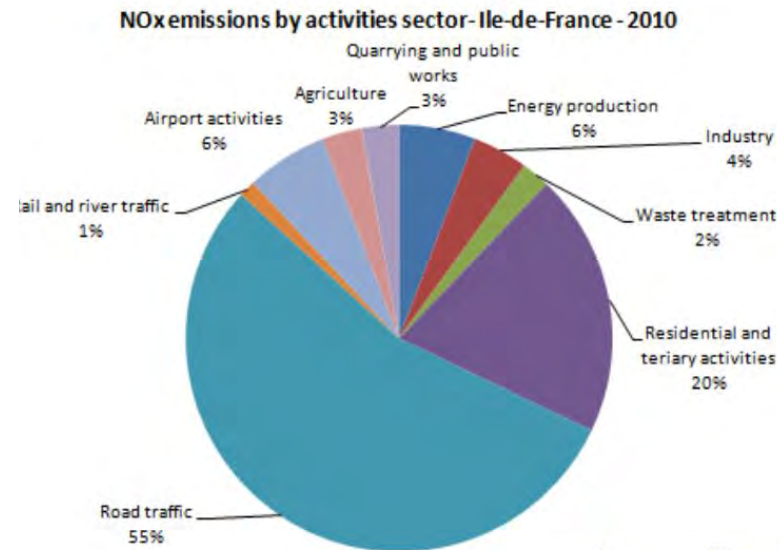


# Partie 2 - Mobility Policy

## Air Quality - datas



Source : 2010 AIRPARIF inventory



→ Transport a major source of pollutants

Source : 2010 AIRPARIF inventory


# Partie 2 - Mobility Policy

## Air Quality - new laws

**1<sup>ER</sup> JUILLET 2016**

**INTERDICTION DE CIRCULER  
DANS PARIS LES JOURS OUVRÉS  
DE 8H À 20H**


**Qui est concerné ?**



Les **véhicules particuliers**,  
mis en circulation  
avant le **1<sup>er</sup> janvier 1997**



Les **véhicules utilitaires légers**,  
mis en circulation  
avant le **1<sup>er</sup> octobre 1997**



Les **deux roues motorisés**,  
mis en circulation  
avant le **1<sup>er</sup> juin 1999**

**1<sup>ER</sup> JUILLET 2015**

**RESTRICTIONS DE CIRCULATION 7J/7  
SUR L'ENSEMBLE DU TERRITOIRE HORS BOULEVARD  
PÉRIPHÉRIQUE, HORS BOIS**



**AUTOCAR**

Les véhicules lourds les plus polluants,  
essence et diesel immatriculés avant octobre 2001

### Quel certificat pour votre véhicule ?



Tous les véhicules  
«zéro émission moteur » :  
**100% électrique  
et hydrogène**



Essence et autres  
**EURO 5 ET 6**  
A partir du  
1<sup>er</sup> janvier 2011



Essence  
et autres  
**EURO 4**  
Entre le 1<sup>er</sup> Janvier  
2006 et le 31  
décembre 2010  
Inclus

Diesel  
**EURO 5 ET 6**  
A partir du  
1<sup>er</sup> janvier 2011

### VIGNETTES CRIT'Air



Essence  
et autres  
**EURO 2 ET 3**  
Entre le  
1<sup>er</sup> janvier 1997  
et le 31 décembre  
2005 inclus



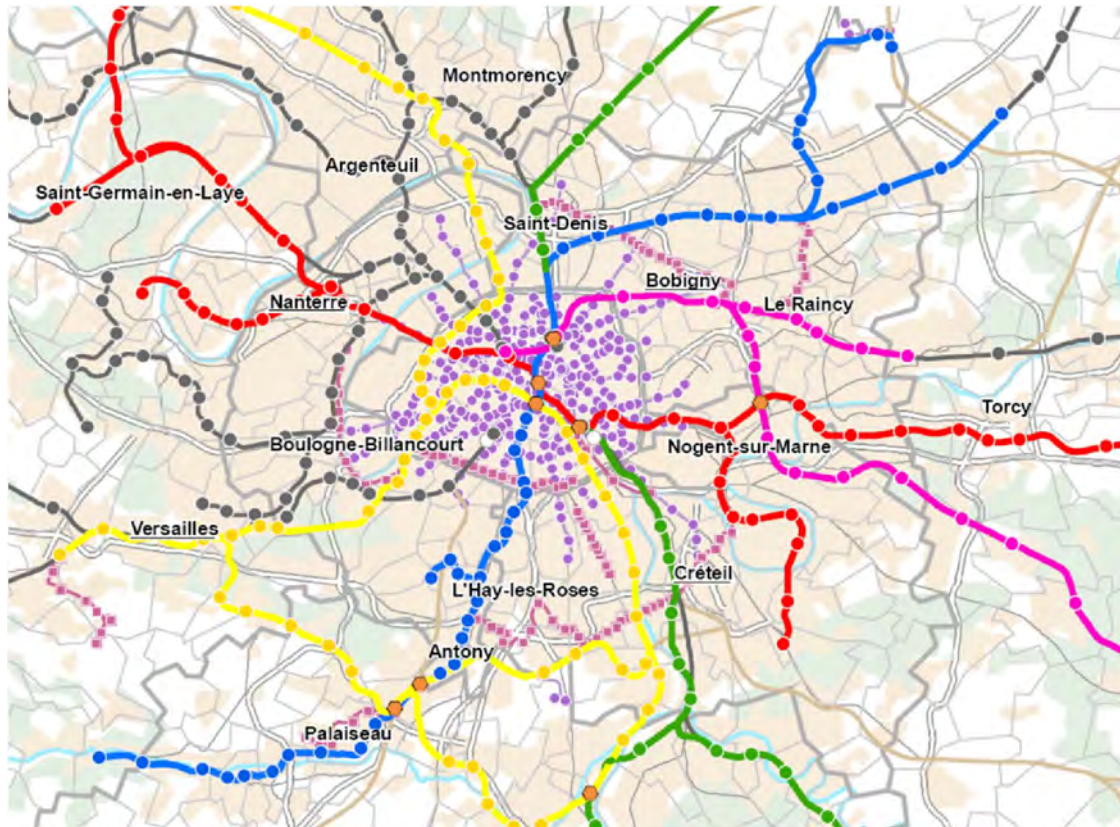
Diesel  
**EURO 4**  
Entre le  
1<sup>er</sup> janvier 2006  
et le 31 décembre  
2010 inclus



Diesel  
**EURO 2 ET 3**  
Entre  
le 1<sup>er</sup> janvier 1997  
et le 31 décembre  
2000 inclus

# Partie 2 - Mobility Policy

## Developing Public transports: metro & RER



# Partie 2 - Mobility Policy

## Developing Public transports - the tramway

From 2001

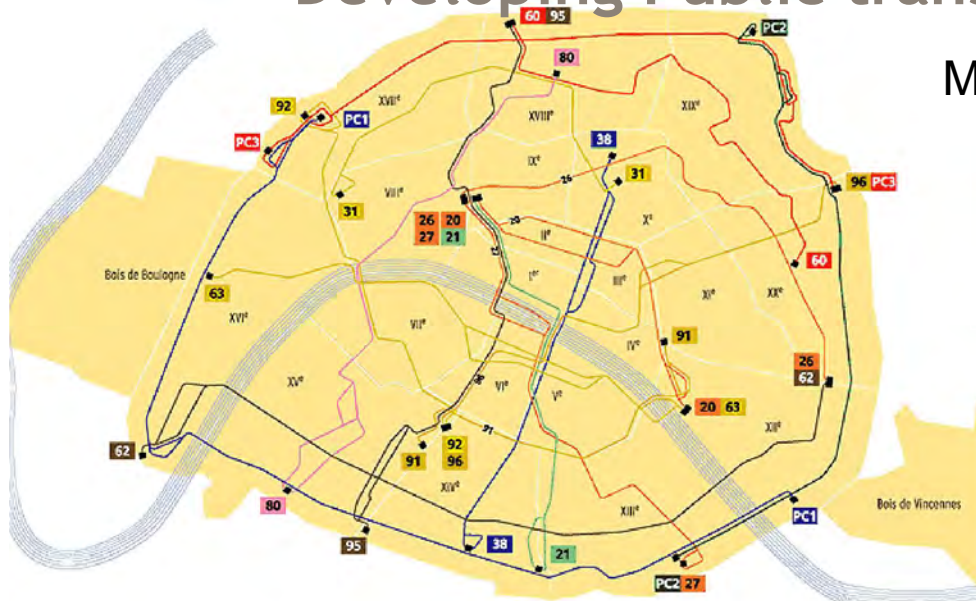
The tramway offers a new life to the Maréchaux Boulevards loop



# Partie 2 - Mobility Policy

## Developing Public transports - Buses

From 2001



MOBILIEN : strategic bus network

More accessible, reliable, fast, frequent.  
Operating from Monday to Sunday, from  
6.30 a.m. to 0.30 a.m.

Implementing bus lanes and giving  
priority at the traffic lines

Always including bicycles and taxis.





# Partie 2 - Mobility Policy

## Developing Public transports - buses

Expected in 2020



Bus Rapid Transit along the Seine



Bus Rapid Transit linking the railways stations

# Partie 2 - Mobility Policy

## Developing Public transports - buses

Full electric public transport in 2025



# Partie 2 - Mobility Policy

## Active transportation modes

### Paris cycle Policy –background: History

- 80's: first measures
- Autumn 1995: public transports on strike fostered the use of bicycles by Parisians
- 2000's: development of a more ambitious policy  
(development of bus lanes opened to bikes...)
- 2007: Launch of “Vélib”
- 2008-2014: pacification of public roads and public space in Paris



# Partie 2 - Mobility Policy

## Active transportation modes

### Paris bicycle policy - Content of the Plan (1): bike facilities

- Double the total length of bicycle lanes (from 700km to 1.400km)
- Create a cycling express network to cross Paris from N. to S. and from E. to W.
- Resorbing urban cuts (river Seine, railways, ring road..)
- Offering a cycling continuity between Paris/closed suburb (Paris's gateways)



Distribution of bike plan budget

# Partie 2 - Mobility Policy

## Active transportation modes

### Paris bicycle policy - Content of the Plan (1): bike facilities

- +10 000 extra parking spaces
- A new secured offer for bike parking: « velobox »
- Foster intermodal commutes : creation of bike stations in railway stations (Veligo...)



Véligo

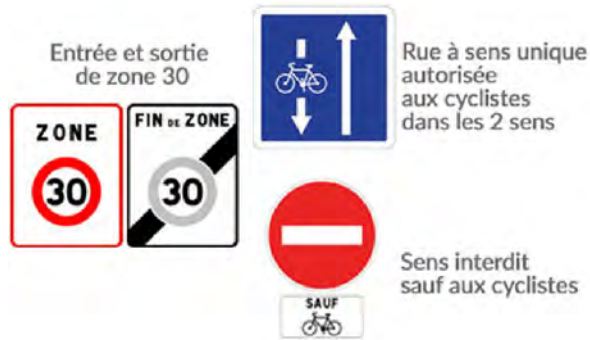


Vélobox

# Partie 2 - Mobility Policy

## Active transportation modes

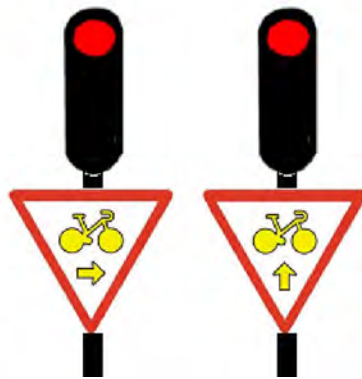
### Paris bicycle policy - Contents of the plan (2): More cyclist-friendly circulation rules



30 speed limit zones and against the flow of traffic cycle lanes for all the city



Share road zones to be developed



Right to go through a red light in some cases in order to turn right or go straight



+ 7 000 advanced stop lines for bicycles ("sas vélo")

# Partie 2 - Mobility Policy

## Active transportation modes

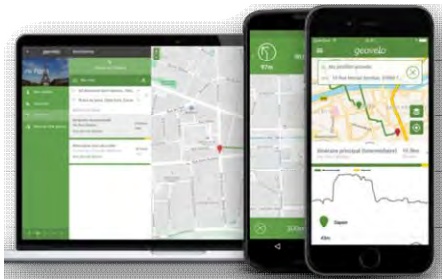
Paris bicycle policy - Contents of the plan (3): Developing a « bike culture »



**SUBSIDIES**

- Subsidies to acquire electric and christiana bikes

- Financial support to create parking facilities in shared housing



Bike Travel planning apps:  
GeoVelo



Support to repair-workshops and « bike schools »  
to make bike easily accessible to all



Campaign of communication  
and awarness



Stimulate bicycle touring for  
tourists

# Partie 2 - Mobility Policy

Active transportation modes

Sharing public space : new priorities

- continuous cycle lanes
- parking places
- help for orientation
- new facilities for cyclists





# Part 2 - Mobility Policy

Active transportation modes

Sharing public space for cycles & pedestrians

Avenue Jean-Jaures 75019



## Part 2 - Mobility Policy

Active transportation modes

Sharing public space for cycles & pedestrians



Before/after

Boulevard Bourdon (75004)

## Part 2 - Mobility Policy

Active transportation modes

Sharing public space for cycles & pedestrians



Before/after

Boulevard de Picpus (75012)

## Part 2 - Mobility Policy

Active transportation modes

Sharing public space for cycles & pedestrians



Before/after

Boulevard de Reuilly (75012)

## Part 2 - Mobility Policy

Active transportation modes

Sharing public space for cycles & pedestrians



Before/after

Passage Sainte-Elisabeth  
(75003)

## Part 2 - Mobility Policy

Active transportation modes

Sharing public space for cycles & pedestrians



Before/after

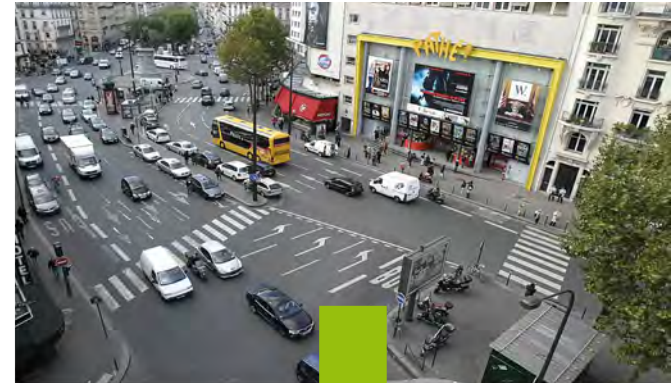
Rue du Pélican (75001)

# Part 2 - Mobility Policy

Active transportation modes

Squares : Sharing public space for cycles & pedestrians

Place de Clichy



# Part 2 - Mobility Policy

## Active transportation modes

Squares : sharing public space for cycles & pedestrians

Place de la République







# Part 2 - Mobility Policy

## Active transportation modes

Bringing back the riverside expressway

Left bank : turning to a pedestrian path for strolling, sport and culture.





# Part 2 - Mobility Policy

## Active transportation modes

Bringing back the riverside expressway

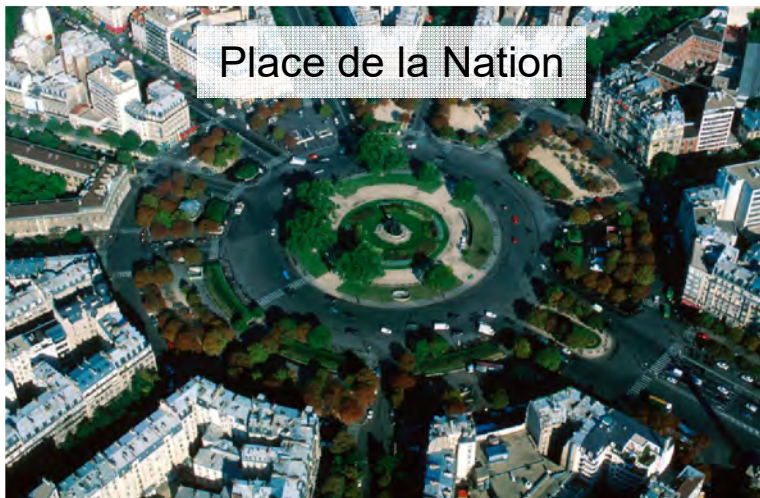
Right bank : turning to a pedestrian path for strolling, sport and culture.



# Part 2 - Mobility Policy

Active transportation modes

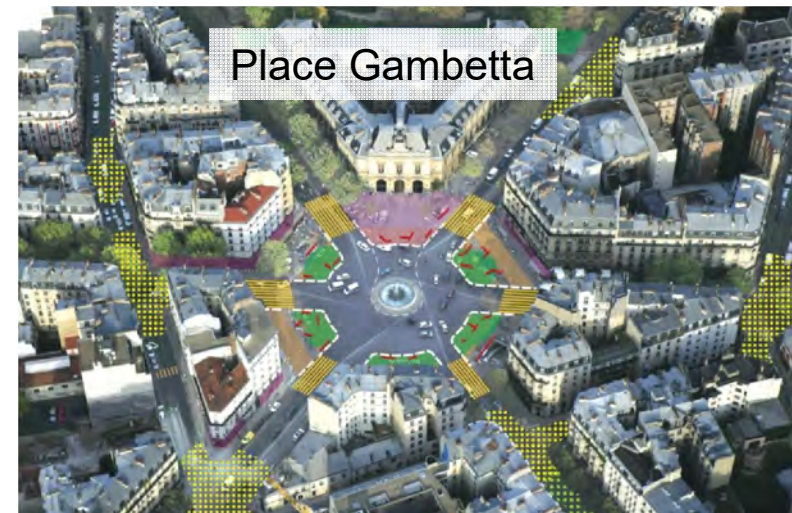
The public squares for 2020



# Part 2 - Mobility Policy

## Active transportation modes

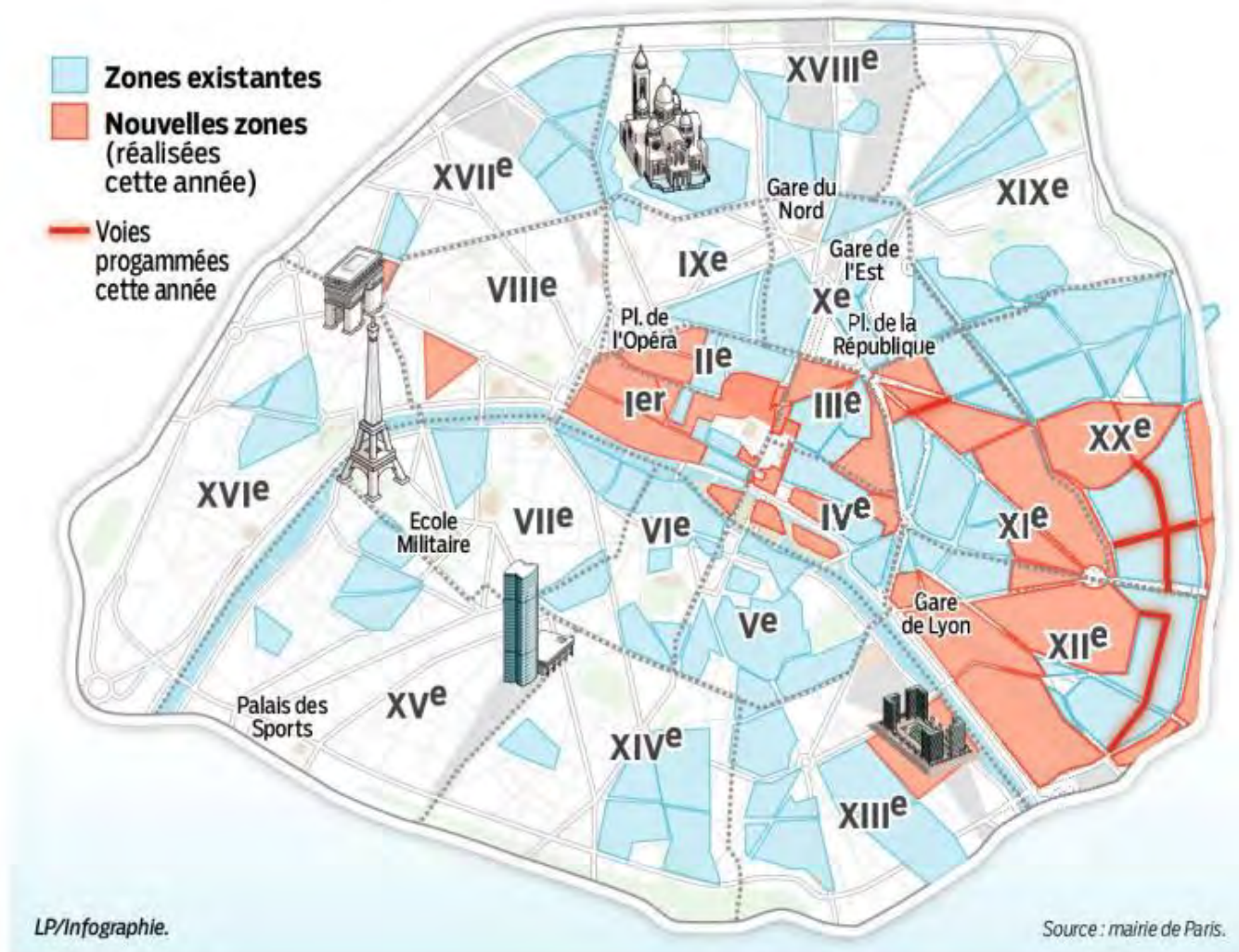
### The public squares for 2020



# Part 2 - Mobility Policy

Active transportation modes

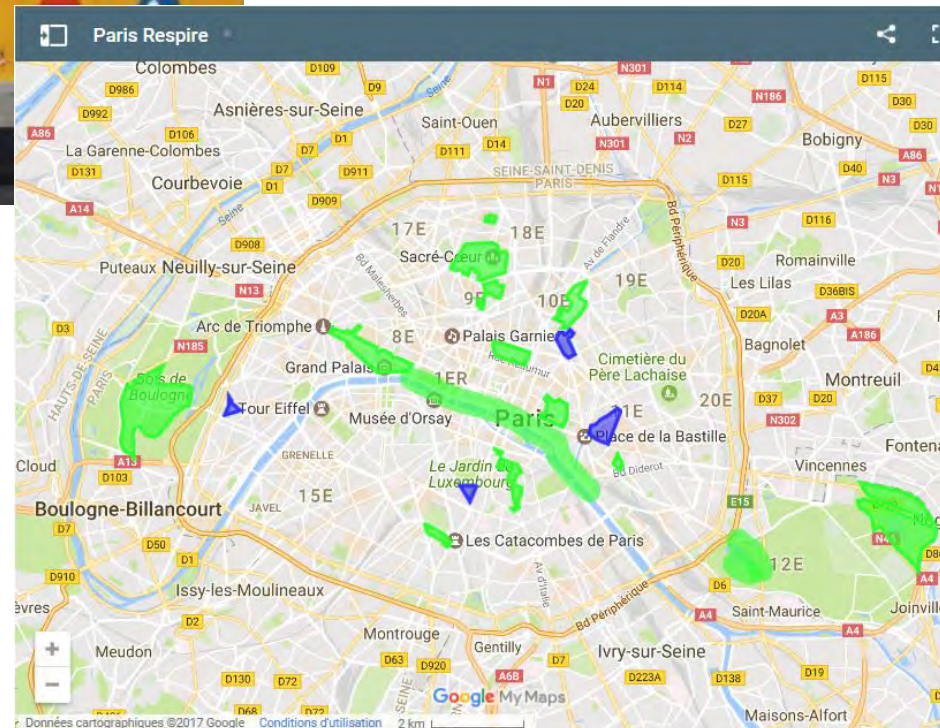
The slow speed areas (30 km/h)



# Part 2 - Mobility Policy

Active transportation modes

The *Paris Breathe* dispositive





# Part 2 - Mobility Policy

## New sharing transport offers: autolib'

Self service electric cars for one-way journeys

Started on december 2011



# Part 2 - Mobility Policy

New sharing transport offers: parking and car-sharing

230 parking lots in 2016

Goal : 1,000 in 2020



# Part 2 - Mobility Policy

Promoting electric energy

Public infrastructure of Electric charging points



3 kW



22 kW



50 kW

# Part 2 - Mobility Policy

## New way for deliveries

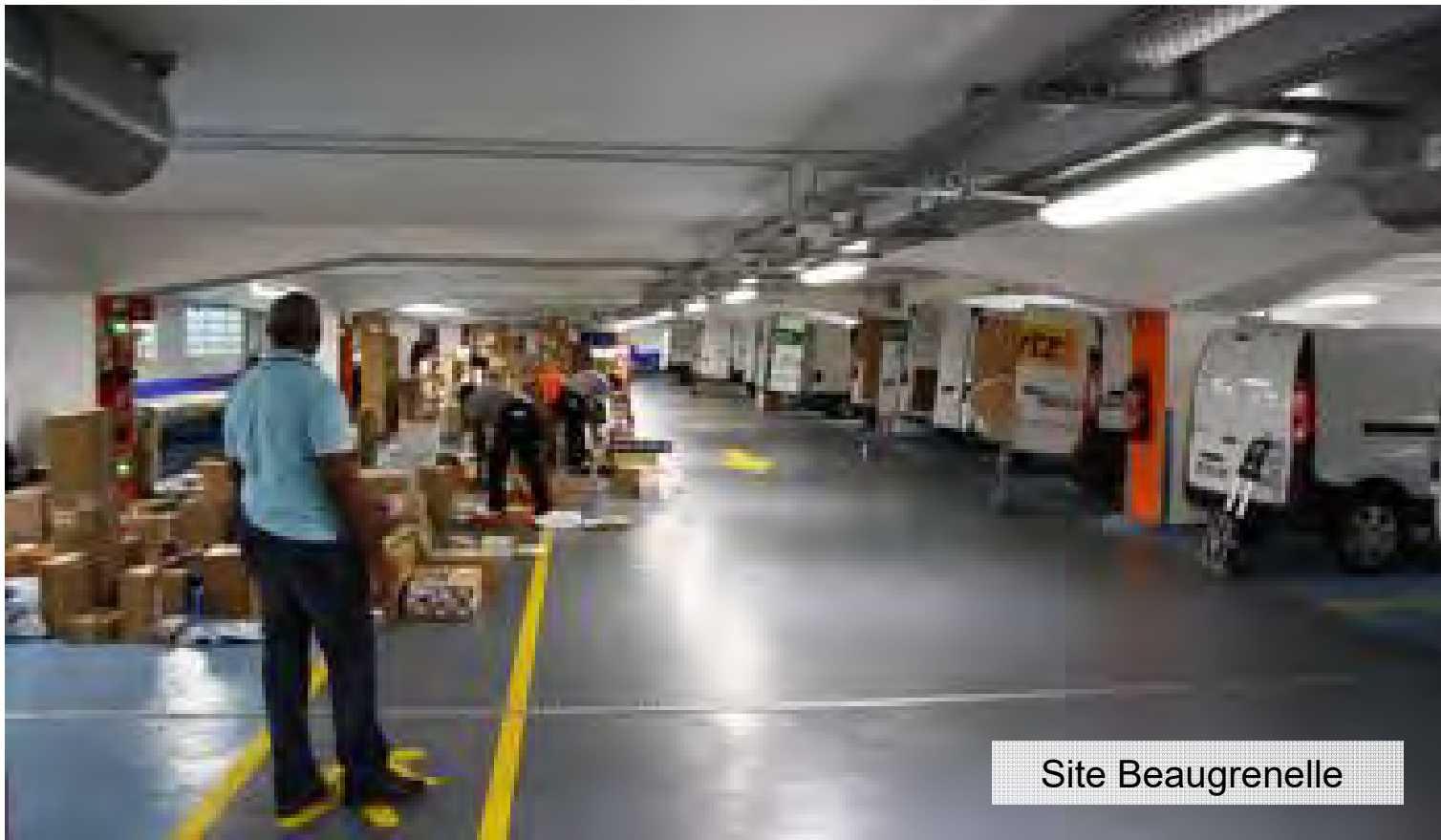
Carrying goods on the River Seine



## Part 2 - Mobility Policy

New way for deliveries

Urban logistic spaces in car parking



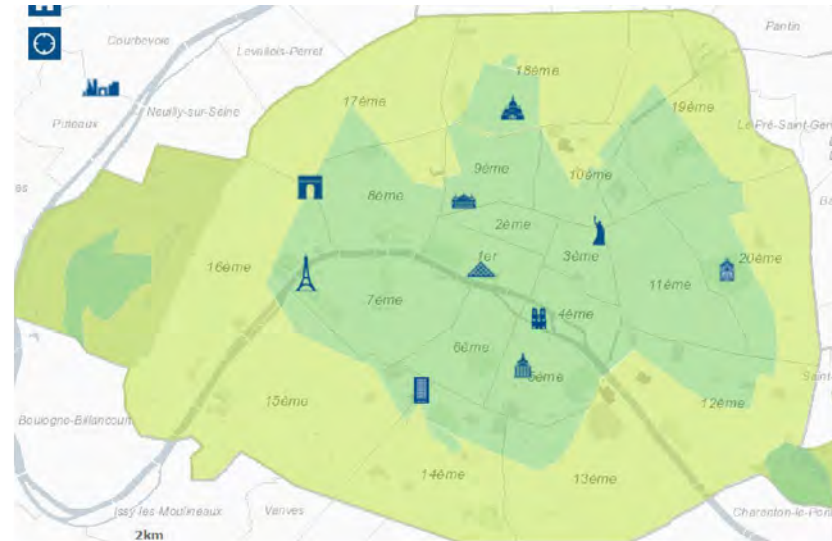
Site Beaugrenelle

# Sharing public space, throughout the time

Car-free day, every year. In 2016, 650km of roads free of cars



Champs Elysées without cars,  
one Sunday a month



# 5 BIG ISSUES



1. Sharing road space and encouraging pedestrian networks
2. Promoting diversity of activities and practices in the street
3. Raising convenience standards in public spaces
4. Rethinking pedestrian orientation
5. Strengthen the culture of walking and pedestrians in Paris



## 2. Promoting diversity of activities and practices in the street

Shared spaces



Streets





## 2. Promoting diversity of activities and practices in the street



# 4. Rethinking pedestrian orientation

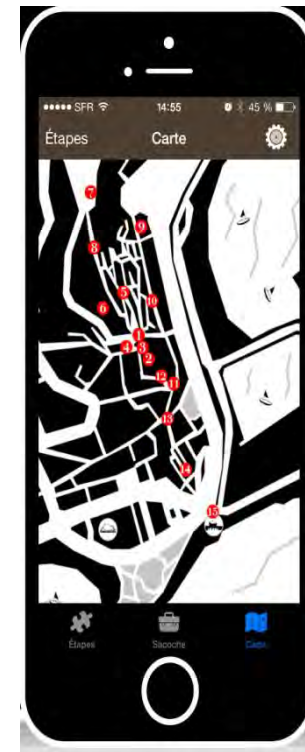
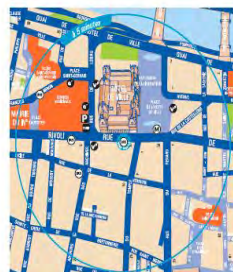
MAIRIE DE PARIS



Helping pedestrians find their way more efficiently : rethinking landmarks and reference points



Offer marked walking tours to discover the City by foot





Thank you for your attention

