

# 30 years of SUMP's in France

ECOMM 2014

Florence

Nicolas MERLE

# Contents

---

30 years of PDU changes in France

PDU's objectives and content

Guiding principles of its development

Review of PDUs in France and results

Areas for improvement in the future

Changes to come in France...  
...and in Europe

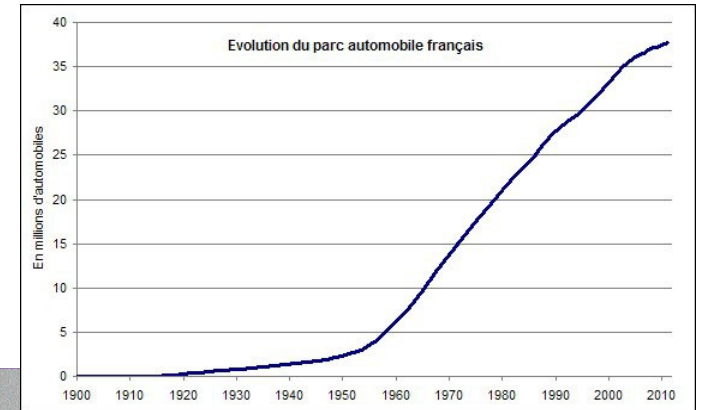
# Urban transport up to the 80's

## Glorious 30 (1945 to 1973)

Growth of car ownership

"The city must adapt to cars" (Pompidou 1971).

Tramway lines removed, bicycle abandoned



## 1970s-1980s

1973: oil crisis

Versement Transport (transport tax)

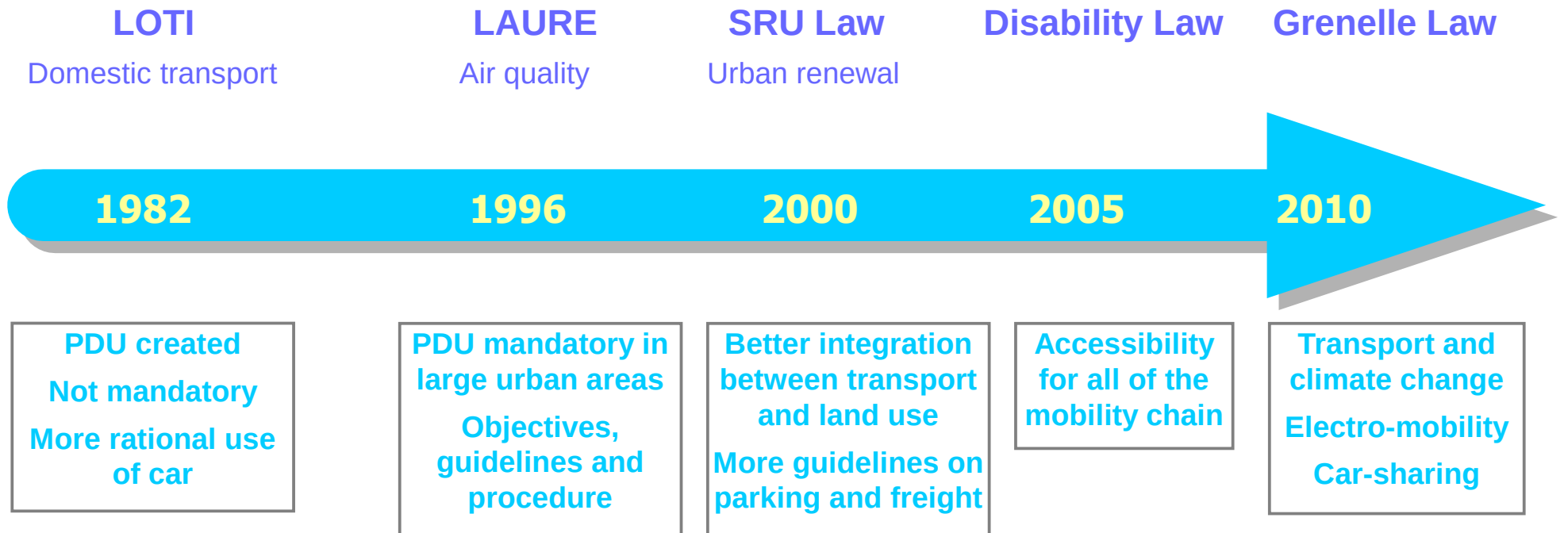
- *Subways in Marseille (1977), Lyon (1978) and Lille (1983)*

- *Tramways in Nantes (1985) and Grenoble (1987)*

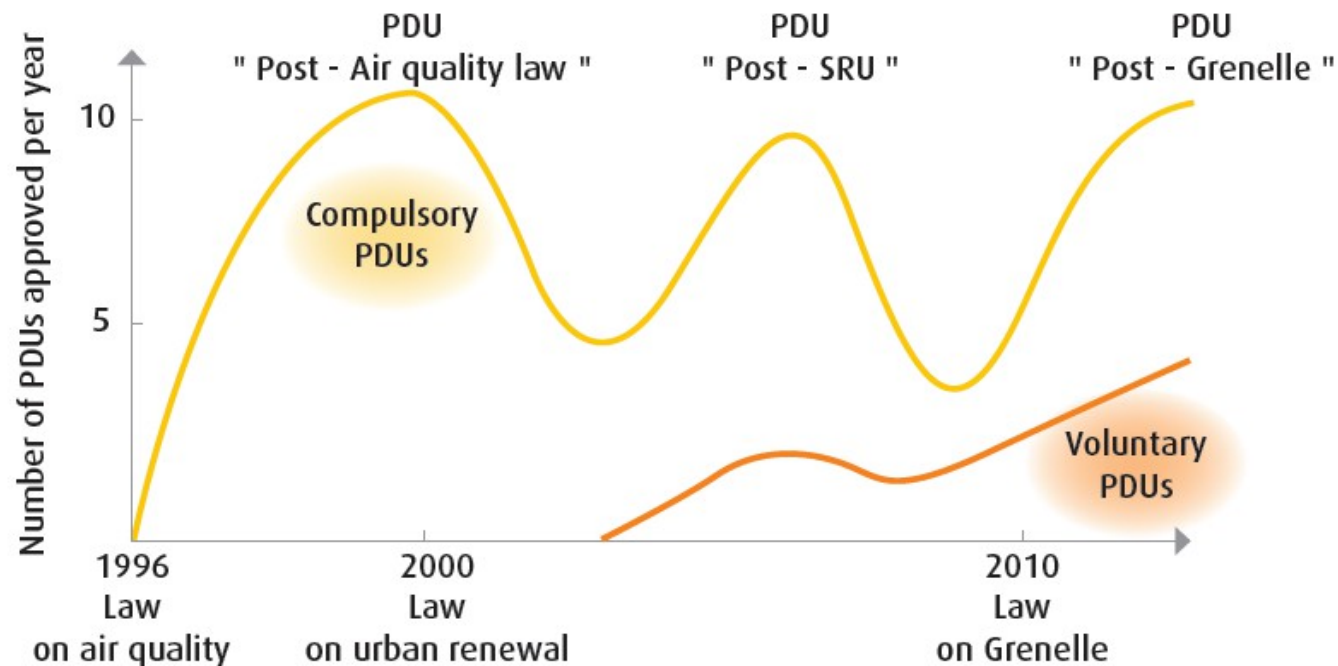
1982: LOTI



# 30 years of PDU changes

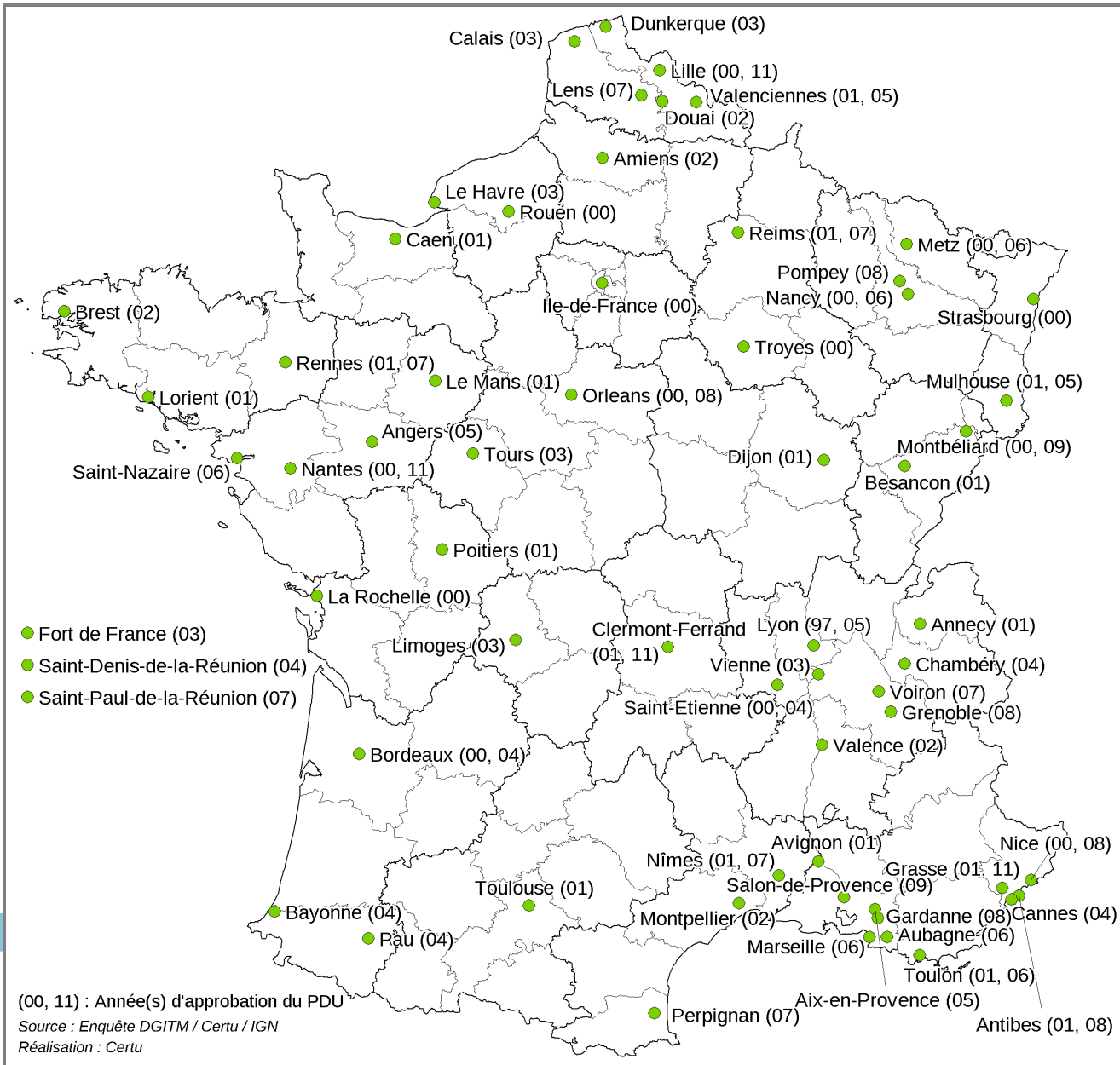


# Three waves of PDU since 1996



Source: Certu

# PDU's approved in 2012



**60** mandatory PDU's approved

**30** voluntary PDU's (half approved)

**50** voluntary initiatives adapted

# *PDU's objectives and content*

---

From PT-focused PDU to multimodal and cross-sectorial tools

**Active modes** (walking and cycling)

**Mobility management**

**Safety for all**

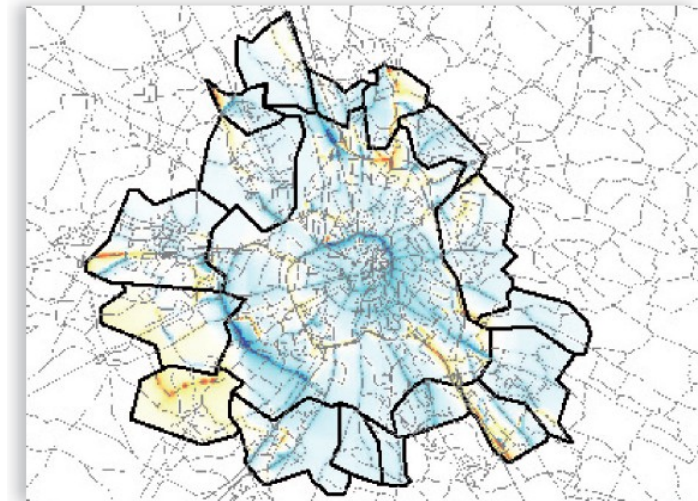


# PDU's objectives and content

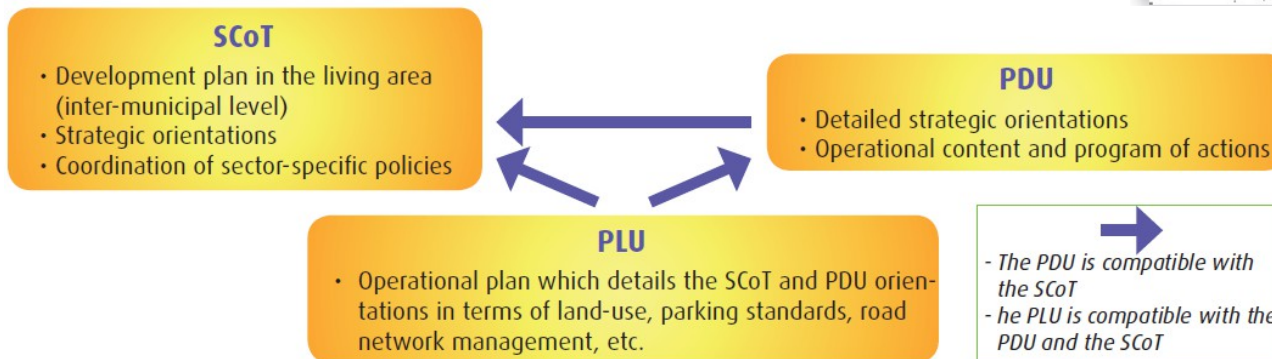
Cross-sectorial themes

Transport and **health / environment**

Transport and **land use**



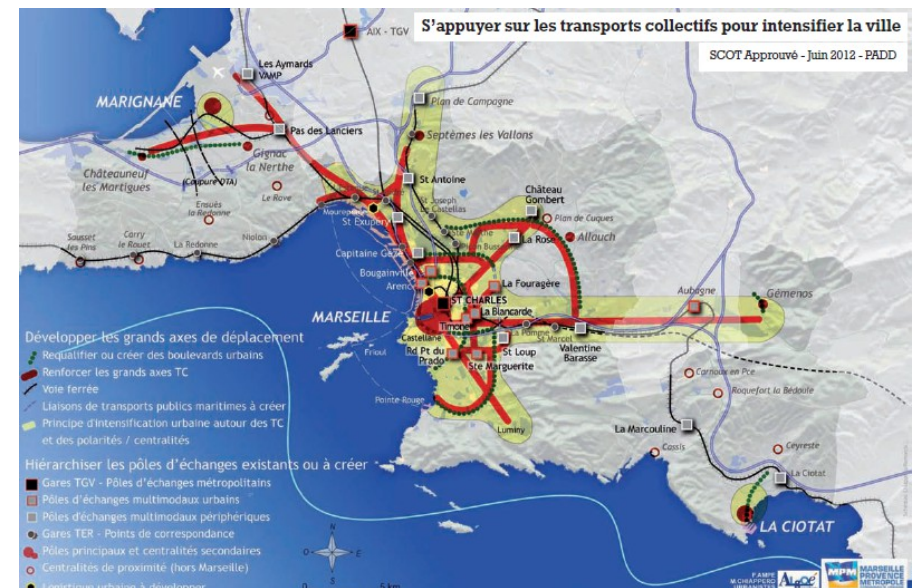
The PDU in the hierarchy of urban planning





# Many stakeholders to involve

	Public transport	Parking
<b>State</b>	National rail (TGV-TET)	National regulations
<b>Region</b>	Regional rail (TER)	Rail stations
<b>Département</b>	Non urban PT School transport	Car-sharing parks
<b>Municipalities</b>	/	Local regulation Enforcement
<b>Inter-municipality</b>	Urban transport (if TA)	Car parks
<b>Transport authority</b>	Urban transport	Park and ride



# *Citizens' participation*

---

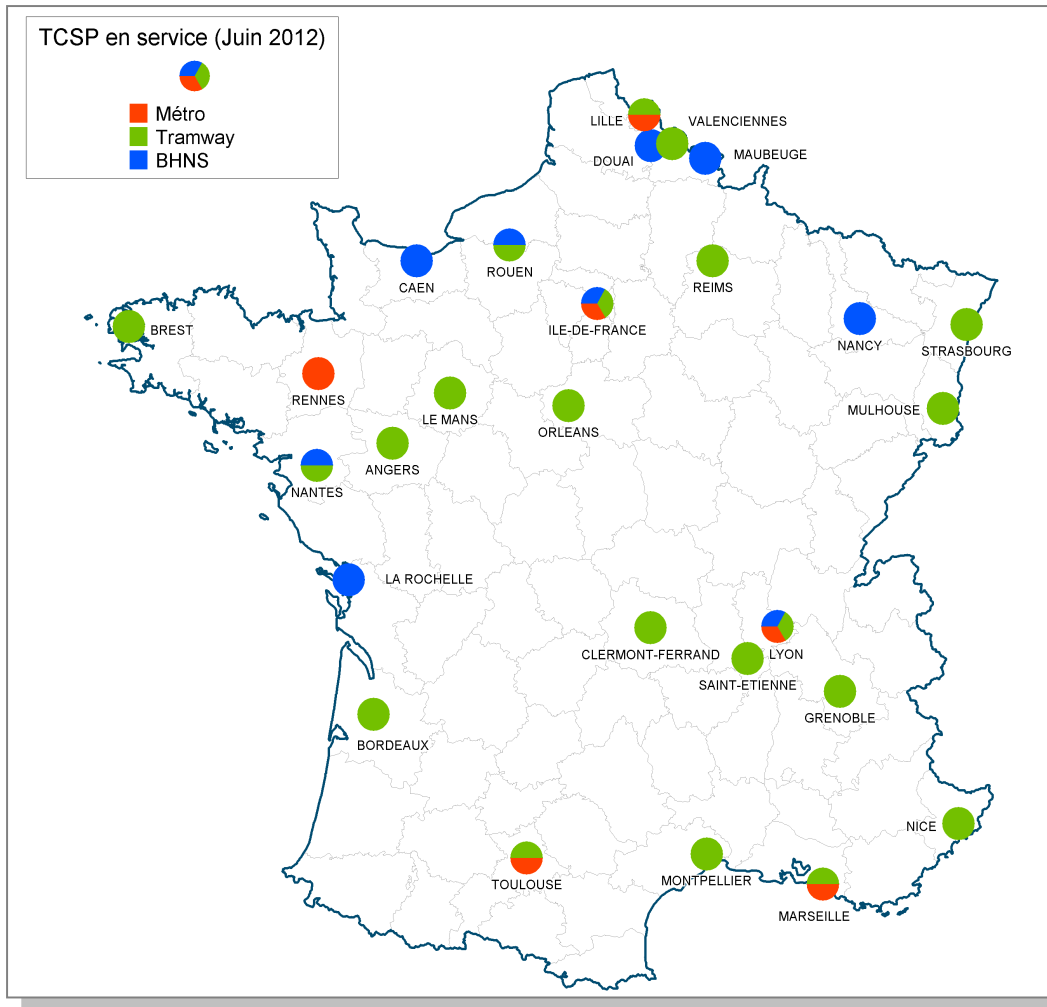
Encourage civil society to participate in the project's development

A range of tools

- Panel discussions, public meetings
- Social media, communication campaigns, online surveys
- Citizens' workshops (Nantes, Grenoble, Amiens)



# Results: subway, tramway and BRT



Orange: subway

Green: tramway

Blue: BRT

# Results: bicycle

Bicycle sharing systems

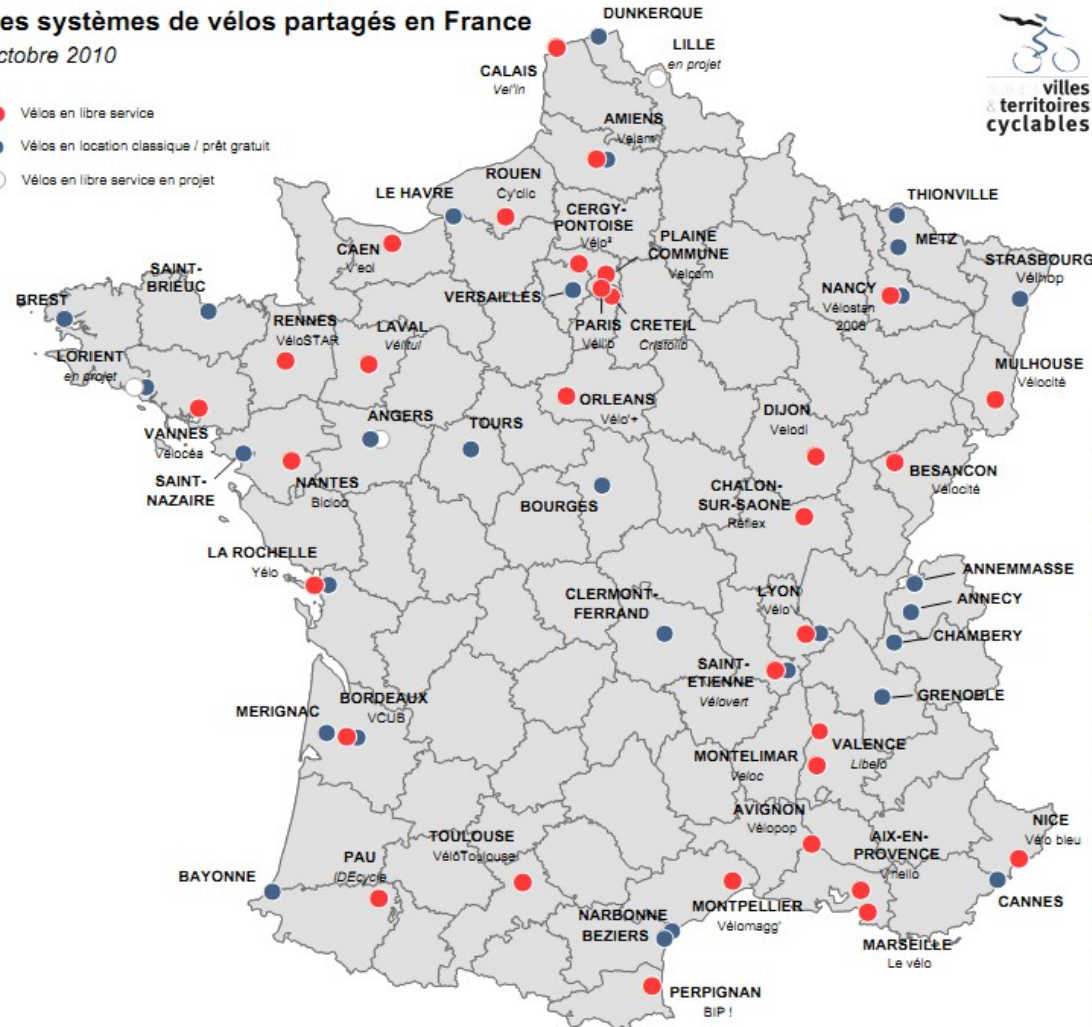
Cycling facilities  
(on-road, parking)

Traffic calming areas  
(30-km/h zones)

## Les systèmes de vélos partagés en France

octobre 2010

- Vélos en libre service
- Vélos en location classique / prêt gratuit
- Vélos en libre service en projet



# Results: shared public space

Source: Lille PDU 2011

PÔLE D'ÉCHANGE EUROTÉLÉPORT - ROUBAIX



RÉAMÉNAGEMENT DE LA GRAND PLACE DE ROUBAIX

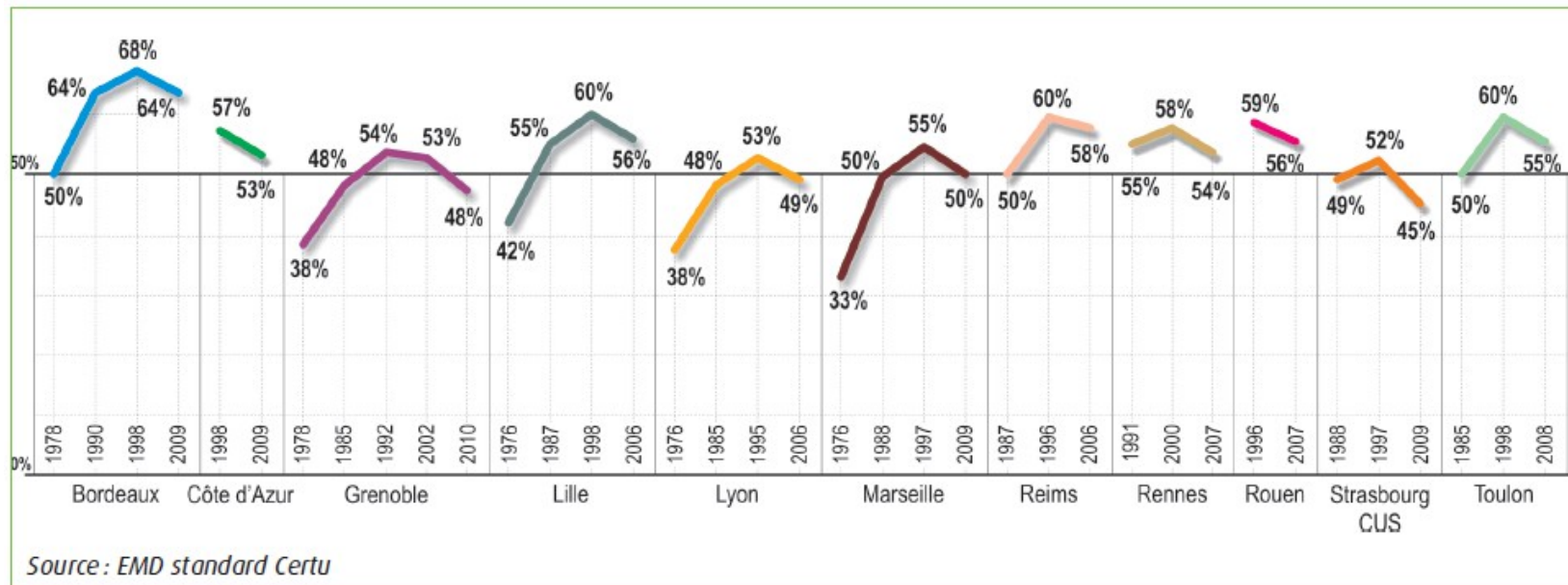


AMÉNAGEMENT EN FAVEUR DE LA LIANE - RONCHIN



# Results: decrease in car use

→ After growing for decades, the use of passenger cars started to decrease in the mid-2000s (Modal shares dropped 3 to 7 points in the 2000s)



→ Rise in the use of public transport and bicycle

→ But some less positive results (medium-sized cities, and suburbs, car ownership)

# Areas for improvement

---

## → Areas to be better taken into account

- Freight and urban logistics
- Car parking, constraints to car use

## → Acting in a context of declining public resources

- Network optimisation
- **Mobility management** measures

## → Challenges for the future

- Air quality, ageing of the population, climate change and depletion of energy resources

# *Possible changes in France...*

---

- ➔ Towards the stronger integration of transport and urban planning
  - Merger of the Local urban development plan (PLU) and the PDU
  - if the PLU is developed by the AOTU
  
- ➔ Transport authorities to sustainable mobility authorities
  - Recent law on decentralisation (27/01/2014)
  - New areas of responsibilities: car sharing schemes, carpooling, bicycle sharing systems, goods
  
- ➔ Towards ecological taxation?



# ...and in Europe

---

## → Urban mobility in four EU Commission documents

- Green Paper on "urban mobility" (09/2007)
- Action plan for urban mobility (09/2009)
- White Paper on "transport" (03/2011)
- Communication : Together towards competitive and resource-efficient urban mobility (12/2013)

## → European projects

- EltisPLUS
- ADVANCE / QUEST
- ENDURANCE



# To go further

**Certu**

**Mobility and transport  
Tools & Methods** 01

**PDU : the French urban mobility plan  
Integrating transport policies**


**T**he Urban Mobility Plan (PDU - Plan de déplacements urbains) was created by the French framework Law on Internal transport (LOTI - loi d'orientation sur les transports intérieurs) in 1982. In spite of a number of voluntary schemes in the 1980s and 1990s, it was only developed and broadened in 1996, when the French air quality Act (Laure - loi sur l'air et l'utilisation rationnelle de l'énergie) made it compulsory for urban areas of more than 100,000 inhabitants and defined the procedure to produce a PDU.

As a general planning tool for mobility across an urban area, the PDU defines the organisational principles for transport and parking for both people and goods, and covers all modes of transport.

PDU's were strengthened by several laws passed between 2000 and 2010. They coordinate sector-specific policies on alternative modes of transport to the car, the road network and parking and also incorporate several interconnected issues, such as environmental protection, integrating urban policies and mobility, access to transport for all and road safety.

As well as its role in planning, the PDU is also a scheduling tool insofar as it prioritises and sets out how measures contained within it will be financed; the measures laid down in the PDU also have to be taken into account in local urban development plans and in the actions and decisions taken under the police powers of the mayor and road network managers.

Finally, the PDU is developed using a partnership-based process and involves a range of institutional stakeholders and key players in civil society during its production and subsequent evaluation. The aim is to create a mobility plan designed to serve the interests of residents and local activities.



The PDU must take into account the interests and other needs of transport (walking and cycling) and conditions to improve air quality (environment, Greenhouse Gas emissions, etc.). - Source: Certu.

**Certu 2012 / 73**

MINISTÈRE DE L'ÉGALITÉ DES TERRITOIRES ET DU LOGEMENT

MINISTÈRE DE L'ÉCOLOGIE, DU DÉVELOPPEMENT DURABLE ET DE L'ÉNERGIE

**Éditions du Certu**

September 2012 www.certu.fr

**Certu**

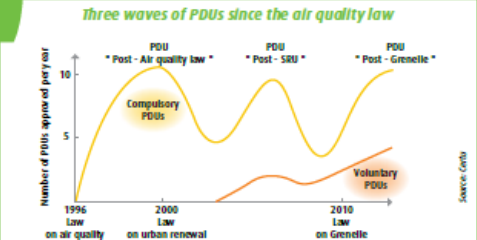
**Mobility and transport  
Focus on** 27

**30 years of sustainable urban mobility plans (PDU) in France**

**S**ustainable urban mobility plans (plans de déplacements urbains - PDU) have been in existence for thirty years. They were created by the French domestic transport orientation law (loi d'orientation des transports intérieurs - LOTI) in 1982, but have only really developed since the law on air quality of 1996, which made them compulsory in urban areas of over 100,000 inhabitants. They started out as global transport planning tools in urban areas for the development of public transport and active modes (walking and cycling) in the 1980s and 1990s, and have gradually taken on more importance around more recent issues or ones that received insufficient treatment in the early decades: environment and climate change, accessibility for people with reduced mobility, transport and urban planning, parking management and the transportation of goods. Thirty years after their creation, PDU's have demonstrated their effectiveness to help influence inhabitants' mobility: decrease in car use in major urban centres, increased use of public transport and development of active modes. Their success has encouraged many medium-sized towns to engage in voluntary approaches and the PDU is now one of the "sustainable urban mobility plan" models promoted by Europe in its Action Plan on Urban Mobility.

However, problems of implementation remain, particularly due to the complexity of integrating the PDU into the hierarchy of planning documents, the multiplicity of stakeholders involved in governance and the need for cooperation between transport authorities beyond the scope of application of the PDU.

So the PDU today faces many challenges which it must take up if it is to strengthen its contribution to the integration of urban and transport policies.



**Three waves of PDUs since the air quality law**

Number of PDU approvals per year

1996 Law on air quality

2000 Law on urban renewal

2010 Law on Grenelle

Compulsory PDUs

PDUs

Voluntary PDUs

Source: Certu

**Certu 2013/23**

MINISTÈRE DE L'ÉGALITÉ DES TERRITOIRES ET DU LOGEMENT

MINISTÈRE DE L'ÉCOLOGIE, DU DÉVELOPPEMENT DURABLE ET DE L'ÉNERGIE

**Éditions du Certu**

April 2013 www.certu.fr

# Thank you

Nicolas MERLE  
Project manager in mobility planning

+33 (0)4 72 74 58 38  
nicolas.merle@cerema.fr