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Donostia

Dealing with Mobility Management (MM)

**within the Regional Masterplan
(SDRIF)**

**and the Regional Urban Mobility Plan
(PDUIF)**

of Paris Ile-de-France Region

Session 11

**Sustainable Urban Transport Plans (SUTP)
to enhance life quality**

Christelle **MERKEZ**, Frédérique **PREDALI**, Dominique **RIOU**

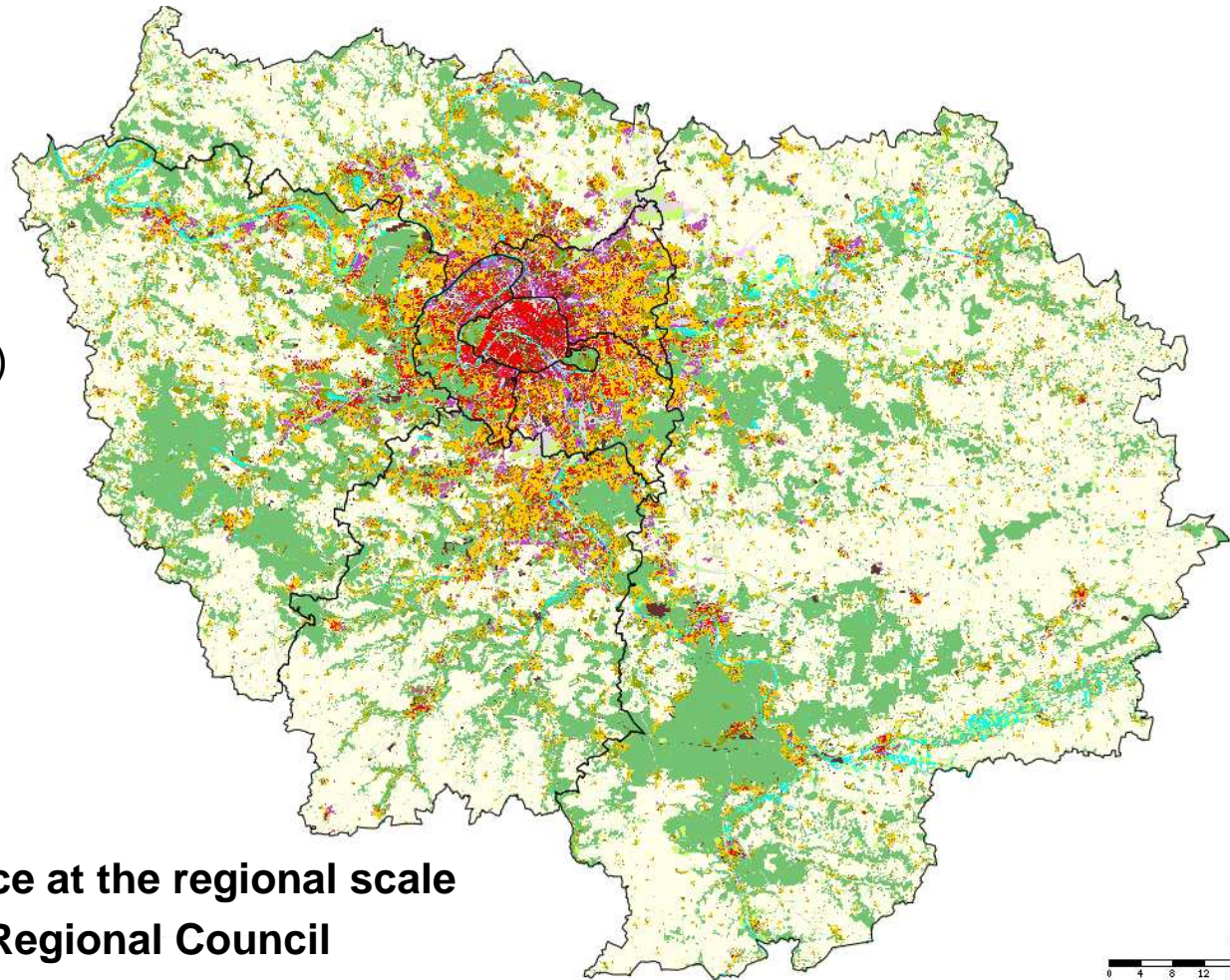


Dealing with MM within the SDRIF and the PDUIF

A few words about the Paris Ile-de-France Region

■ In figures:

- ▶ 11,5 million inhabitants
- ▶ Area of 12 000 km²
- ▶ 1281 municipalities
- ▶ 8 “départements” (counties)

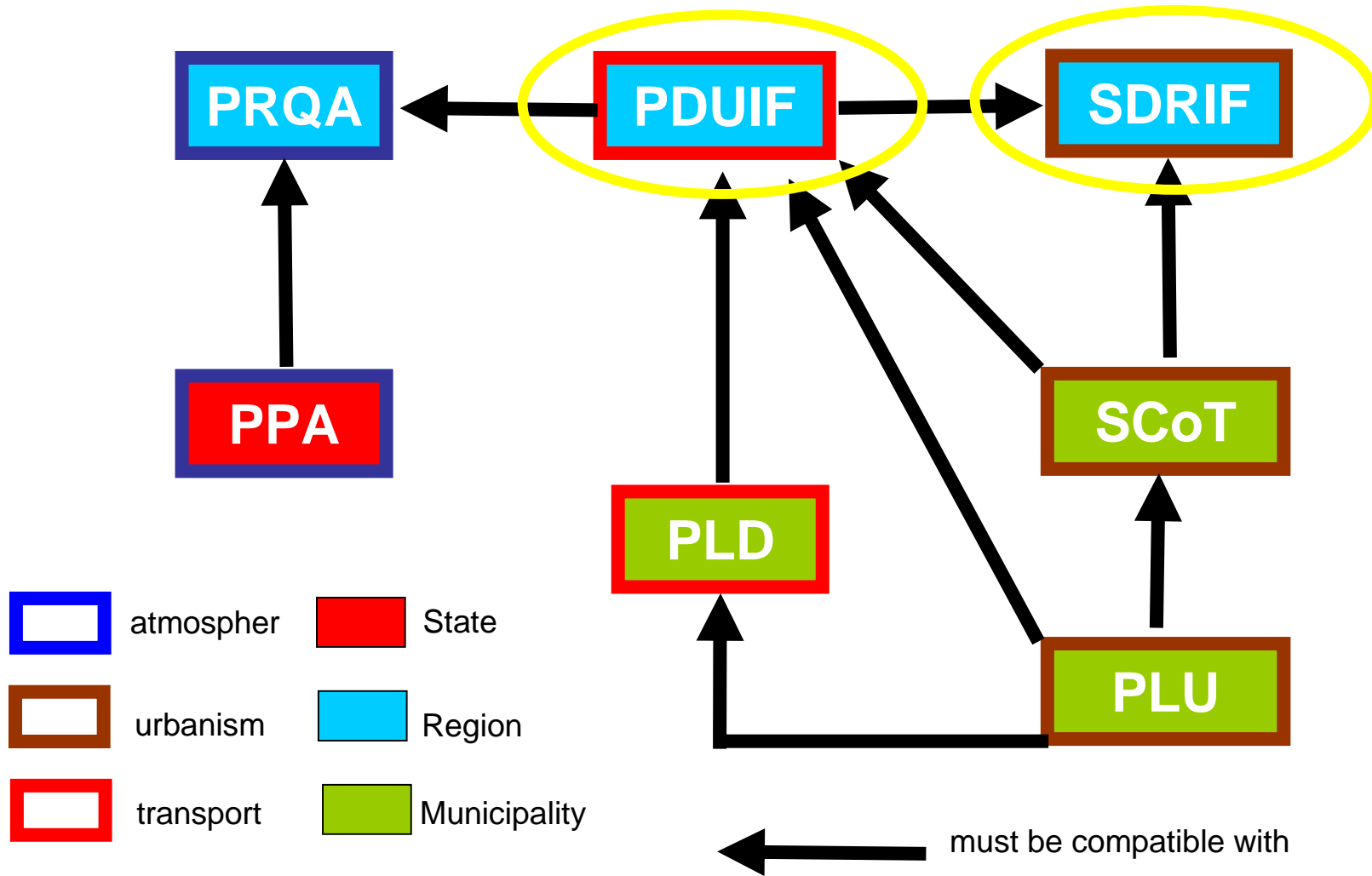


■ Transportation governance at the regional scale

- ▶ An elected assembly : the **Regional Council**
- ▶ One regional transport authority : **STIF**
- ▶ Urban regional planning institute : **IAURIF**

Planning documents in Ile-de-France Region

Plans are linked together through legal compatibility requirements

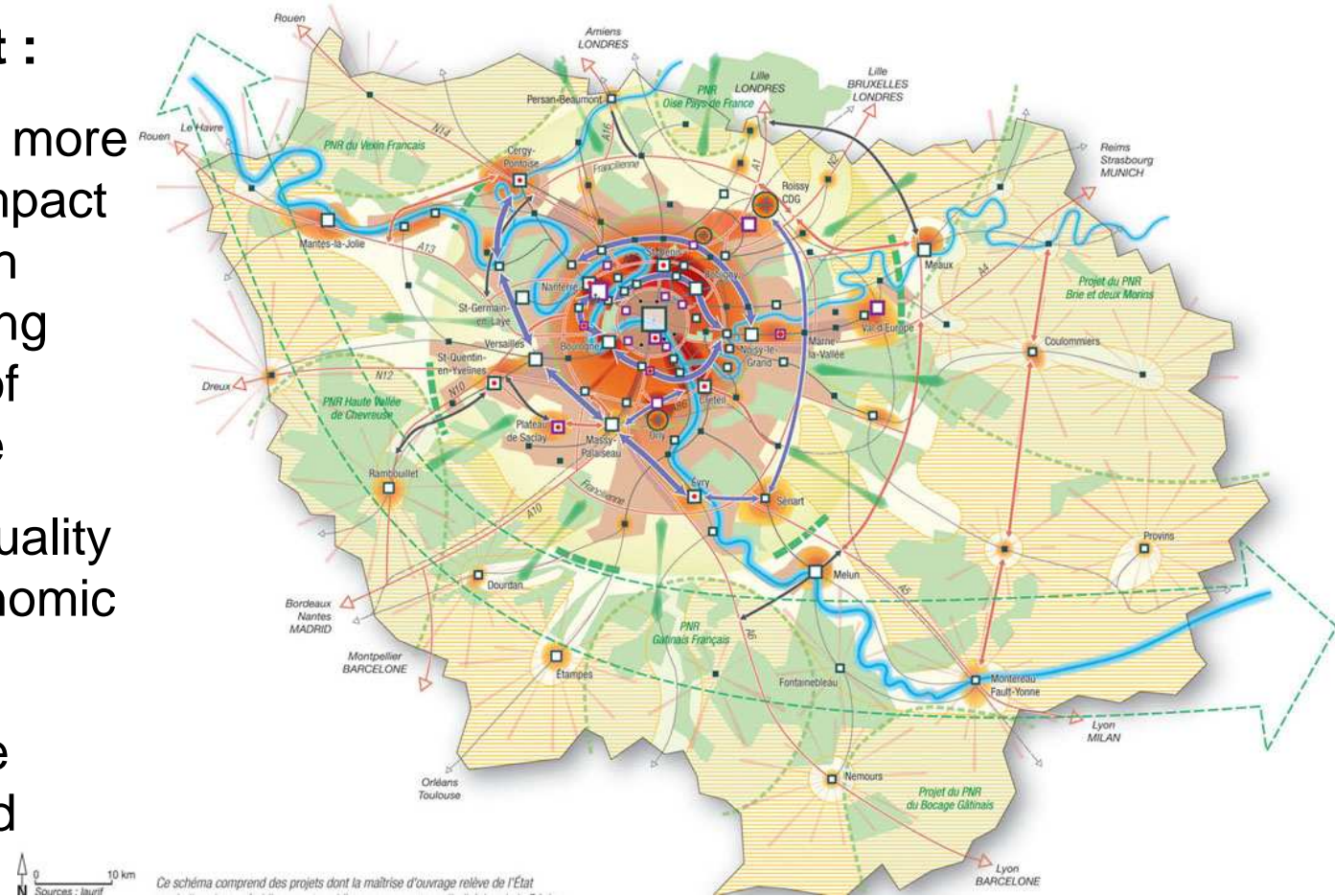


The Regional Masterplan (SDRIF)

(recently validated by the Regional Council : 25/09/2009)

■ A global project :

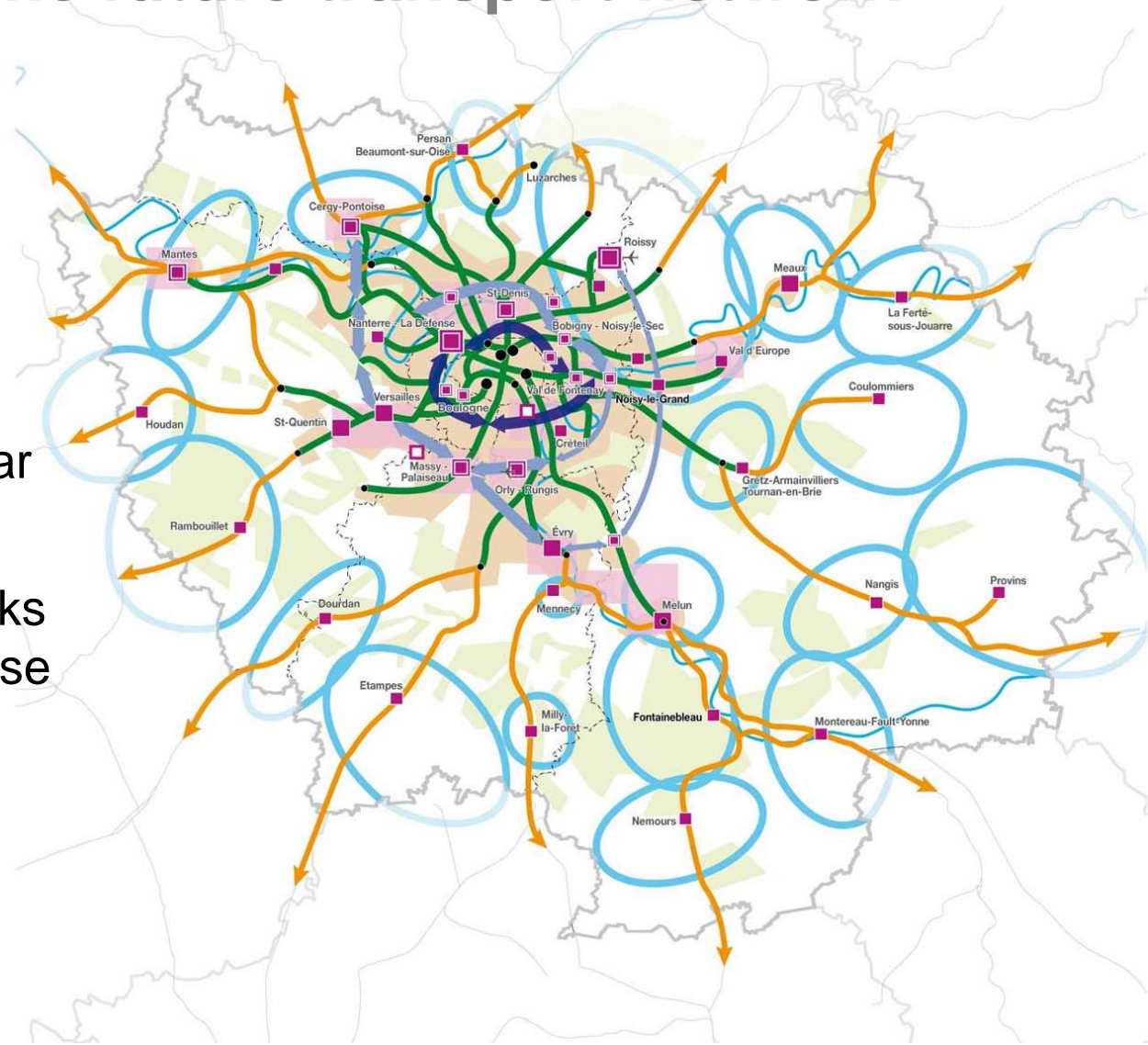
- ▶ to promote a more dense and compact city face to both needs in housing and limitation of climate change
- ▶ to improve quality of life and economic attractiveness
- ▶ to protect the biodiversity and open spaces



The SDRIF and the future transport network

■ A transportation strategy:

- ▶ to improve public transport and soft traffics as real alternatives to the car
- ▶ to enhance the capacities of networks to serve a more dense and compact city
- ▶ to promote short distances mobilities







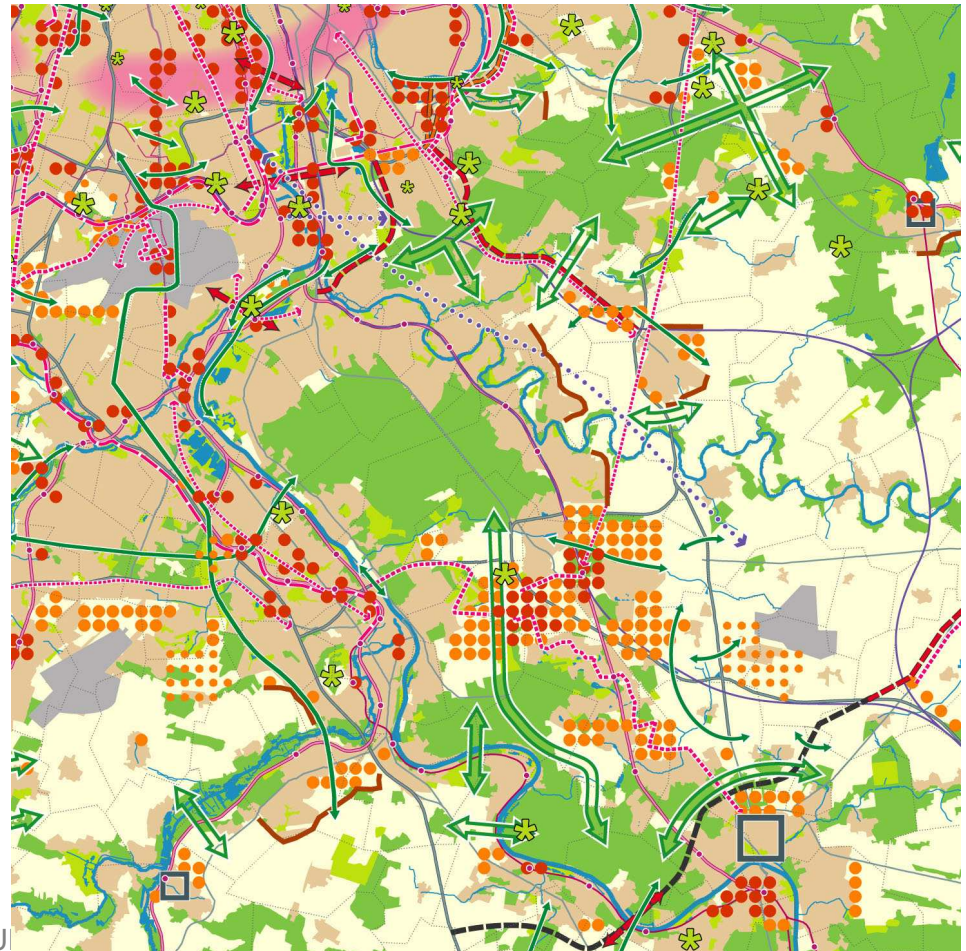
Stakes of MM in the SDRIF

■ A urban scheme :

- ▶ a better use of existing urban spaces
- ▶ to promote densification and to limitate urban sprawling
- ▶ to concentrate urbanisation close to public transport stations
- ▶ to provide proximity between housing, jobs, green spaces, equipments ...

Acting on the urban framework to ensure sustainable mobility

-  existing urban spaces to be optimized
-  existing urban spaces to be densified
-  places for urbanisation
-  places for urbanisation on condition



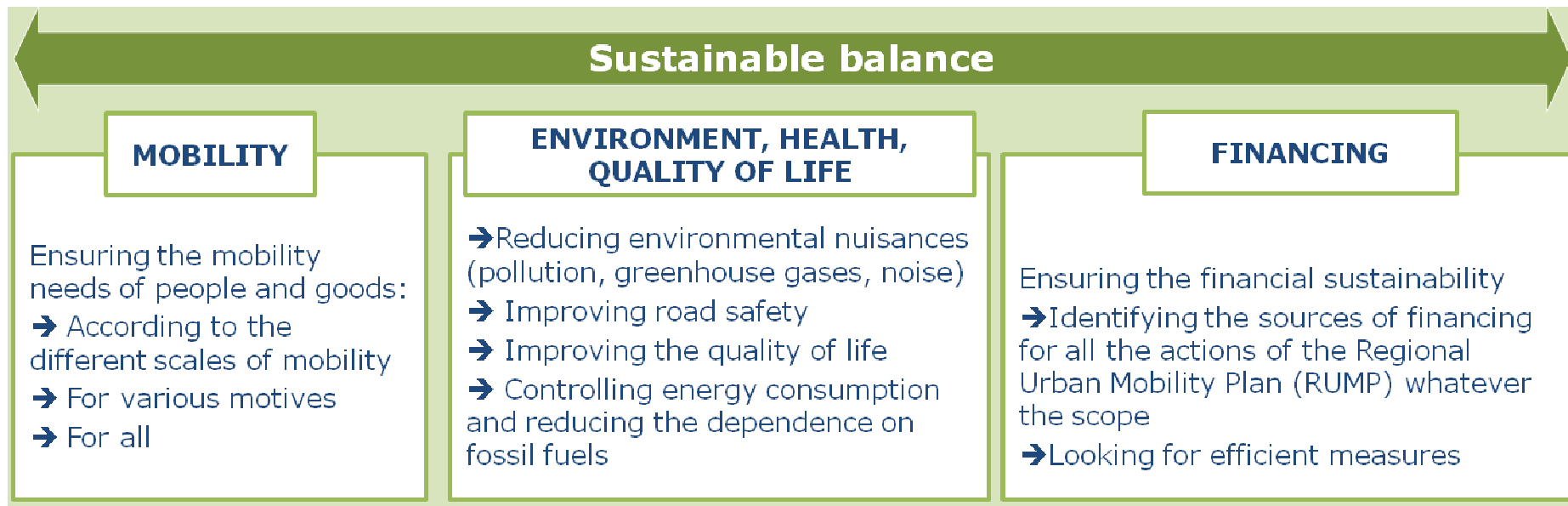
The Regional Urban Mobility Plan (PDUIF)

- **A legal requirement : law on ‘Air quality and rational use of energy’, 1996**
 - ▶ All urban areas of more than 100,000 inhabitants must elaborate an urban mobility plan (Plan de déplacement urbain - PDU)

- **Main objectives of these plans:**
 - ▶ Reducing motorized traffic
 - ▶ Developing public transport and all other modes of transport which are environmentally friendly
 - ▶ Adapting main roads network in order to enhance its efficiency and its use by all modes of transport
 - ▶ Organizing public parking provision
 - ▶ Organizing freight transport and goods delivery in order to reduce impact on road traffic and environment
 - ▶ Promoting staff mobility management for companies and public administrations

The need for MM in the PDUIF

- The stake of the PDUIF is to ensure a sustainable balance between the needs of mobility, the protection of environment and health and the financial needs.



- In order to ensure this balance today and even more in the future, we have to:
 - Change the **mobility conditions**
 - Change our **behaviour**, and arouse citizens and organizations **awareness**

Stakes of MM in the PDUIF

- **Master and accompany the mobility evolutions by acting on the demand and patterns**
- **Improve the mobility access of all**
- **Develop the « good practices » facilitating the mobility while reducing the economic, environmental and social impacts (in accordance with the law)**
 - ▶ Reduce veh.km, emissions and congestion
 - ▶ Reduce impact of the rise of the energy price on households budget
 - ▶ Optimize the public and private initiatives and guarantee the general interest and the territorial equity
- **Other potentials effects of patterns evolution :**
 - ▶ Optimize use of transport public modes, and also contribute to enhancement of quality of service in public transportation
 - ▶ Efficiency of actions for all modes

MM today in Ile-de-France

- **A lot of initiatives at the local level**
 - ▶ More than 50 school mobility plans
 - ▶ At least 70 work places travel plans, up to 150 at the end of the year (by regional legal requirement)
 - ▶ At least 2 local mobility agencies and 15 mobility councillors
 - ▶ Several local public or private initiatives for carpooling and carsharing

- **Increasing number of initiatives but need for improvements :**
 - ▶ Coordination at the regional scale (actions and training)
 - ▶ Support in training and financial help > Develop a network of councillors at travel planning
 - ▶ Need for evaluation criteria and methodology to assess the MM impacts

Conclusion

- **Following the revision of the SDRIF, the PDUIF project is seen as an opportunity to profoundly transform the process of transport planning on a regional scale.**

- **From a traditional management of transport offer and infrastructures...**
 - ▶ Long period, wide scale,
 - ▶ Heavy projects, important funding needs

- **The process is on the way to an integrated approach with a better integration of Mobility Management.**
 - ▶ Necessity to manage the demand
 - ▶ Quick respond to the mobility demand
 - ▶ Visible actions, pragmatic approach

Links

- **COMMERCE** www.commerce-eu.org
- **STIF** www.stif.info
- **IAU** www.iau-idf.fr
- **SDRIF** www.sdrif.com