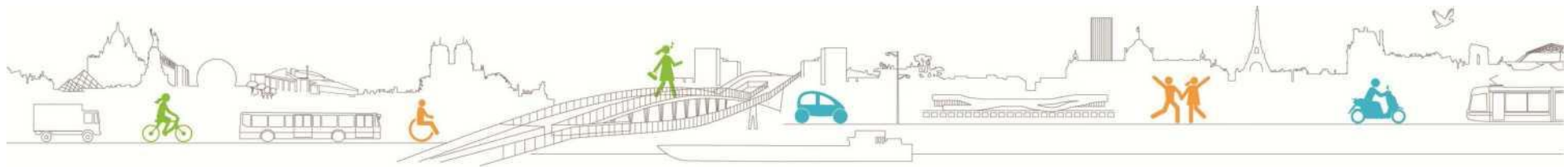




Reconsidering the role of public transport

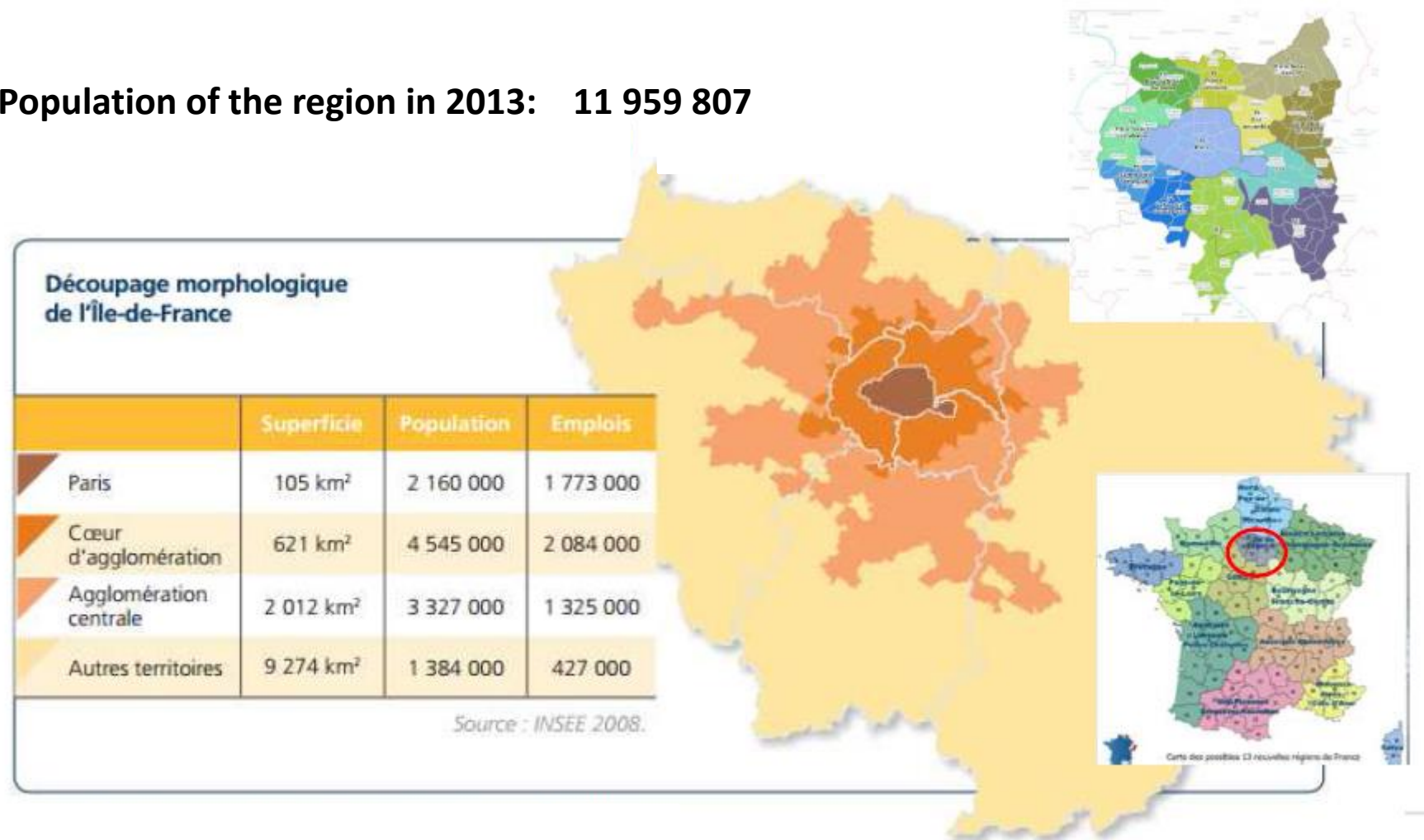


Part 1 – Background

Paris and its agglomeration: some data

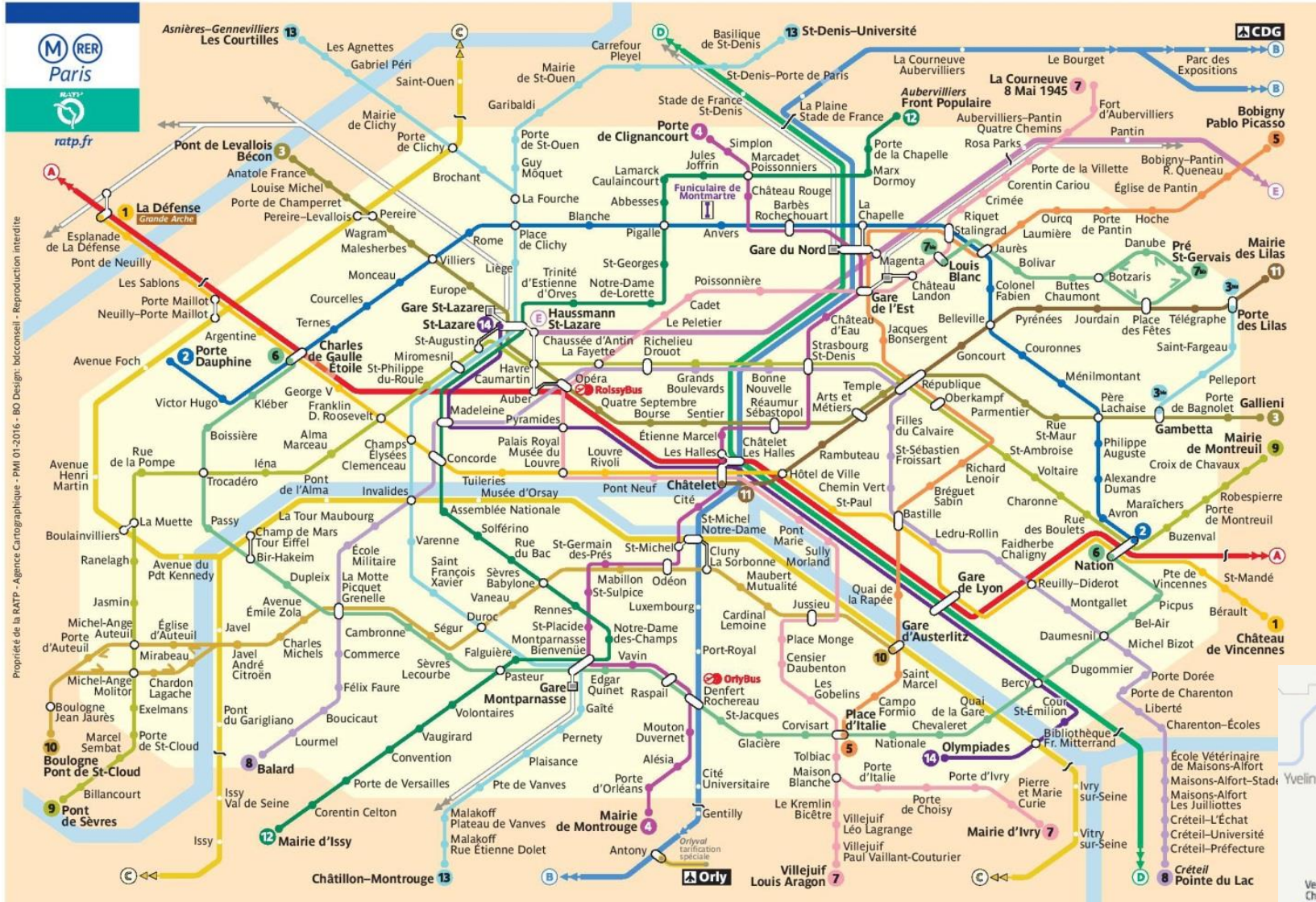
Paris city is the heart of a very dense and compact agglomeration as regards with its population and employment

Population of the region in 2013: 11 959 807

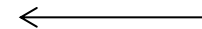


Part 1 – Background

The public transport network



Today in Paris



Tomorrow,
all around the city

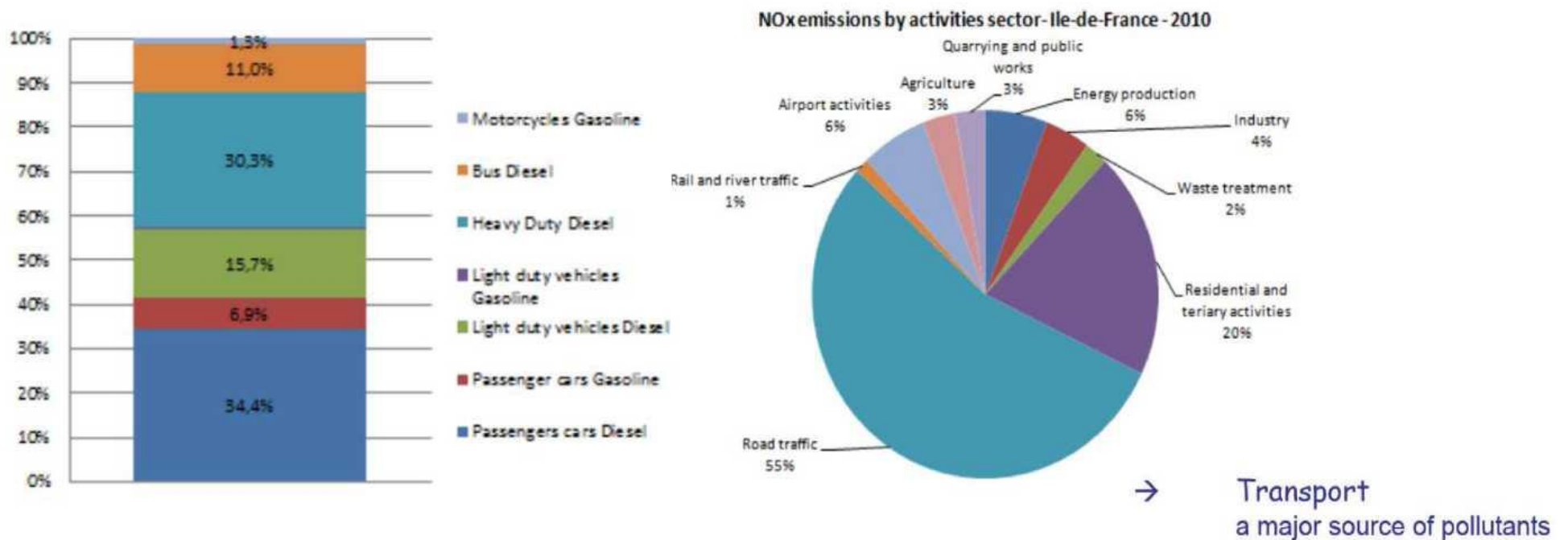


Crédit -Direction de la Voirie et des Déplacements- Agence de la Mobilité

Part 2 - the Parisian mobility policy

Air Quality - data (airparif)

2015: 26 peak pollution days in Paris - transport is the major source of pollutants



Source : 2010 AIRPARIF inventory

Part 2 - the Parisian mobility policy

Air Quality - new laws

1^{ER} 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^{er} janvier 1997**



Les **véhicules utilitaires légers**
mis en circulation
avant le **1^{er} octobre 1997**



Les **deux roues motorisés**
mis en circulation
avant le **1^{er} juin 1999**

1^{ER} JUILLET 2015

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



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

Quel certificat pour votre véhicule ?

CRIT'Air



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

CRIT'Air



Essence et autres
EURO 5 ET 6
A partir du
1^{er} janvier 2011

CRIT'Air



Essence et autres Diesel
EURO 4 **EURO 5 ET 6**
Entre le 1^{er} janvier 2006 et le 31 décembre 2010 A partir du 1^{er} janvier 2011
Inclus

CRIT'Air



Essence et autres
EURO 2 ET 3
Entre le 1^{er} janvier 1997 et le 31 décembre 2005 inclus

CRIT'Air



Diesel
EURO 3
Entre le 1^{er} janvier 2001 et le 31 décembre 2005 inclus

CRIT'Air



Diesel
EURO 2 ET 3
Entre le 1^{er} janvier 1997 et le 31 décembre 2000 inclus

Part 2 - the Parisian mobility policy

A new Climate Air & Energy Plan for Paris to make Paris a carbon neutral city by 2050

To promote others mobility modes :

- Paris Bicycle Policy
 - 2015-2020 plan
 - content of current bicycle plan
- Paris pedestrian plan



Part 2 - the Parisian mobility policy

Paris bicycle policy - background / History

1980'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"

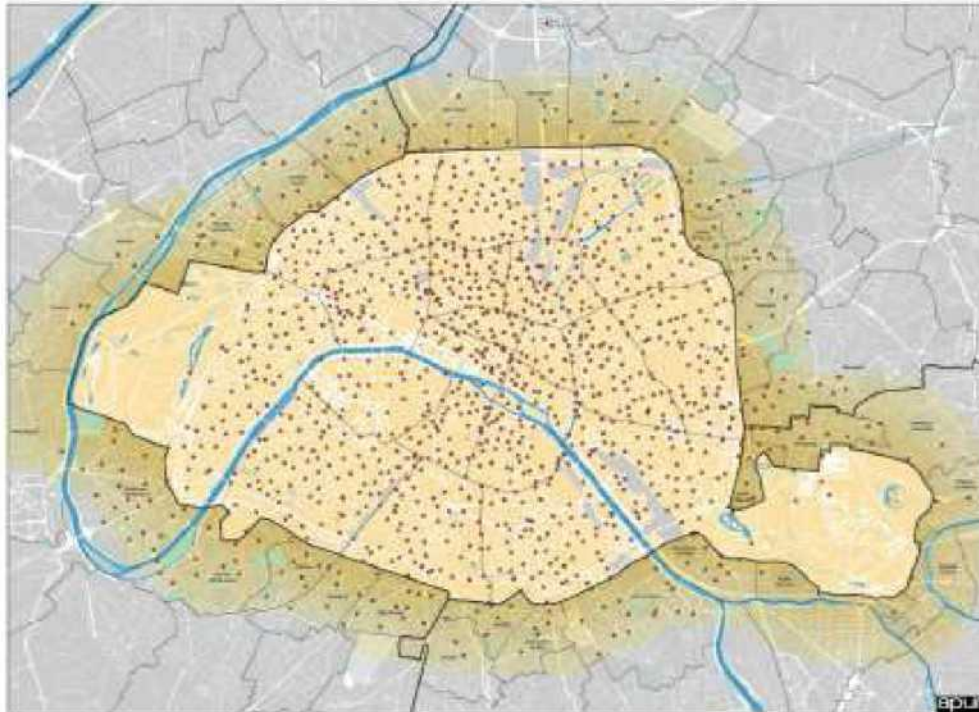
2008-2014: dedicated public roads and public space in Paris



Part 2 - the Parisian mobility policy

The current offer of public bike share system Velib

1450 stations in 2012



Source : Ville de Paris, Direction de la Voirie et des Déplacements, Apur, 2012



Electric and regular bikes

Part 2 - the Parisian mobility policy

Paris bicycle Policy - Current Plan (2015-2020)

Objective:

- increase the modal share (home-office commutes) to 15 % by 2020 (x3) for an international cycling city
- reorganize the share of public spaces in favour of bikes without reducing pedestrian spaces

MAIRIE DE PARIS



PLAN VELO

Schéma directeur
2015 -> 2020

Direction de la Voirie et des Déplacements- Agence de la Mobilité

Unprecedented budget: 150M€



- 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)

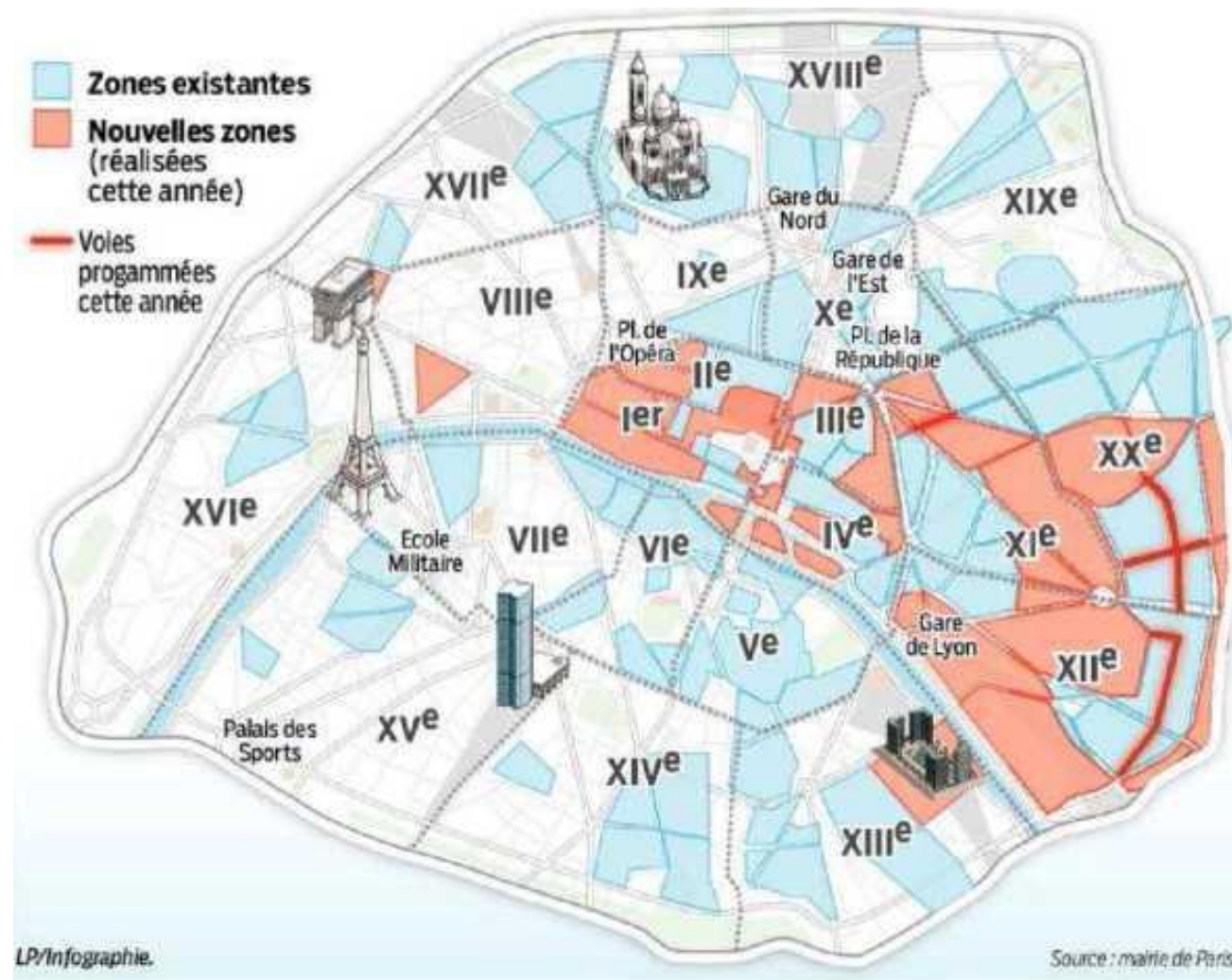
Part 2 - the Parisian mobility policy

To promote other mobility modes and to reduce the traffic



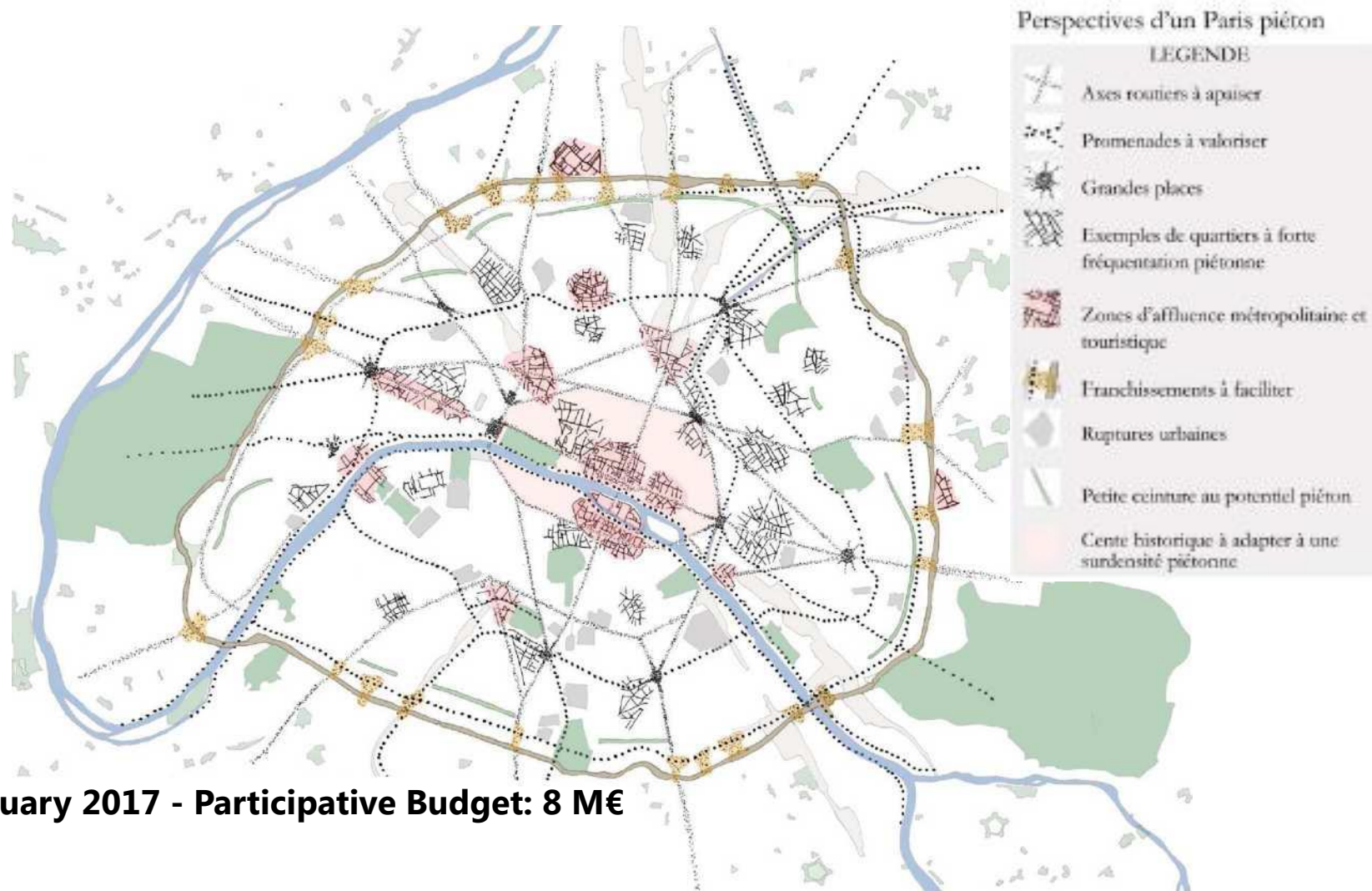
Part 2 - the Parisian mobility policy

To promote other mobility modes : The slow speed zones (30 km/h)



Part 2 - the Parisian mobility policy

To promote others mobility modes : The pedestrian plan strategy



CP january 2017 - Participative Budget: 8 M€

Part 2 - the Parisian mobility policy

To impulse non polluting transportation : Re-design public space for cycles & pedestrians

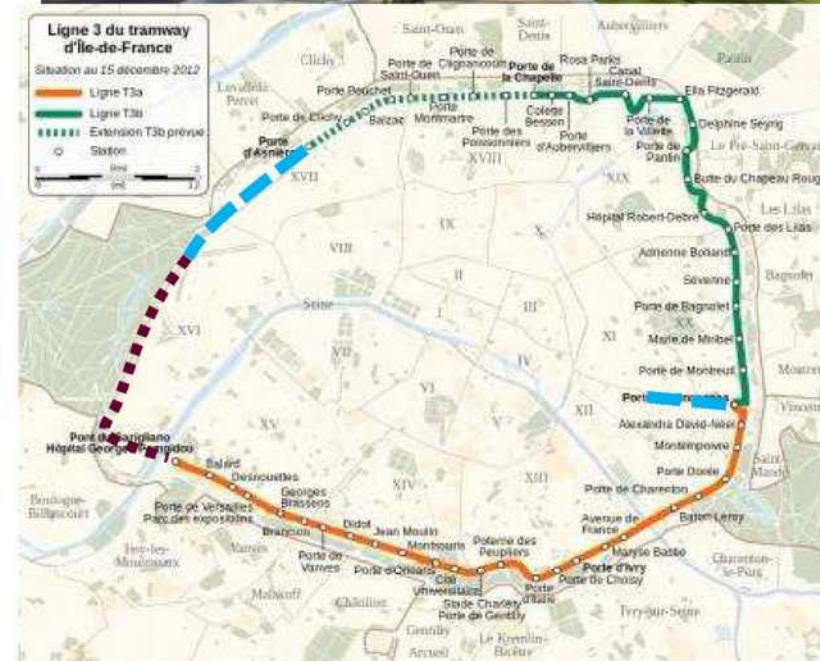


Part 2 - the Parisian mobility policy

To promote others mobility modes & develop non polluting public transport : the tramway offers a new life to the local residents of Boulevards



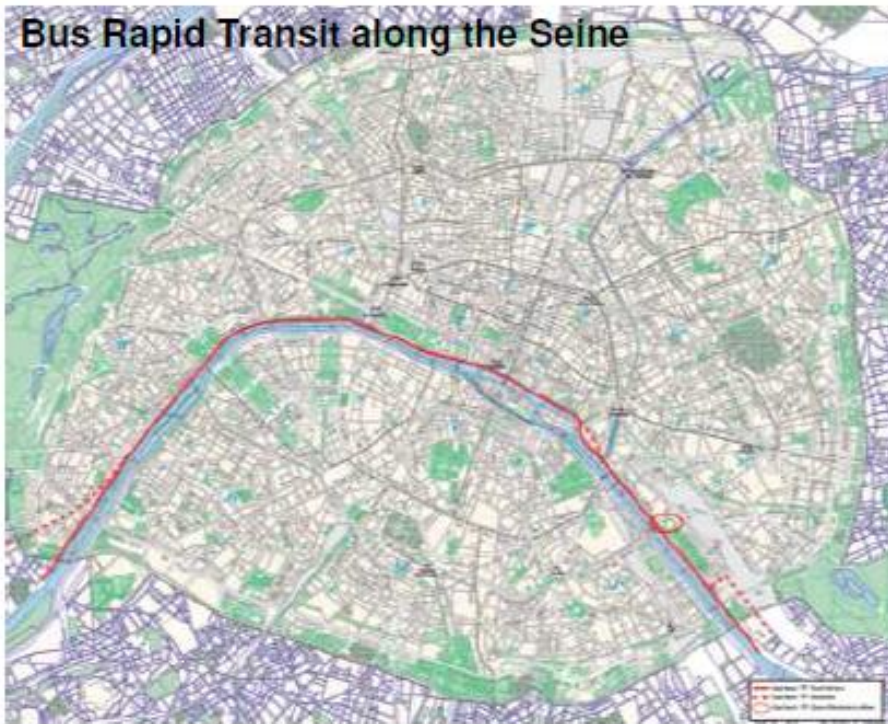
Since
2001



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Part 2 - the Parisian mobility policy

To develop more non polluting public transport : the Bus Rapid Transit lines with new « green » buses



Expected in 2020



Part 3 - The electric mobility in Paris

Paris is a city with

- high density , 100 km² for 2,2 M inhabitants
- high level of dynamism (many visitors, jobs, cultural activities etc)

Paris has a very good public transport system

Transilien, RER, Metro and tramway are electric

Now the transition from bus diesel to the different bus began



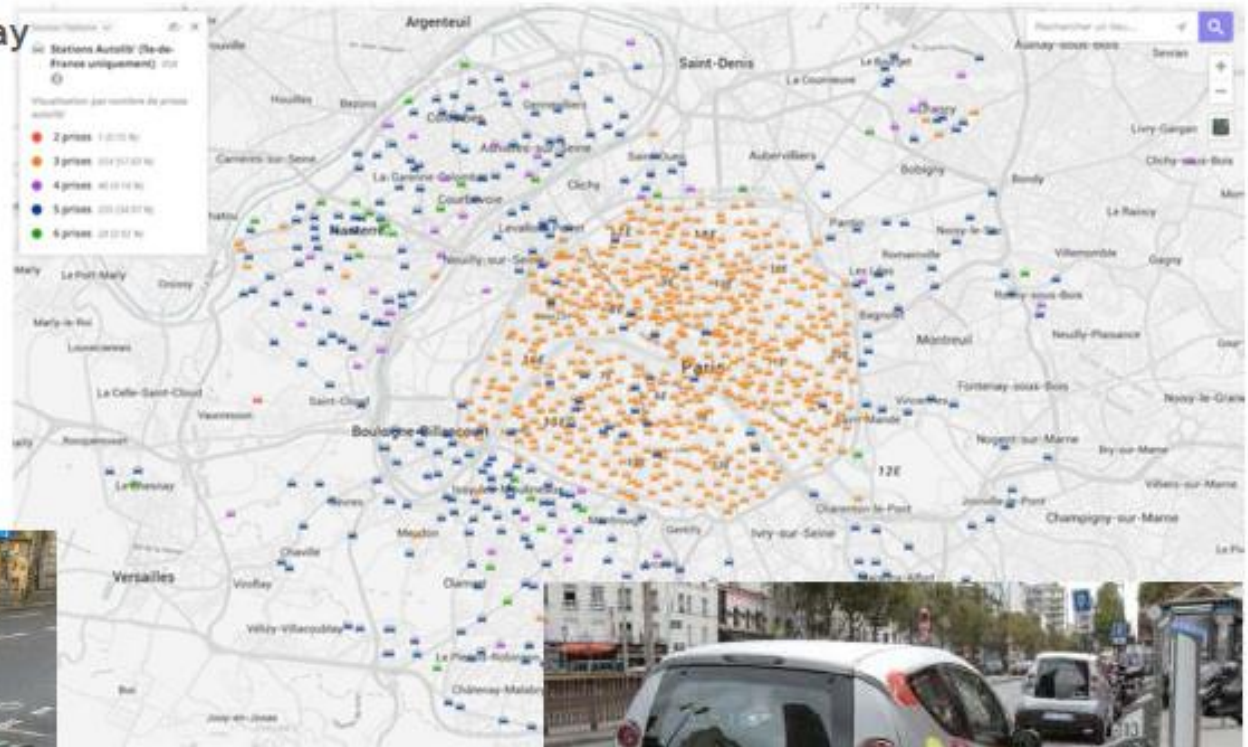
Part 3 - The electric mobility in Paris

In 2011, a new sharing transport offers: autolib

Self service electric cars for one-way journeys

in 2011: 750 plots
In 2016: 5900 plots in 2016 in Ile de France

Autolib offers the possibility of charging for any user on public space



Part 3 - Promoting electric mobility in Paris

Develop the shared systems of mobility and the multimodality

2007 : Velib, shared and self-service bike system

2011 : Autolib, shared and self service electric cars
500 stations in Paris, around 3 000 cars
975 stations in grand Paris more than 800 rent/day

2014: Utilib', electric utility car in self-service
Around 100 cars - to promote the change with the storekeepers and others entrepreneurs

2017 : Cityscoot all over paris (experimentation in 2016)
free flotting of electric scooters (100% private initiative)



Part 3 - Promoting electric mobility in Paris

Subsidies to switch to an electric vehicle



18 000 taxis in the Grand Paris.

Subsidy: 6 300€ to buy an electric car

Quelles aides pour les Parisiens ? 1^{ER} JUILLET 2016

Pour les professionnels

Les professionnels et les commerçants dont les activités nécessitent un véhicule

- > Aide financière pour le remplacement par un véhicule électrique ou GNV
- > Développement de l'offre de véhicules utilitaires Utilib' à un tarif attractif
- > Gratuité du stationnement



Subsidy for cyclists (400€)

Part 3 - Promoting electric mobility in Paris

To help the professionals change vehicles, Paris decided to develop charging infrastructure any electric vehicles in the streets



Beyond the 800 points of 3 kW in the 500 stations

180 points of 22kW in 60 stations offer possibility of quick loading and refill (15 mn = 30 km) 5 points of 50 kw in the gas stations under municipal contract (a fill in 30 mn)



3 kW



22 kW



50 kW

An aim: To have one pass for all the refill points and all the systems of mobility





Thank you
Merci
Paldies

