

# The uptake of PDUs in France from a national point of view

Endurance workshop : SUMPs and national frameworks

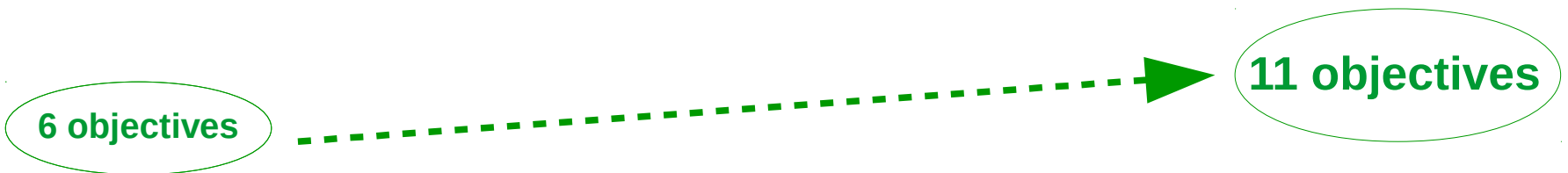
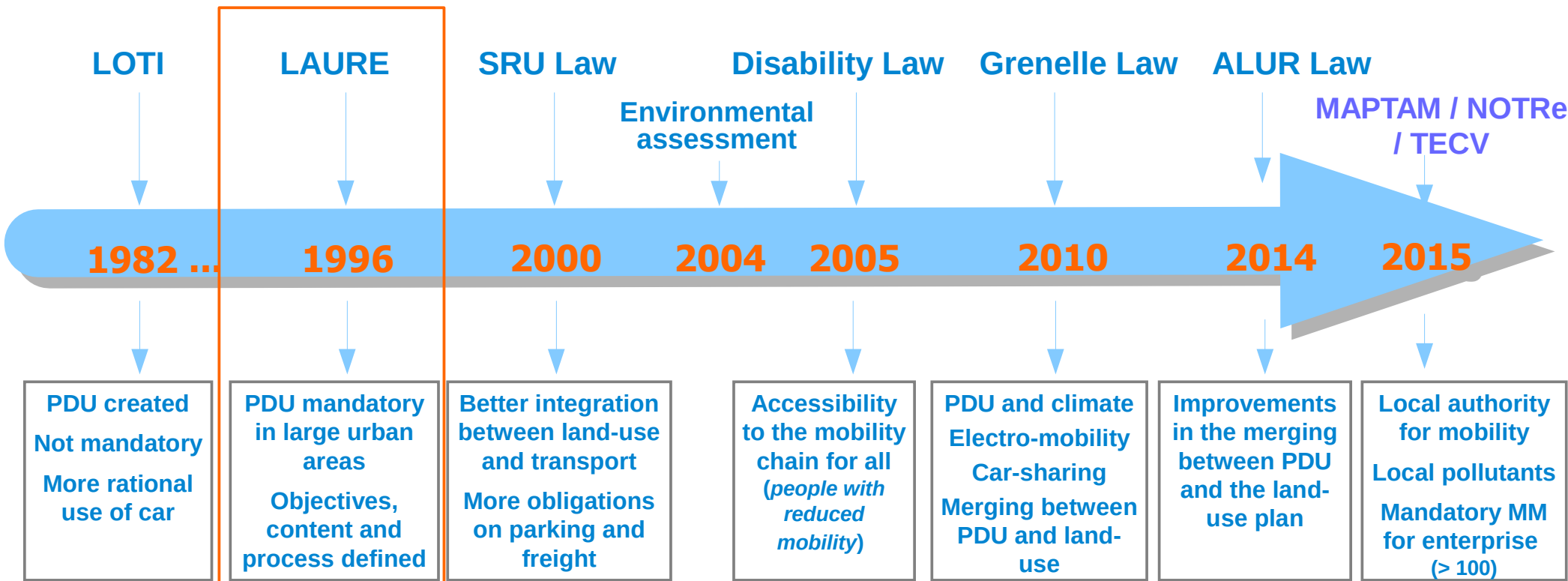
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# Content

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- Mobility plans in France : legal framework, sort of plans
- Monitoring from the national level
- Enforcement ?
- Impacts on mobility behaviour
- Perspectives for mobility planning

# 20 years of PDU legal framework



# The current French PDU

- Mandatory for cities in urban areas over **100,000 inhabitants**
- **11 mandatory objectives**
- **Evaluation** a priori and every 5 years
- Mandatory **stakeholder involvement process**
  - Institutional cooperation : *government, region, département*
  - « On request » consultation of associations : *environmental, of transport users, of people with disabilities*
  - Public enquiry
- Mandatory **consistency with other plans** at regional scale or on other thematics : *urban planning, environment, intermodality, ...*
- **Legal effects on local urban planning**, local mobility measures, ...

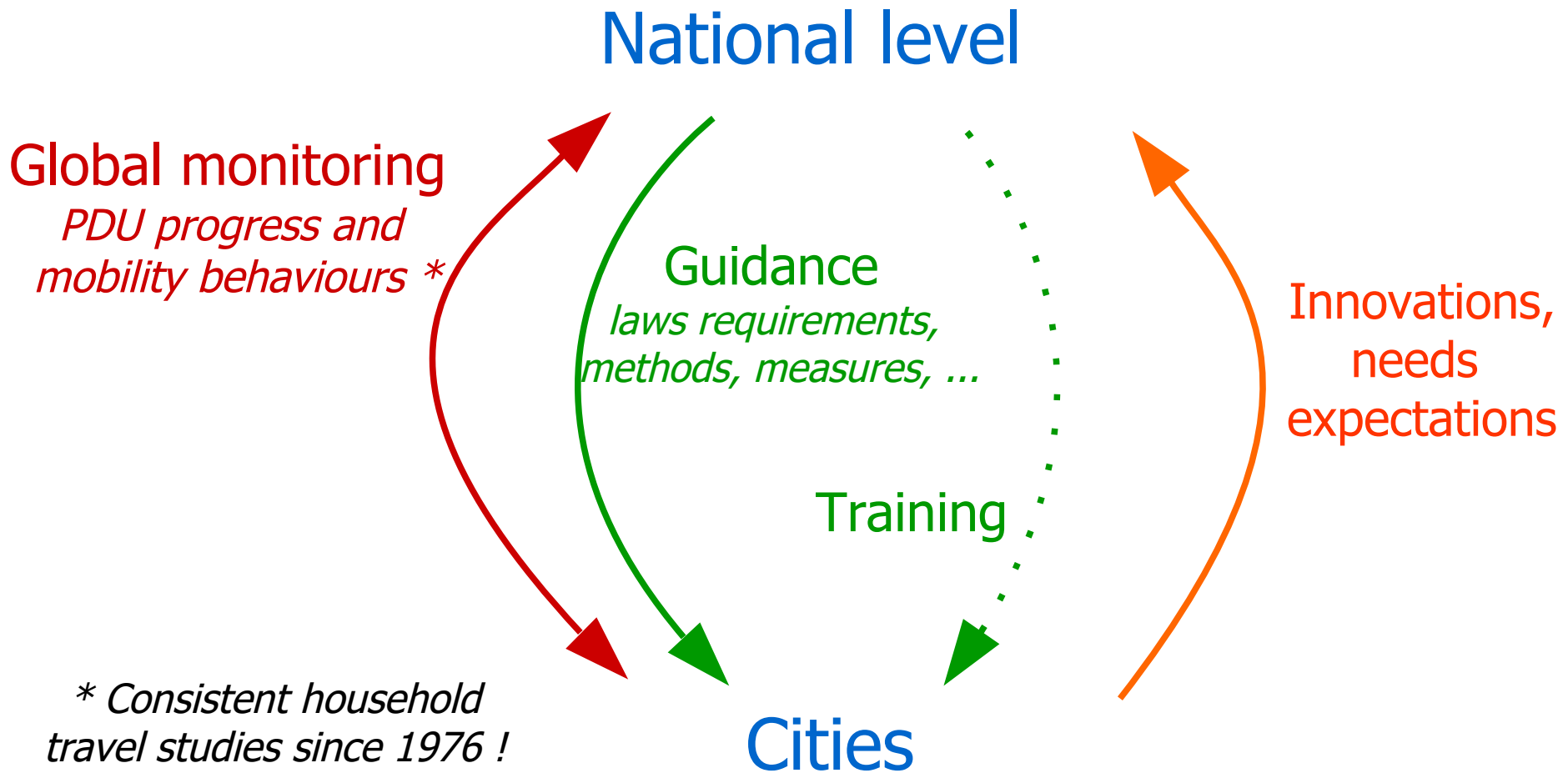
*Sustainable development, mobility for all, safety, car use decreasing, public transport, intermodality, active modes, road network management and sharing, parking, freight, mobility management, electromobility*

# But also other mobility plans for cities

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- **Local plan for urbanism integrating housing and mobility (PLUi-D)**
  - Can replace a mandatory PDU
  - A single document with a shared vision for an area
  - Content and process of the PDU
  - New process, still complex but gaining momentum
- **Voluntary plans** for voluntary cities (outside urban areas > 100,000 inhab.)
  - **PDU / PLUi-D** : within the same framework as larger cities (requirements, effects)
  - **Global mobility policy (PGD)** :
    - no defined content, no defined process
    - 1 mandatory objective : *control of car use*
    - But no legal effect

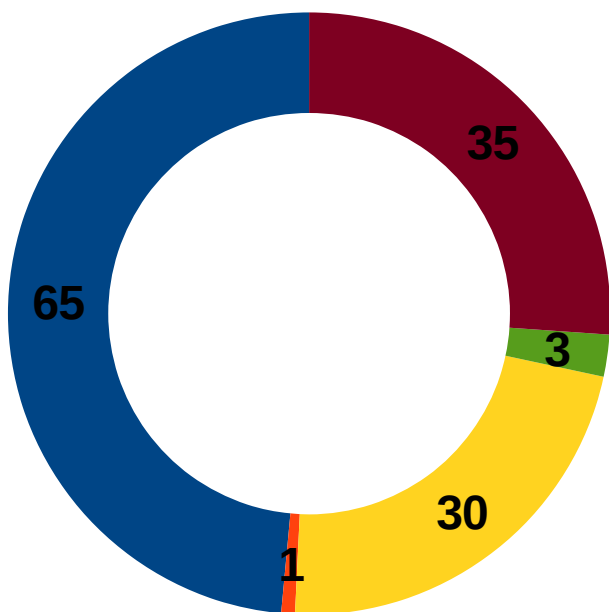
# Monitoring and support from national level



# Monitoring at national level

« 134 approved mobility plans »

compulsory : 66 / voluntary : 68



- Compulsory planning PDU
- Compulsory planning PLUi-D
- Voluntary planning PDU
- Voluntary planning PLUi-D
- Voluntary planning PGD

		Approved plan (a)	Up-date in progress	1rst plan (b)	Total (a+b)	L.A. without planning
Compulsory planning	PDU	65	30	9	76	19
	PLUi-D	1	13	1		
Voluntary planning	PDU	30	13	9	95	140
	PLUi-D	3	8	5		
	PGD	35	14	13		
<b>Total</b>		<b>134</b>	<b>78</b>	<b>37</b>	<b>171</b>	<b>159</b>

« 1/2 local authorities engaged in mobility planning »

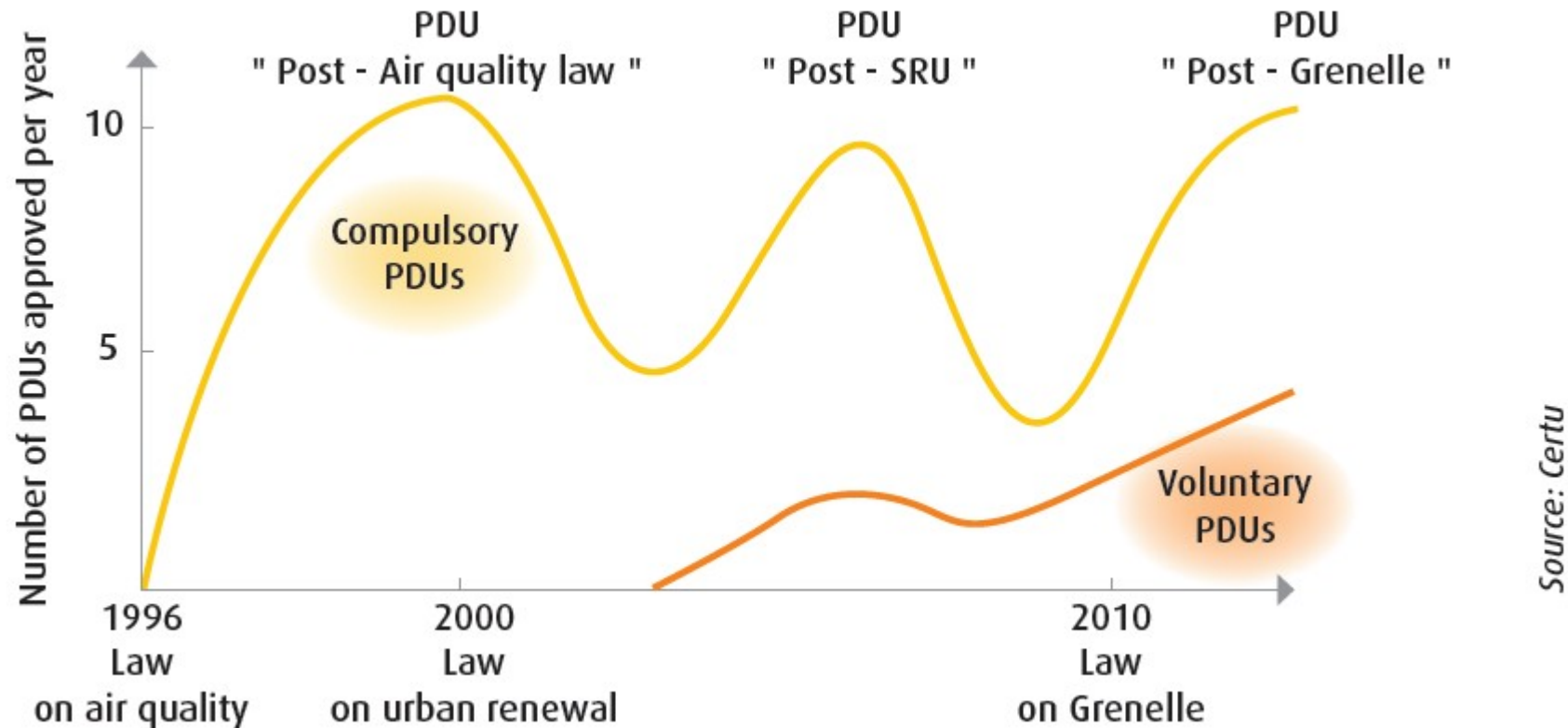
## Population covered by approved urban mobility plans (Mhab - 2011)

Mandatory plans	39,7
Voluntary plans	3,0
Without a mandatory plan	1,1

« 2/3 of the French population covered by a mobility plan »

# Monitoring at national level

*From laws to plans : a slow dynamic*



→ « *Cities need consistency over time and clear directions* »



# Enforceability ?

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Law says : « *Mandatory PDU for cities over 100,000 inhabitants* »

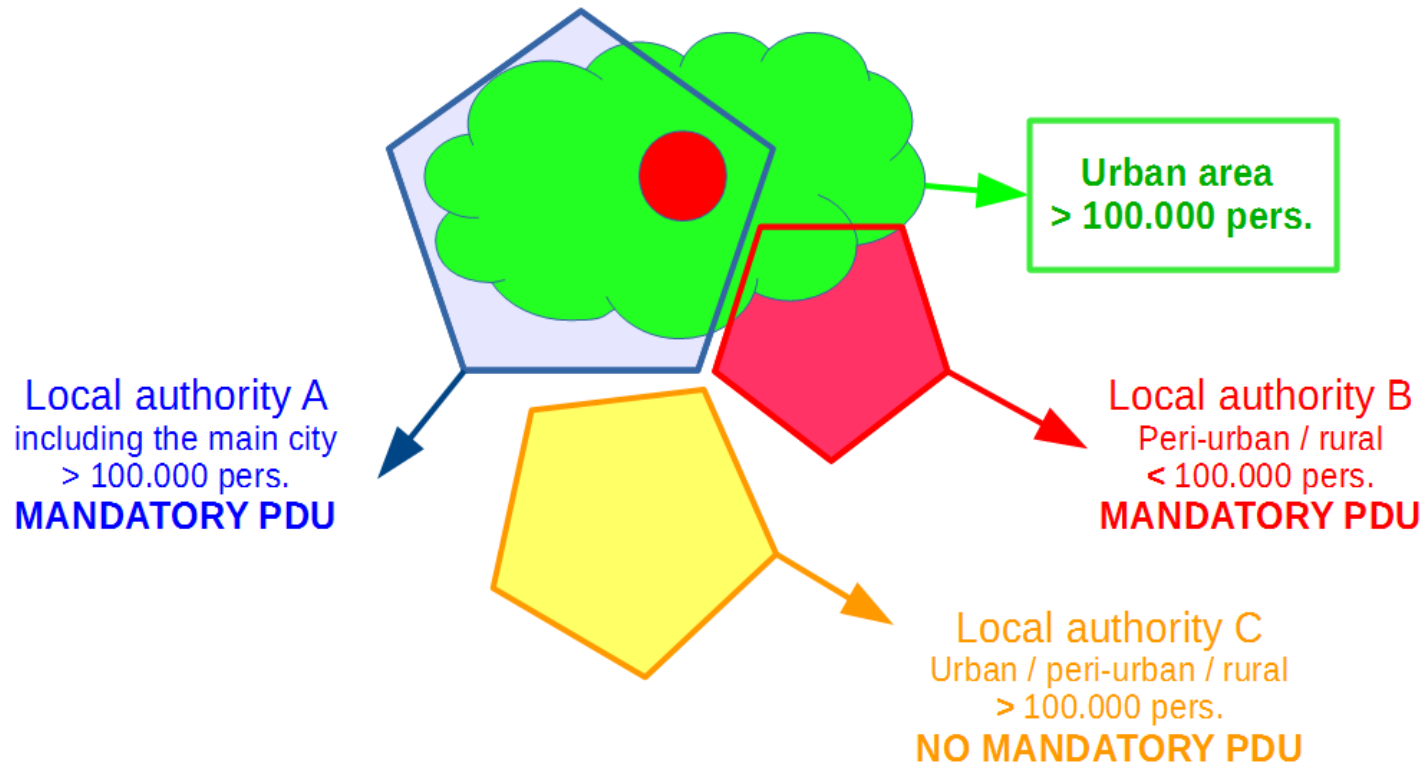
- Sanctions ?
  - No direct sanctions for outlaw cities...
  - Indirect incentives : Financial support for public transport projects (*infrastructures or not*) requires a mobility plan
- Facts :
  - All major French cities are engaged in mobility planning
  - Elaborating an efficient PDU is a complex process that requires a real engagement
  - Otherwise, risk of having useless documents...

« **Support and incentive** > **Sanction** » ?



# Having clear rules...

« Mandatory PDU for **local authorities** intersecting **urban areas** over 100.000 inhabitants »

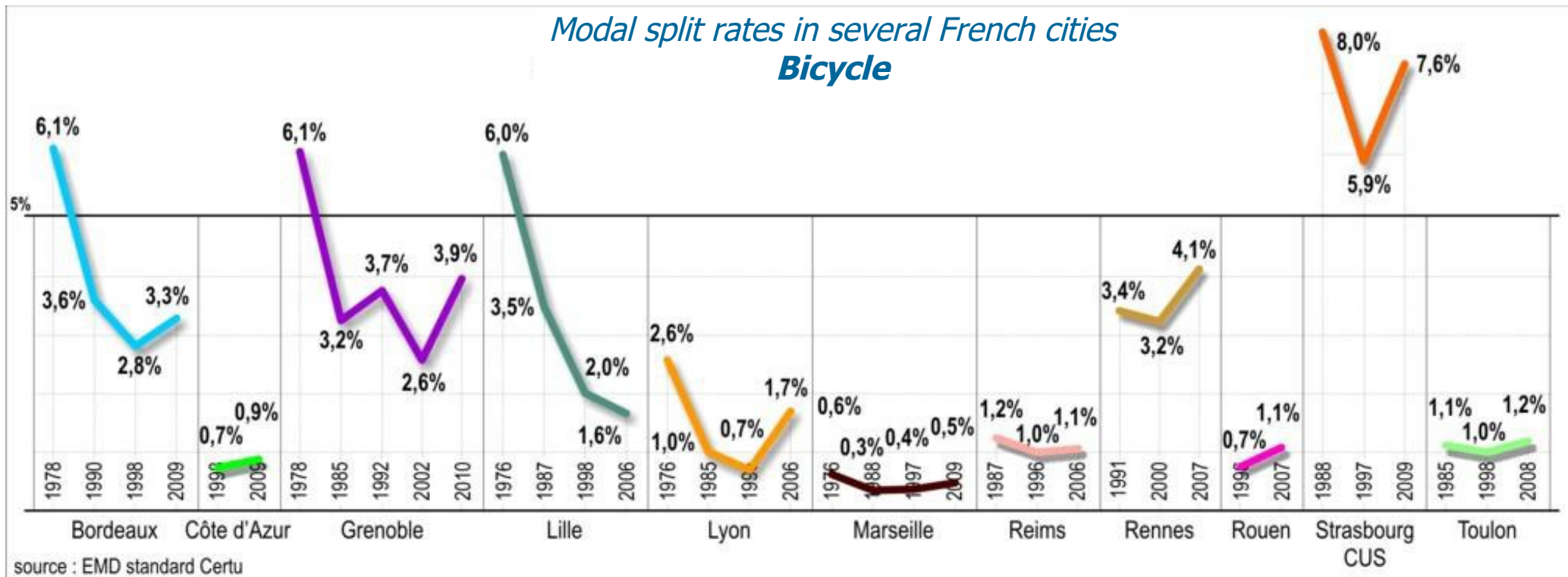


→ local authorities reality **vs** geographical and demographical dynamics

# Impact on mobility behaviour

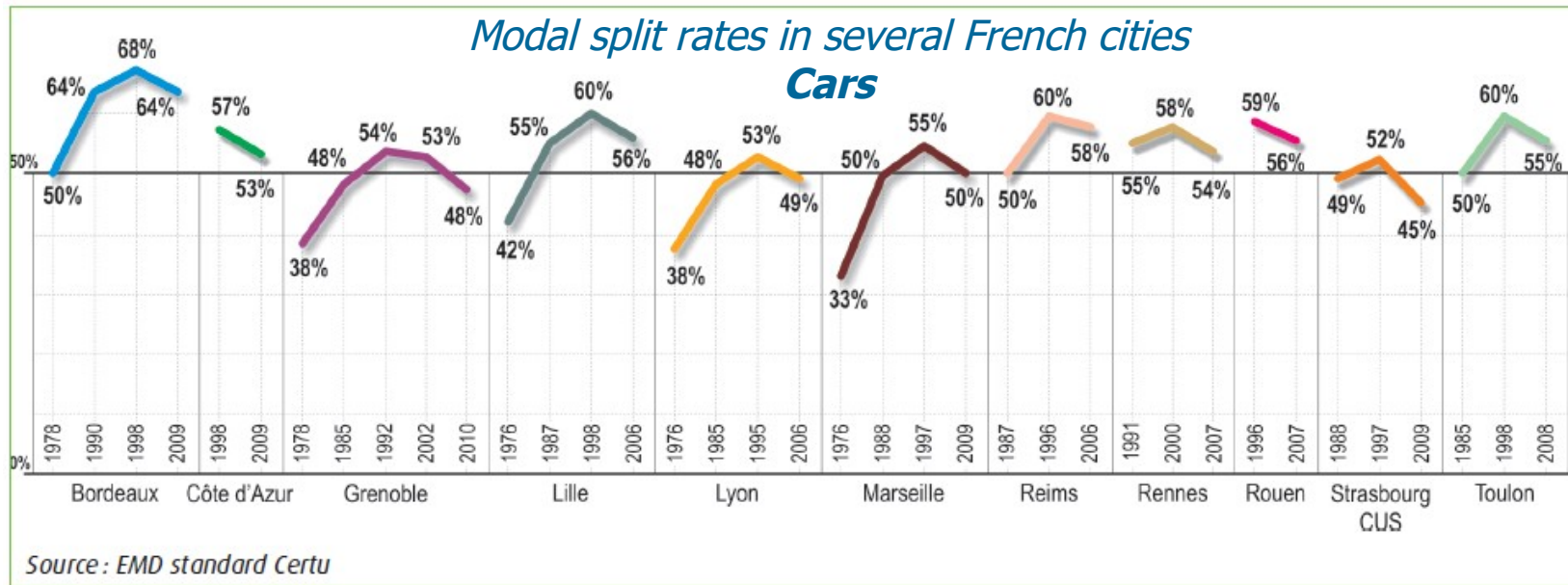
## A slow but widespread trend reversal

Modal split rates in several French cities  
**Bicycle**



# Impact on mobility behaviour

A slow but widespread trend reversal

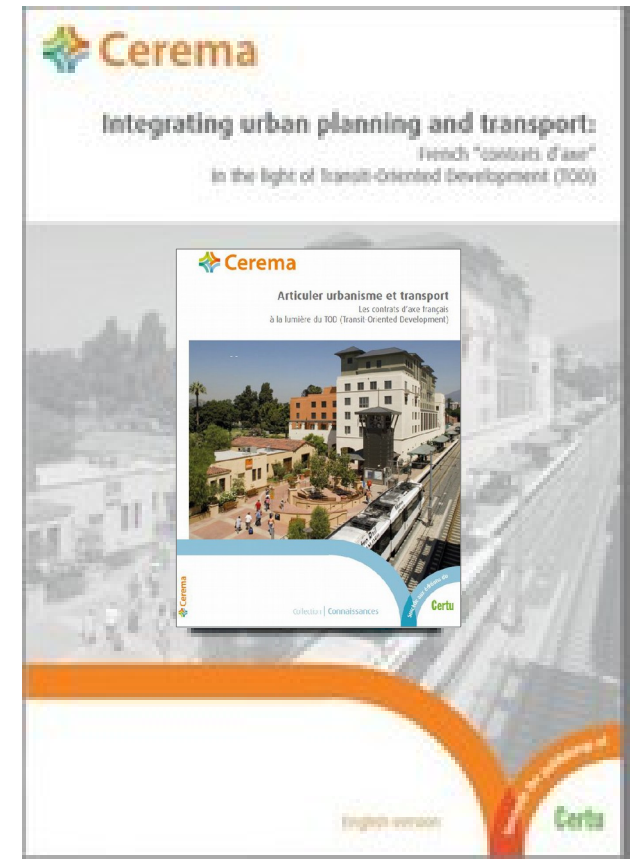


But contrasted results between city-centers / peri-urban areas, or large / medium cities

# Perspectives for mobility planning

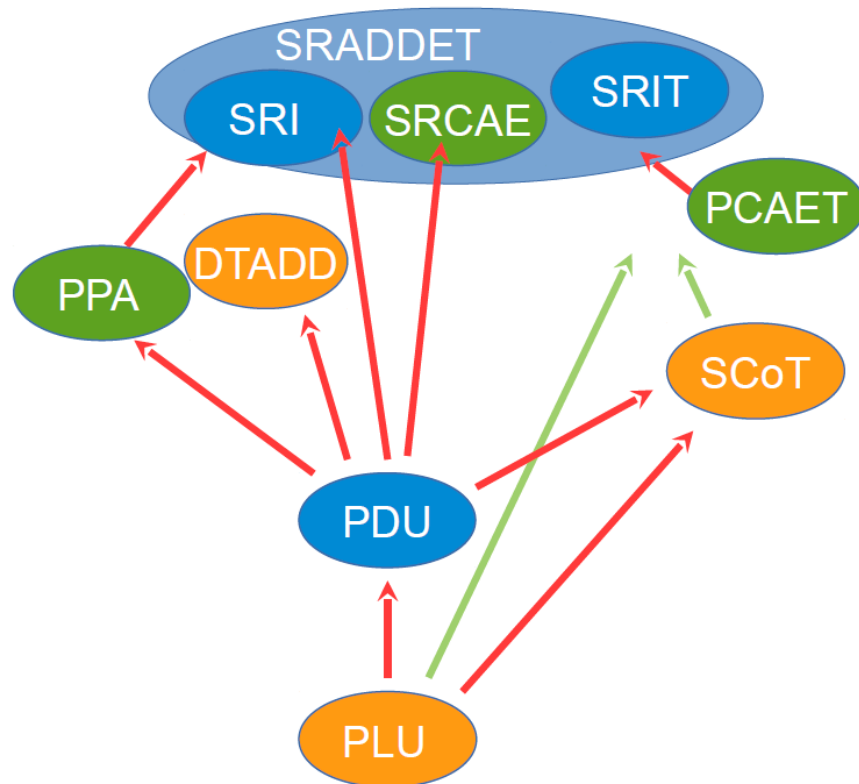
## 1. Urbanism and mobility

- Development of **land use / mobility plans** (PLUi-D) :
  - Making the urban and mobility communities working together
  - Support with guidance
- **Operational merging** of urban and mobility projects
  - Transit-oriented development or French « **contrat d'axe** »
  - A project approach : *time / space, governance, financial commitment, ...*



# Perspectives for mobility planning

## 2. Links between Local / Regional / National scales and between thematic plans



### Environnemental plans

**SRCAE** : regional plan for climate, air and energy [*region*]

**PPA** : plan for air protection [*cities > 250,000*]

**PCAET** : territorial plan for climate, air and energy [*cities > 50,000*]

### Land use plans

**SCoT** : plan for territorial consistency [*public body on a population catchment area*]

**PLU** : local urban masterplan [*city/cities*]

**DTADD** : territorial directive for land planning and sustainable development [*ministry*]

### Mobility plans

**PDU** : urban mobility plan [*local authority*]

**SRI** : regional plan for intermodality [*region*]

**SRIT** : regional plan for transport infrastructures [*region*]

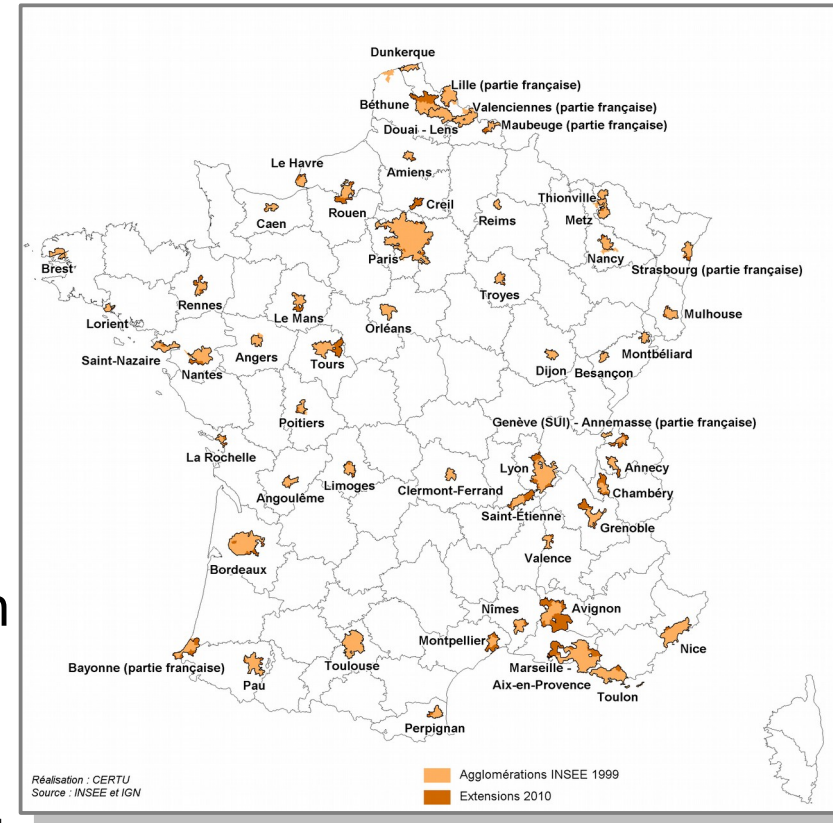
→ « is compatible with »

→ « takes into account »

# Perspectives for mobility planning

## 3. Small cities and rural areas

- Cities over 100,000 are well covered
  - Available planning tools, support, ...
  - Involvement from big cities
- Small cities and rural areas have :
  - Real needs for mobility planning
  - Specificities : constraints (technical and human ressources), objectives and levers for action
- A **rural mobility plan** introduced by law in 2015 with guidance on progress
- A « **light PDU** » is being investigated
  - Giving small cities a dedicated framework for mobility
  - Making PDU mandatory for cities over 50,000 ?



→ *How to cover the « blank » area ?*

# Thank you

## For more information

Cerema website

ENDURANCE French page

## Contacts

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