



# The French observatory of Pedestrian Priority Zones (ONZOR)

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*Au 1<sup>er</sup> janvier 2014, les 8 CETE, le Certu, le Cetmef et le Sétra fusionnent pour donner naissance au Cerema*

Centre d'Études Techniques de l'Équipement de l'Ouest

[www.cete-ouest.developpement-durable.gouv.fr](http://www.cete-ouest.developpement-durable.gouv.fr)



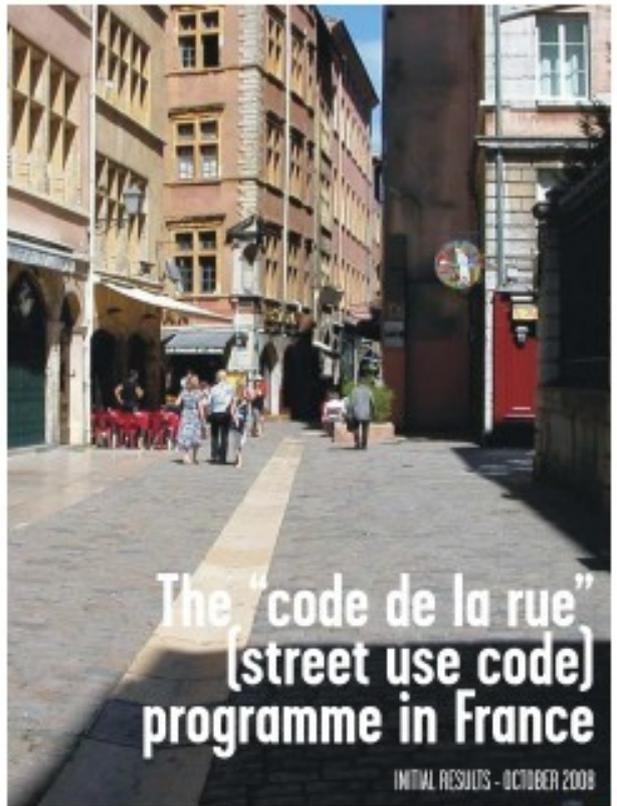
In 2008, the French Highway Code, was modified with the integration of a new special traffic zone : the pedestrian-priority zone, “zone de rencontre” (**PPZ**)

### Décrets, arrêtés, circulaires

#### TEXTES GÉNÉRAUX

MII

Le Premier  
Sur le rap  
l'aménagem  
Vu le cod  
Vu la loi  
Vu les av  
mars et 25 j  
Le Consei



The “code de la rue”  
(street use code)  
programme in France

INITIAL RESULTS - OCTOBER 2008



DEVELOPPEMENT  
DURABLE



veloppement durable et de  
mmment son article 23 :  
18 septembre 2007, 11



A new way of designing streets.

Ministère  
de l'Écologie,  
du Développement  
durable  
et de l'Énergie



# The observatory of Pedestrian Priority Zones (ONZOR)

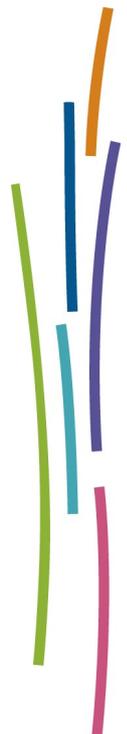
- A web site inspired by the Swiss Observatory equivalent of "Rue de l'Avenir"

<http://www.voiriepour tous.developpement-durable.gouv.fr/onzor-r178.html>

- a list of the PPZ with essential information to characterize the PPZ presented (scope, context, description, contacts etc.) complemented with different elements produced by each city to present, explain and evaluate their project.
  - The goal is not to show the best project but the representativeness of PPZ practices of designers.
  - No value judgment
- 



# The observatory of Pedestrian Priority Zones (ONZOR)

- An overview of the development of PPZ in France
  - A help to identify areas that need information about PPZ
  - It informs cities about the opportunities offered by this new traffic zone
  - A sharing of informations, experiences
  - A useful guide for beginners cities
  - It make real what could be a concept
  - A good way to improve the national technical recommendations
- 

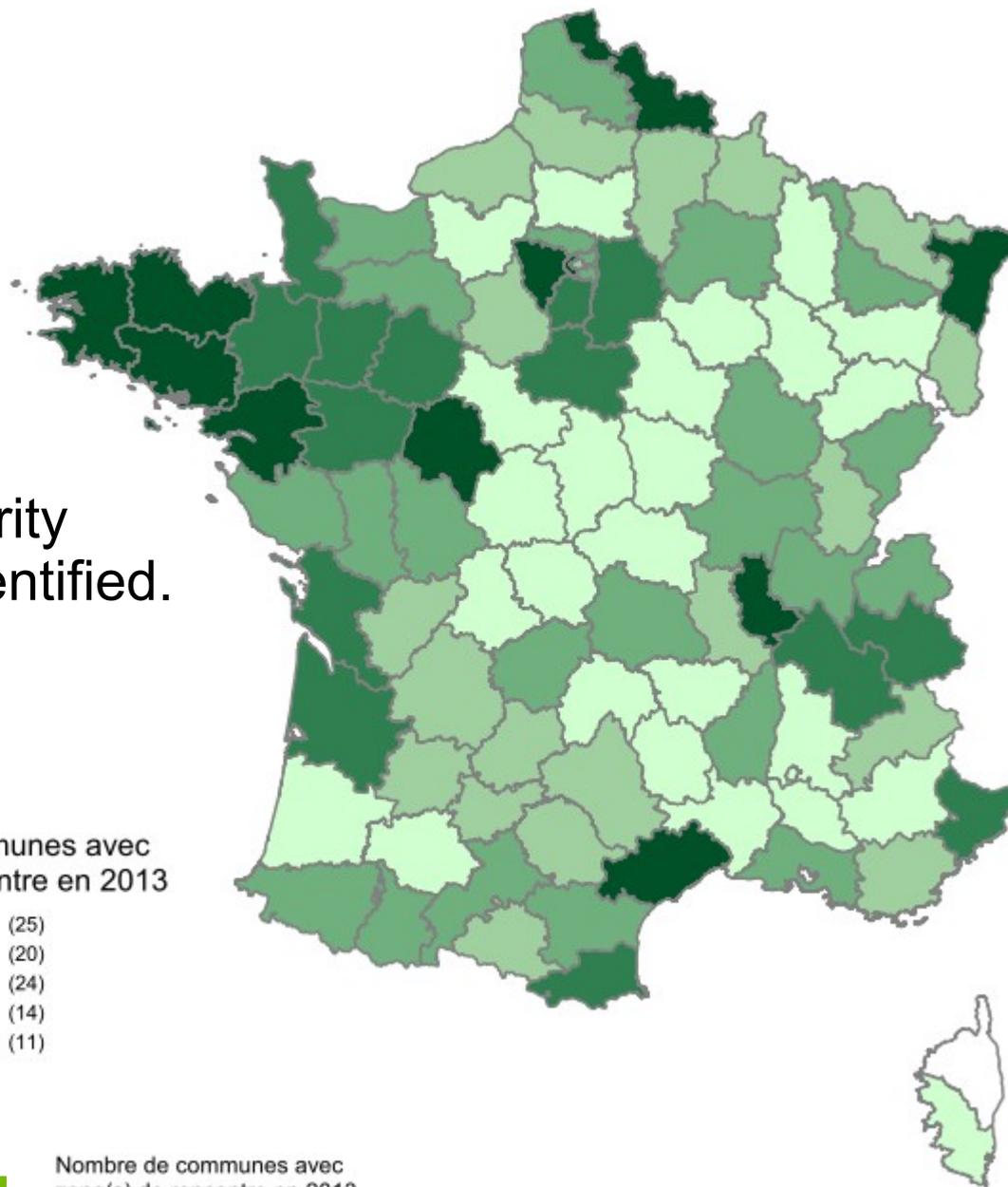


# What do we learned ?

- 400 pedestrian-priority zones have been identified.
- A large widespread

Nombre de communes avec zone(s) de rencontre en 2013

	1 zone	(25)
	2 zones	(20)
	3 à 4 zones	(24)
	5 à 9 zones	(14)
	Supérieur à 10 zones	(11)

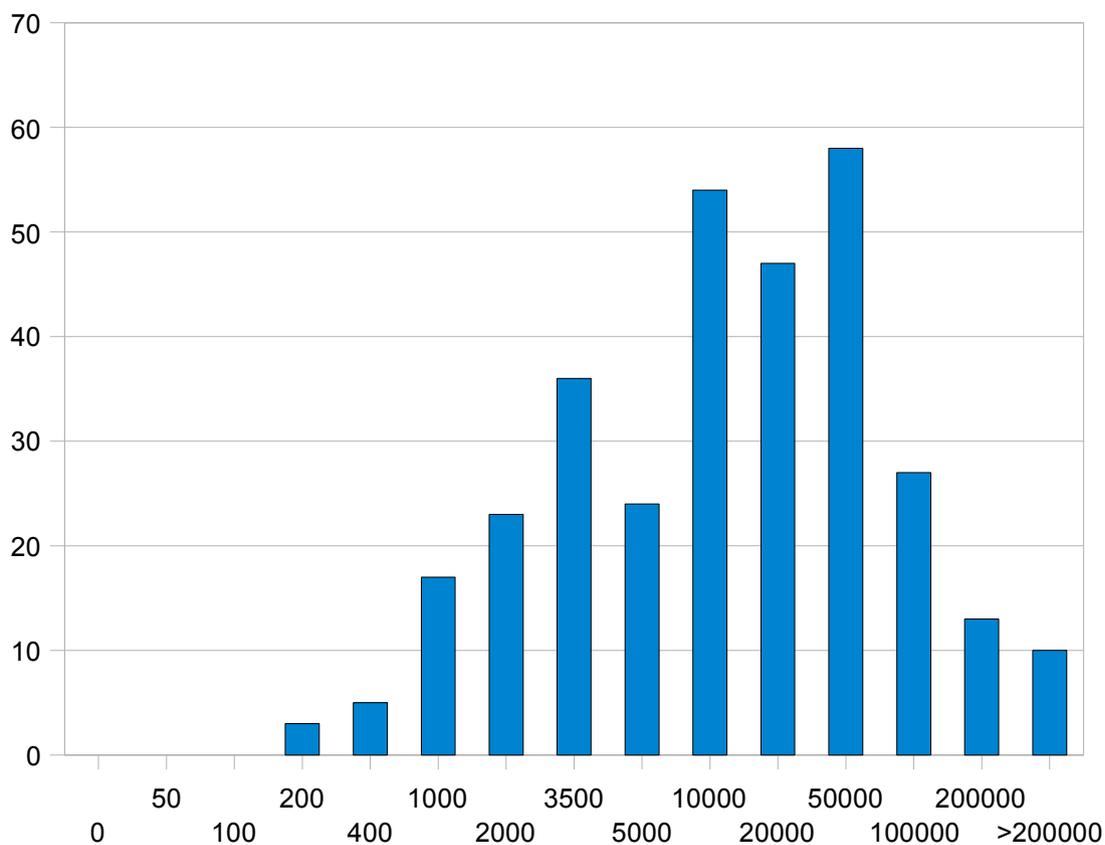




# The lessons learned

A large variety of cities

distribution by size of cities



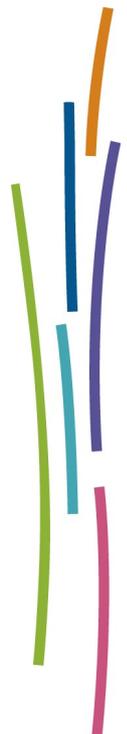
■ | Number of cities





# The lessons learned

## Different categories of pedestrian priority zones





# The “city center shopping street”



Toulouse



Caen



Quiberon

- An obvious PPZ and certainly the most common situation.
- High expectations for the development of local life
- Often realized with a semi-pedestrian design



# The "intra muros" old center



Saint-Malo



Avignon



Dinan

- it was already a PPZ in the Middle Ages !
- The Highway Code then just formalized an existing situation.



# Places



Auch



Guise

Courrier picard



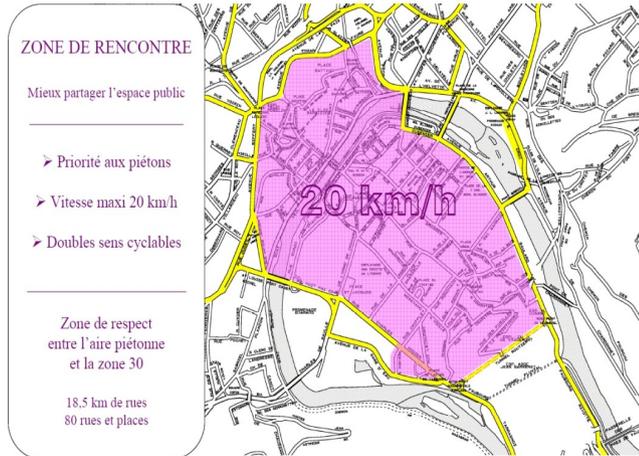
Nice

- an obvious meeting places
- it is often part of an urban renewal project
- The parking space is transformed into a living space





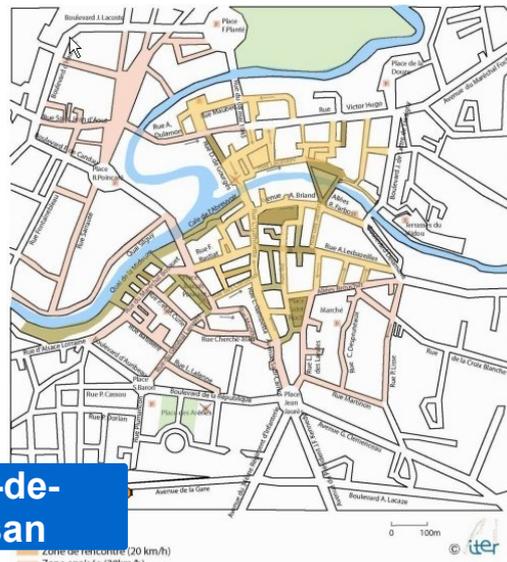
# The “city center”



La zone de rencontre Centre ville - Battant **Besançon**



**Douvres la Délivrande**



**Mont-de-Marsan**

- The city center is the heart of the local life (services, schools, business, social life,...)
- So, some cities dared to put the whole center in a PPZ



# The “one-street town”



Assas



Tréguier



Reveillon

In « Le Pays Briard »

- in small villages developers mostly focused on the need of car users
- this has caused the disappearance of local life
- those streets must be shared with a PPZ
- between the town hall and the church !

# The "modal shift" street



Nantes



Nantes



Rennes

- frequent street crossings especially near multimodal hubs
- peaceful junctions rather than aggressive « Stop and Go » systems with red lights



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# The “narrow street”



Tours



Vannes



Cers

- The accessibility of public spaces is necessary and obligatory
- In some streets, the PPZ is the only solution



Ministère de l'Écologie, du Développement durable et de l'Énergie

Trottoir	Stationnement		Vélo		Chaussée
>1,40m	2m	0,50m	1,5m		+/- 6m



# The street connection



Rouillon



Vanves



Laval

- different poles exist in the city
- they can generate many motorized short trips
- Another approach is to give an advantage to the actives modes of transports



# The promenade street



Auray



Vertou



Figeac

- a quay side walk along a beach or a water front
- to improve the quality of life and the city's image



# The Street School



Saint-Bernard



Cholet

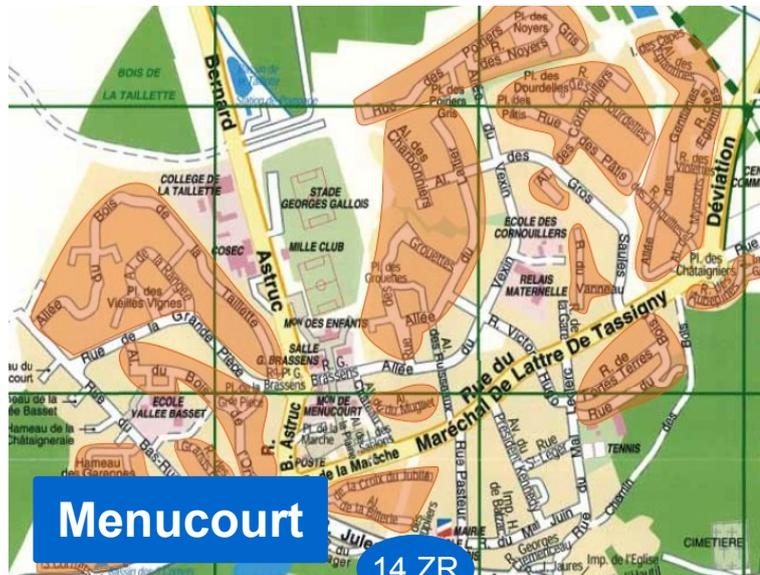


Saint-remy-les-Chevreuses

- at rush hours we often have a chaotic functioning of the street
- two solutions exist : to bring order into the system (barriers, restrictions, ...) or to promote shared space



# The residential street



- They should be a good place to have social relationship
- Where children could learn to ride a bicycle
- various approaches

# Eco-Neighborhoods Street



- the aim is to reduce the carbon footprint

- traffic calming zones are naturally integrated

(such as in the famous district Vauban in Fribourg-En-Brisgau !!)





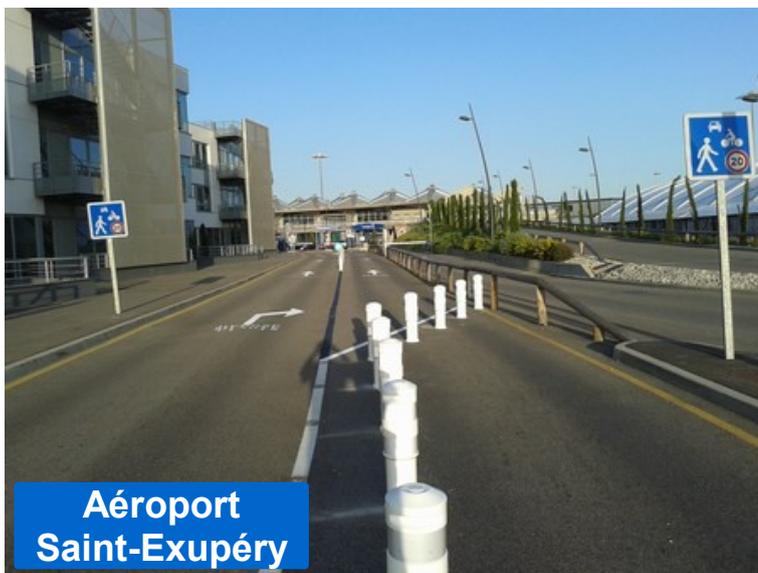
# Parkings



Orvault



Saintes



Aéroport  
Saint-Exupéry

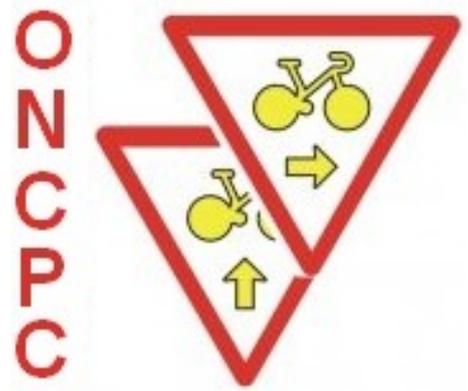
- Is this really necessary?

However, this is consistent with the expected behavior of the driver





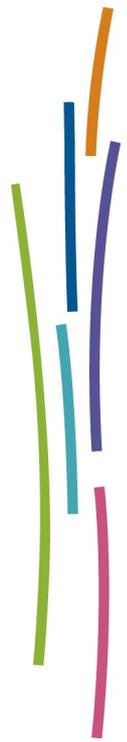
# Others observatories



the « turn right cyclist at red light » sign



Traffic-calmed cities



# Thank you



Carennac (Lot)