

27-28 November 2019, Brussels

**Session 2G: Securing mobility in SMC's,
peri-urban, and rural areas**

Innovative mobility and transport for the particular challenges of peri-urban areas – findings from a multi-criteria analysis in France

Verena Ehrler & Corinne Blanquart
IFSTTAR AME

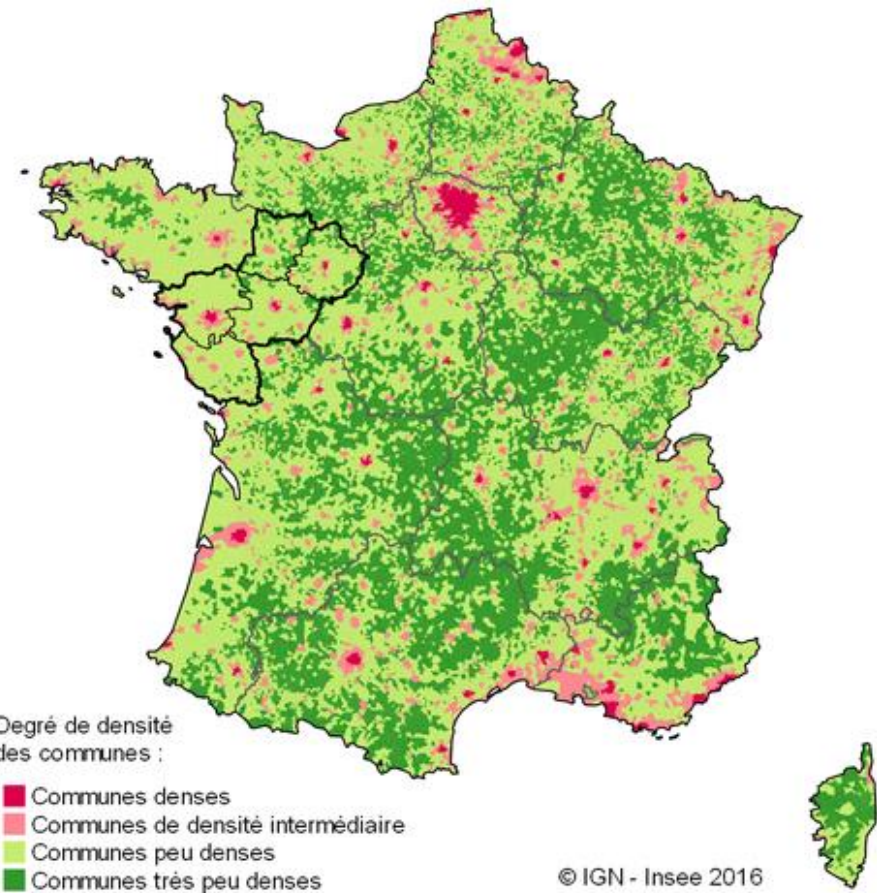


Overview

- Characteristics and challenges of peri-urban areas
- Towards innovative mobility and freight transport for peri-urban areas
- The project MUTANDIS
- Innovative approaches
- Summary and outlook

Characteristics of peri-urban areas

- “Communities that do not belong to an urban area, in the sense of building continuity, and that see at least 40% of their assets working in another urban area” (INSEE 2011)
- around 9 million people are living in peri-urban areas in France
- 2000's: a peak in yearly mileage
 - 32 000 km for peri-urban areas
 - 12 500 km for urban areas
- A gradual narrowing of peri-urban living areas - multipolarization of activities inside Functional Urban Areas
- Average distance by car
 - 12,5 km in 1996-99
 - 11,4 km in 2014-18
- modal share does not change, but distances have stopped increasing



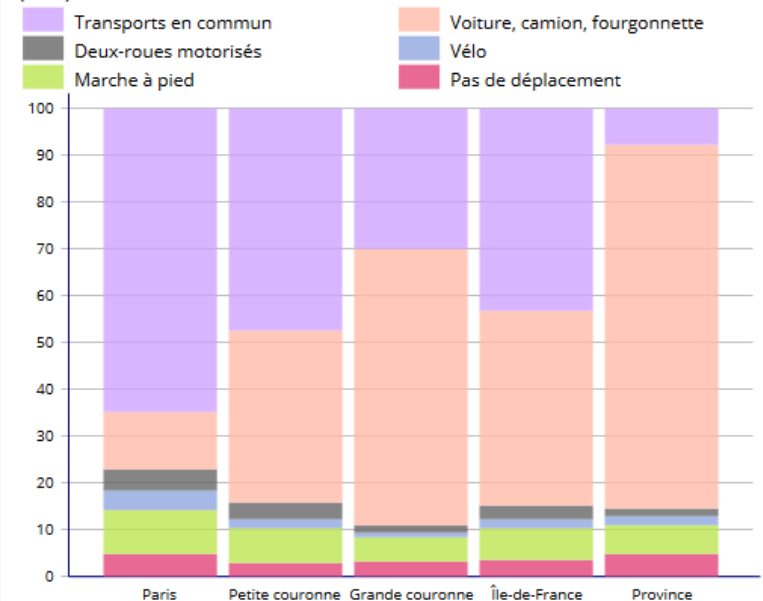
source: INSEE 2019

Challenges of peri-urban areas

- Most transport is done by car
- Distances of work-commute are increasing
- Fuel prices are increasing
- New mobility and transport solutions are most complex in peri-urban zones
- Potential gains for social and environmental impact are big
- Acceptance and financing of innovative solutions are often an issue

Les deux-roues motorisés ou non sont plus utilisés pour aller travailler en Île-de-France qu'en province

Part du mode de transport principal utilisé par les actifs en emploi (en %)



source: INSEE 2019

MUTANDIS

- **Research Axis 1: typology of mobility needs in peri-urban areas, and multi-criteria assessment of currently deployed solutions**
 - Characterising the test peri-urban areas by putting on line economic, sociodemographic and cartographic data: done for the peri-urban areas of Lyon and Lille
 - Typology of mobility and transport needs: the socio-economic and geographical determinants of mobility and transport demand: done for the peri-urban areas of Lyon
 - Comprehensive evaluation of the mobility solutions currently deployed in peri-urban areas
- **Research Axis 2: New packages of mobility solutions**
 - Proposal of packages of innovative solutions, suited for peri-urban areas: started for the peri-urban areas of Lille
 - Assessment of the proposed mobility solutions
- **Research Axis 3: analysis of governance models**
 - Innovative mobility and the transformation of local governmentality: changes in political arguments' analysis - analysis of political discourses
 - Social agreements within the co-construction process of the innovative mobility solutions
 - Mobility data: production and management of these strategic assets

Mobility needs: Loos-en-Gohelle

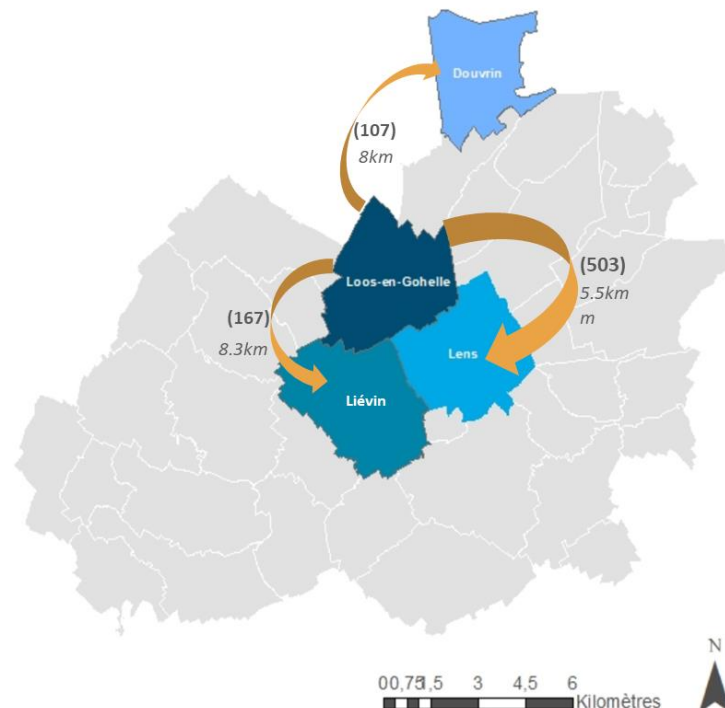
characteristics

- former coal mining area in the North of France
- focus on sustainable development

population

- 517.2 hab./km²
- 6 568 inhabitants
- poverty rate of 19%
- 37% of population retired
- 24% working class

work related commutes of over 100 people/day



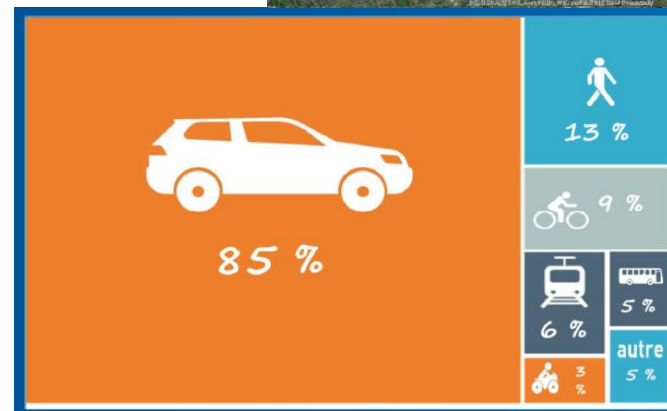
Auteur : H. M.

Source : Insee, base flux mobilité domicile- travail, 2010

Mobility in Loos-en-Gohelle

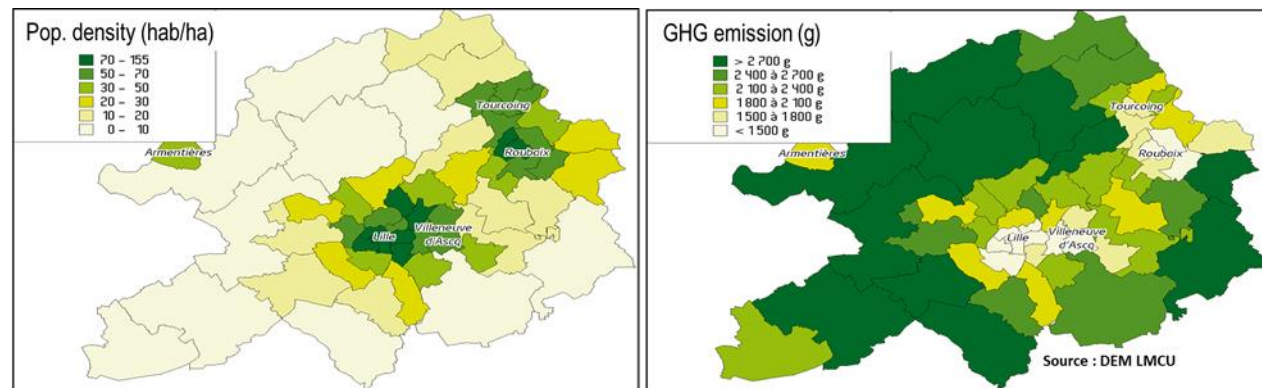
Findings from an enquiry of 300 inhabitants

- 83% of households own a car
- 85 % of commutes to work is made by car
- 20km/day on average is travelled by car
- most travellers travel 10km/day,
- remaining within a zone of 15km around Loos-en-Gohelle
- only 5% travels over 90km/day



Key-findings from the multi-criteria analysis for peri-urban areas

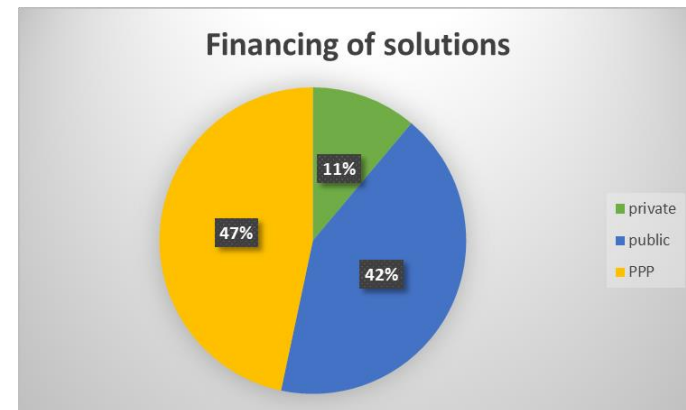
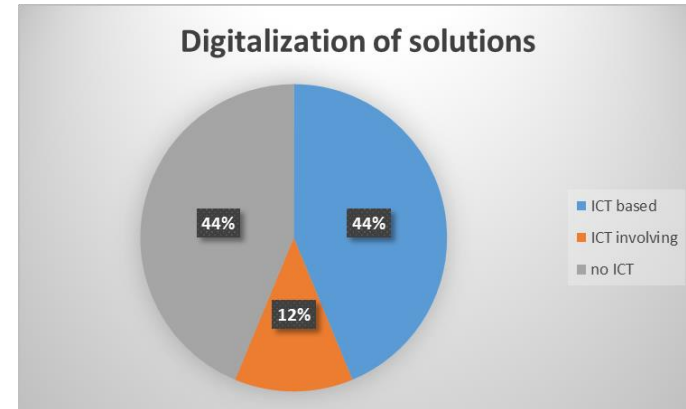
- The use of car is decreasing due to rising fuel prices and increasing unemployment
- while work commute distances are increasing
- Households are dedicating more and more the use of their car to work commute
- Use of car and economic development are still closely connected in peri-urban and low-density areas, due to alternative forms of transport



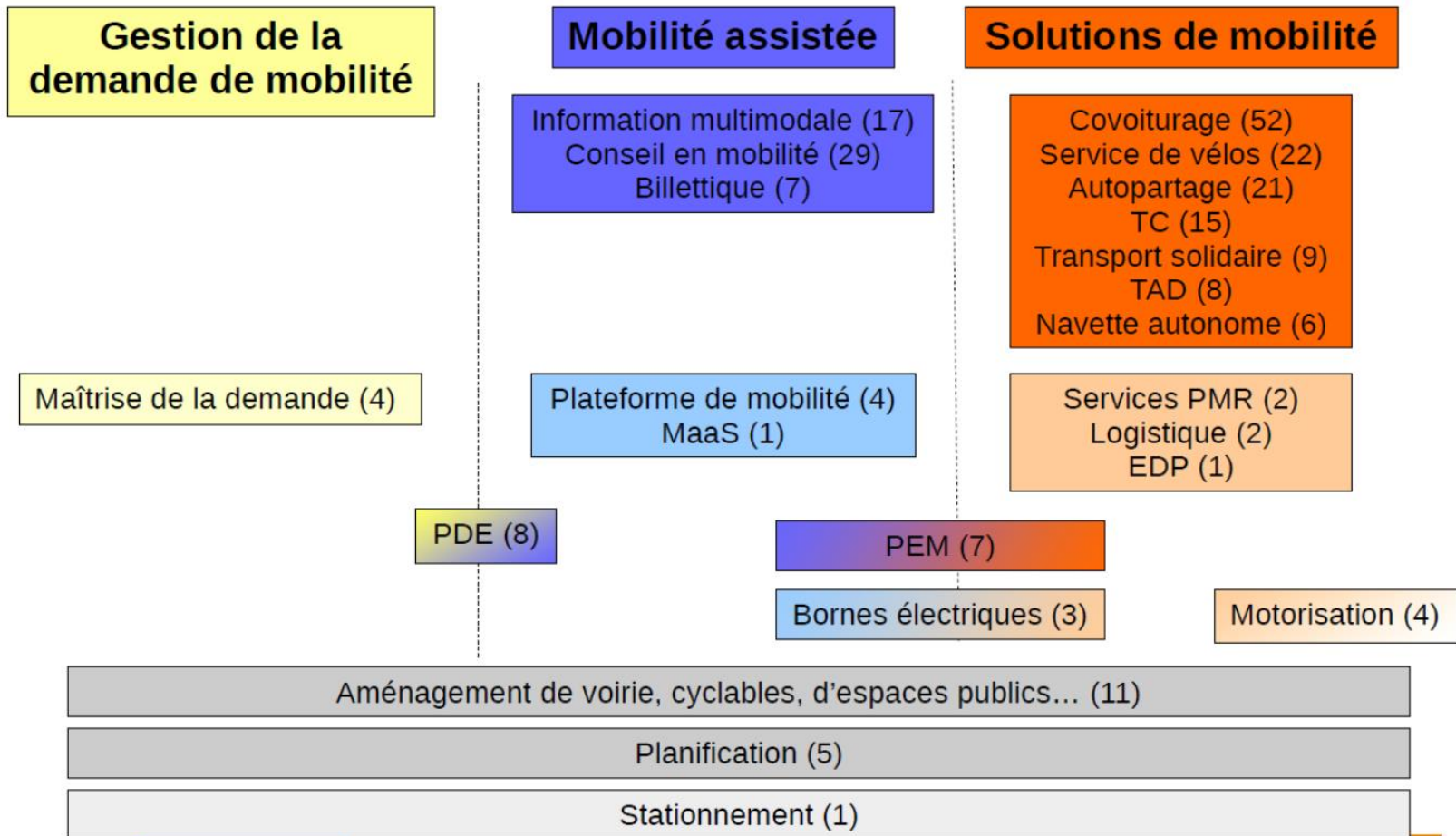
source: Blanquart

Innovative solutions

- analysis of over 70 experimentations
- passenger and freight transport
- in France and elsewhere
- categorised by over parameters (e.g. user group, transport mode, ICT-based or not, financing, costs, success etc.)

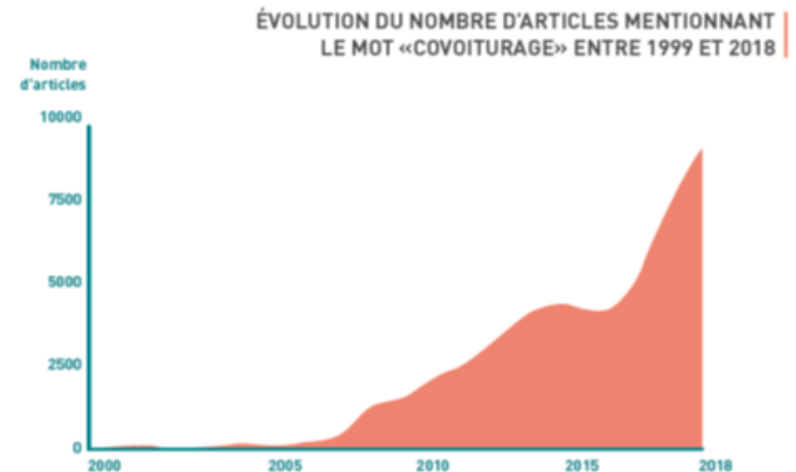


Typology of mobility experiments

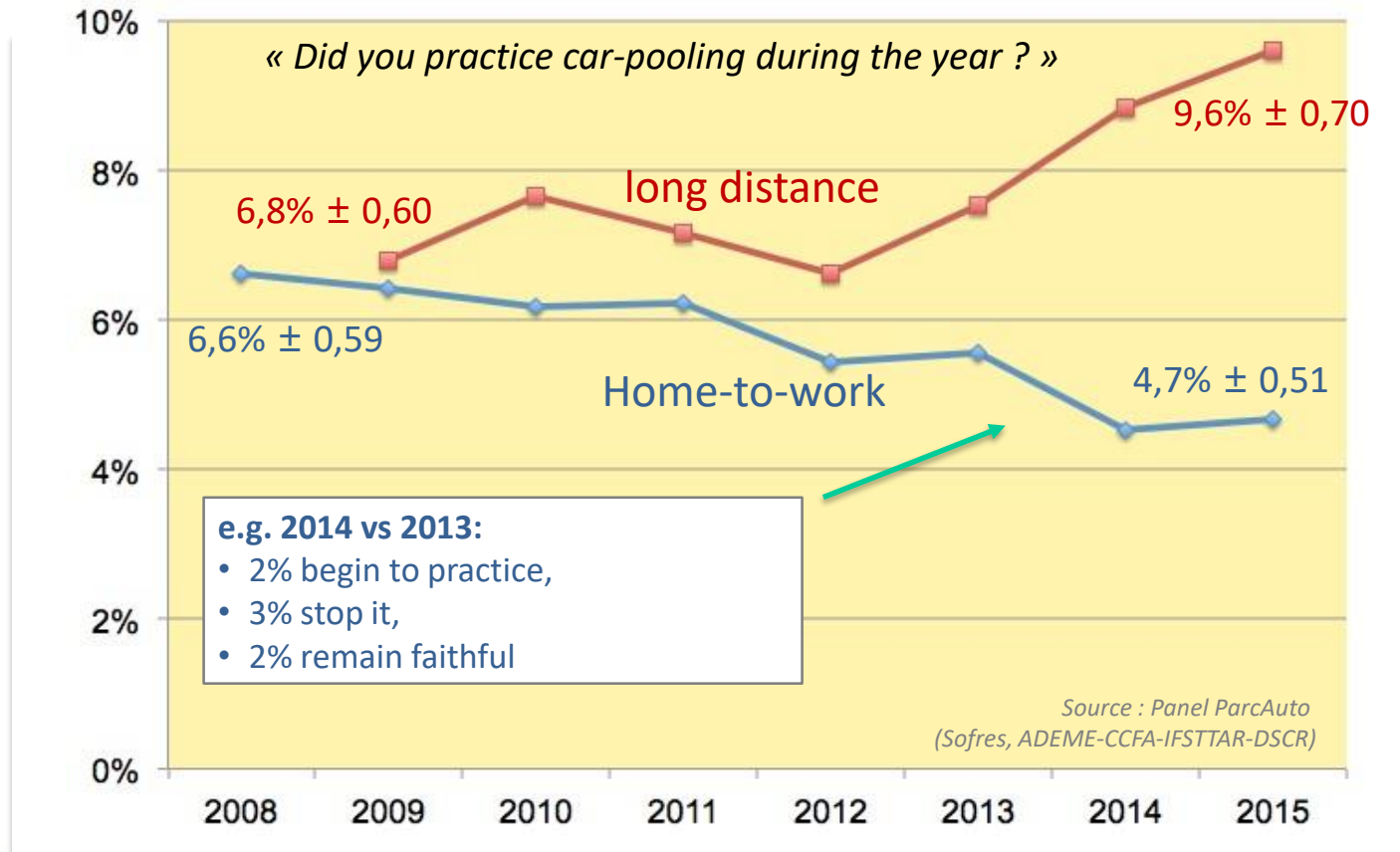


Car-pooling as dominant « innovation »

- analysis from candidates at the 2014 municipal elections in the Paris area (69 cities with more than 5 000 inhabitants):
 - Mobility is a key issue (70%), mostly for quality of life
 - Innovation is rarely related to mobility, but rather to connectivity (optic fiber)
 - 11% of the candidates talked about « new » mobility services: EV, tram-train, bike share services, car share services, walking bus
- analysis of regional press from 1999 à 2019:
 - 15 308 articles
 - progressive diffusion of carpooling in local policies precedes proliferation of experiments
 - carpooling is spread spatially
 - with strong interregional variations

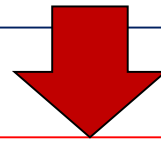


2008-2015: no increase in Home-to-Work car-pooling



Summary

- The peri-urban area is an important area with major transport and mobility issues
- It is to be expected, that the significance of these issues will increase
- At the same time, the pressure to develop and implement innovative solutions is rising
- Currently, innovative and experimental solutions still often rely on transport by car



- Disconnection between needs and experiments
- Difficulty to identify the mobility needs
- Governance is a central issue

Acknowledgements and sources

- International symposium on governing the periurban areas
 - June 24, 25 2019
 - Collaboration with Barcelona University and la Casa de Velazquez
 - 12 papers
 - a topical collection of « la revue méditerranéenne de sciences politiques »
- Publications:
 - Géocarrefour : Pigalle & Baron « Les mobilités "innovantes" et "durables" dans les discours électoraux : des mots pour faire bouger le local »
 - Urbanités : Tollis, L'Hostis & Boubakour « Quand la participation des habitants retoque le projet d'un périurbain intelligent. Enseignements d'un programme de recherche-action sur les mobilités durables à Loos-en-Gohelle (62) »
 - Int J of Urban Planning and Smart Cities : Tollis, L'Hostis & Boubakour « Low appetite for high tech, When the indifference of inhabitants to digital mobilities impedes a smart suburbs project in Loos-en-Gohelle, France »
- Development of cooperations with the POLIS network