



SUSTAINABLE  
TRANSPORT  
AWARD

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PARIS

—

TRANSFORMING PUBLIC SPACE  
TO SERVE THE PUBLIC

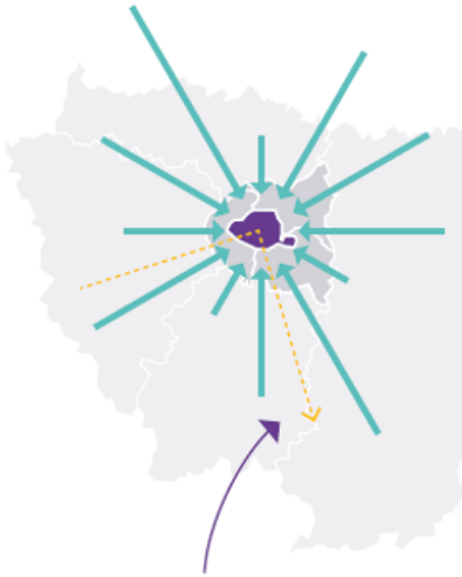


01

# Paris and Paris area

Geographical and institutional context

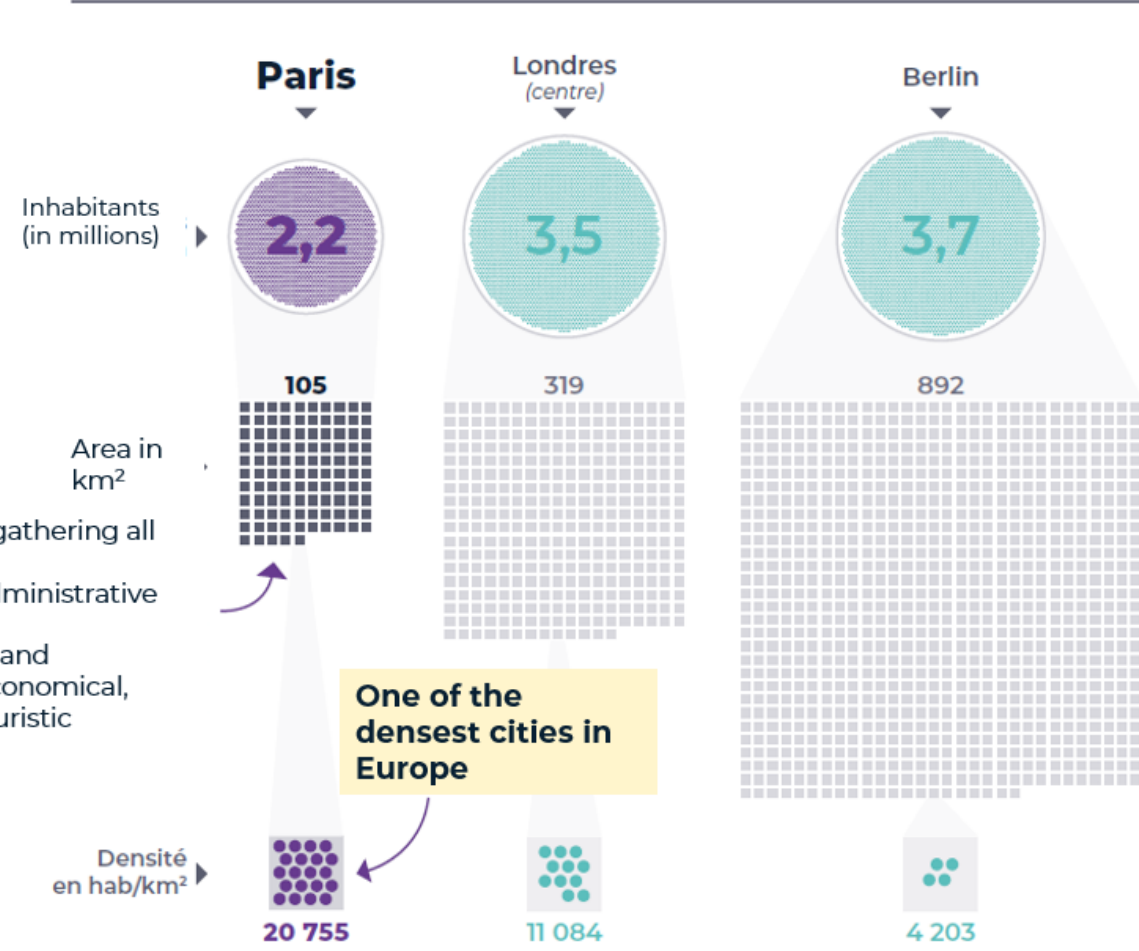
# Historic context : a very dense inner city and a centripetal organisation



A center of attraction and a « transit city » for suburban areas

A radial organisation

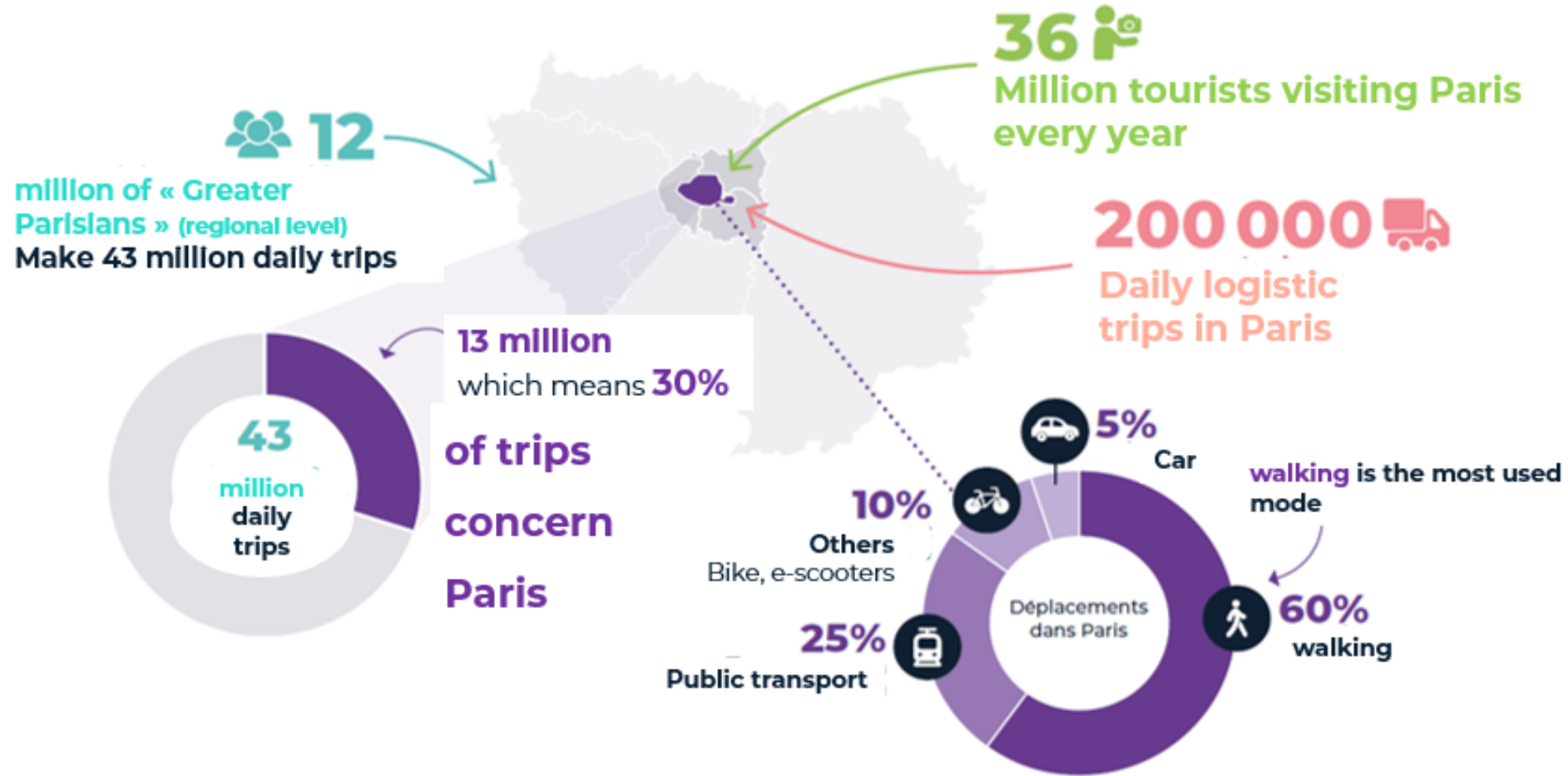
## Population, area and density



A limited area gathering all functions  
 Political and administrative capital  
 Major financial and commercial. Economical, cultural and touristic attractiveness



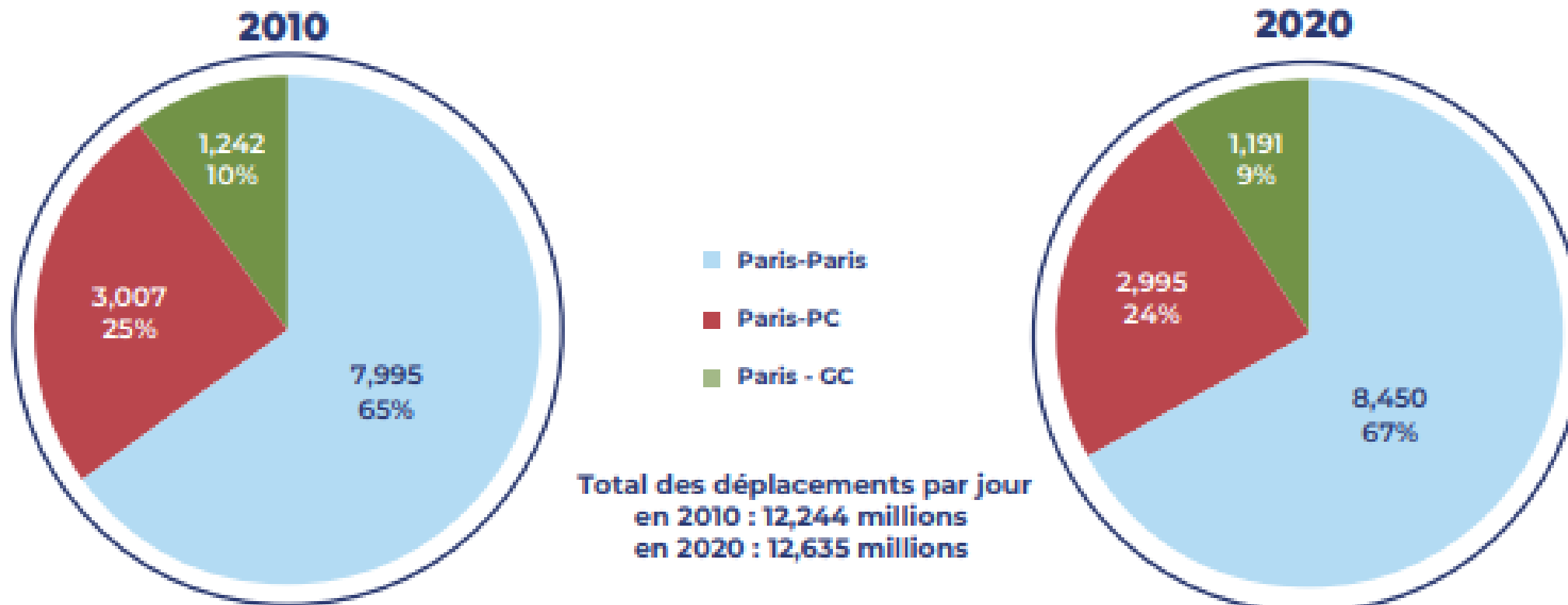
# Key facts : 30% of trips made in the region area concern Paris



# Trip distribution according to origin zone and destination zone



During the week (in million and in percentage)




Data is before the pandemic



# Governance : many actors working together

## Jurisdiction

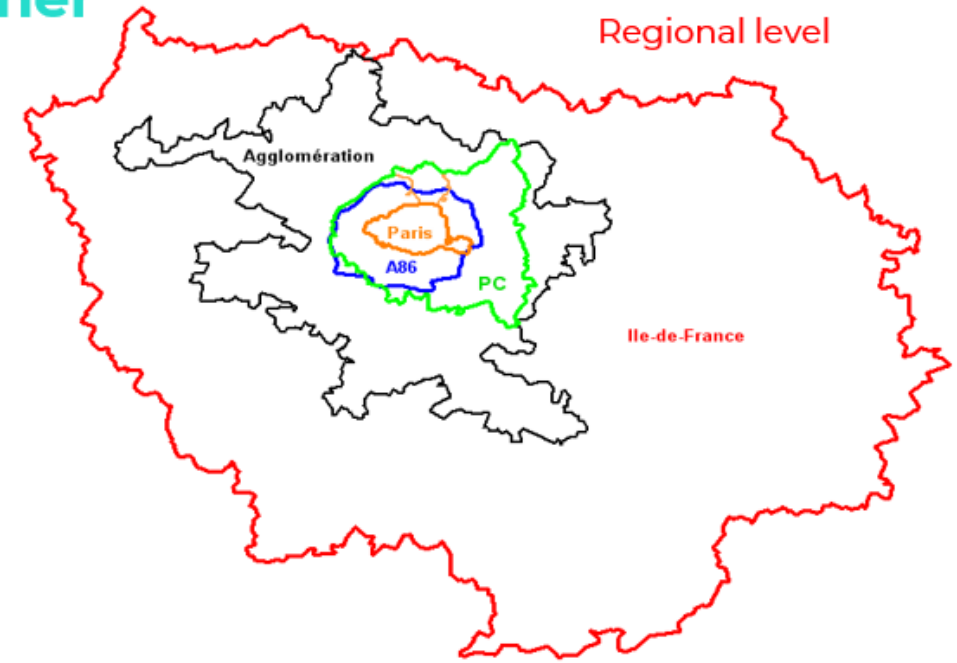
The organizing authority for transport and mobility is at the regional level 

The **city of Paris** is responsible for :

- traffic and parking regulations
- roadway and public space maintenance

- Road competence is shared between the City of Paris and the National Government (**Préfecture de Police**)

- The **Métropole du Grand Paris** is in charge of regulating air quality (LEZ)



The public transport (10.5 billion € each year) is financed by :

- local authorities (region, departments and the City of Paris)
- employers via a transport subsidy tax and the obligation to cover 50% of the cost of transport for staff
- and by the ticket sales

The City of Paris support financially up to 390M€ per year

## Mobility patterns in Paris

- High-quality and dense public transport system : 1,500 bus routes, 14 metro lines, 9 tram lines and 13 train and RER lines in the Region
- More than 1000 km bikes lanes in 2020
- Car sharing offers (station based for round trip and FF basis)

### Only

- **33,6 % of Parisian households own a car\***
- 11% of economically active Parisians commute by car\*

### An ideal environment for shared Micro-mobility

- **Vélib' and Vélib' Métropole : docked-bike public service** since 2007  
20 000 bikes (40% e-bikes)  
>1000 stations in Paris every 300 meters  
10 trips/bike/day during high season
- **Shared Micro-mobility: private supplies**  
25 000 dockless vehicles/devices (mopeds and bikes)



# Towards a carbon neutral City by 2050

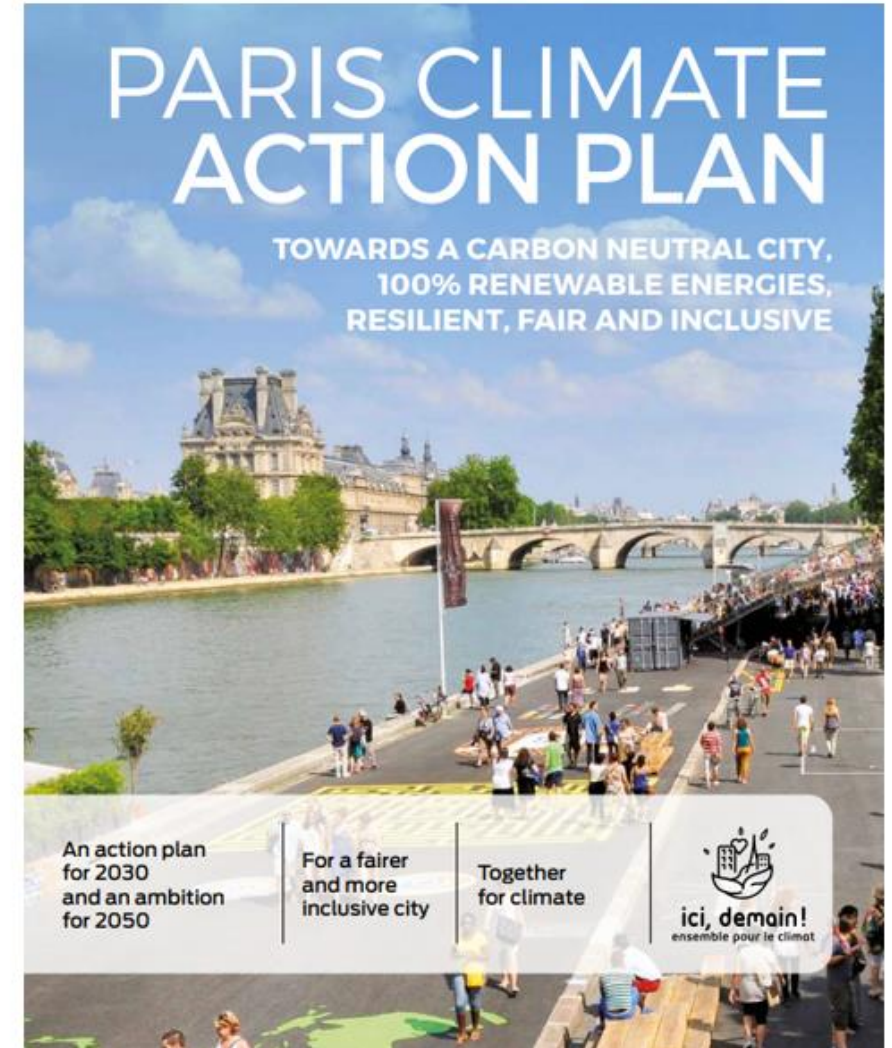
Since 2001, a policy of promoting **sustainable mobility** and **regaining public space** for active and shared mobility schemes has been implemented.

Since 2004, the Paris adopted a proactive and ambitious action against climate change by establishing an initial assessment of the territory's energy consumption and greenhouse gas emissions.

In 2007, **Paris adopted a Climate Action Plan** (Plan Climat) with an objective of reducing greenhouse gas emissions in the long term.

COP21 in 2015 : Paris Agreement reinforced these ambitions.

The City set a reduction target of 75% greenhouse gas emissions between 2004 and 2050





# Make Paris a Resilient, Inclusive, Carbon-neutral & 100% Renewable energy City

By 2030 Paris has set the following targets:



**-50%\***  
of local greenhouse gas emissions



**-40%\***  
of the Paris carbon footprint



**-35%\***  
of energy consumption



**45%**  
of renewable energies in the overall consumption, including 10% locally produced



Become a **ZERO** fossil fuel and domestic heating oil area



Conform to the WHO recommendations  
**ON AIR QUALITY**

Guarantee a pleasant living environment that is adapted to the climate for all Parisians.



By 2050 Paris has set the following targets:



Make Paris a **ZERO** local greenhouse gas emissions area



**-80%\***  
of the Paris carbon footprint



Commit the actors of the Parisian territory to offset the residual emissions in order to reach

**CARBON NEUTRALITY**



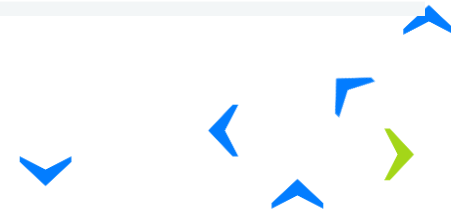
**100%** renewable energies<sup>12</sup> including 20% locally produced



**-50%\*** energy consumption throughout the territory

Ensure the climate resilience of Paris and carry out a socially fair transition.

\* Compared to 2004



02

Paris for bicycle

➤ DEVELOPMENT OF CYCLING



# DEVELOPMENT OF CYCLING



Before



After



# DEVELOPMENT OF CYCLING



Before



After



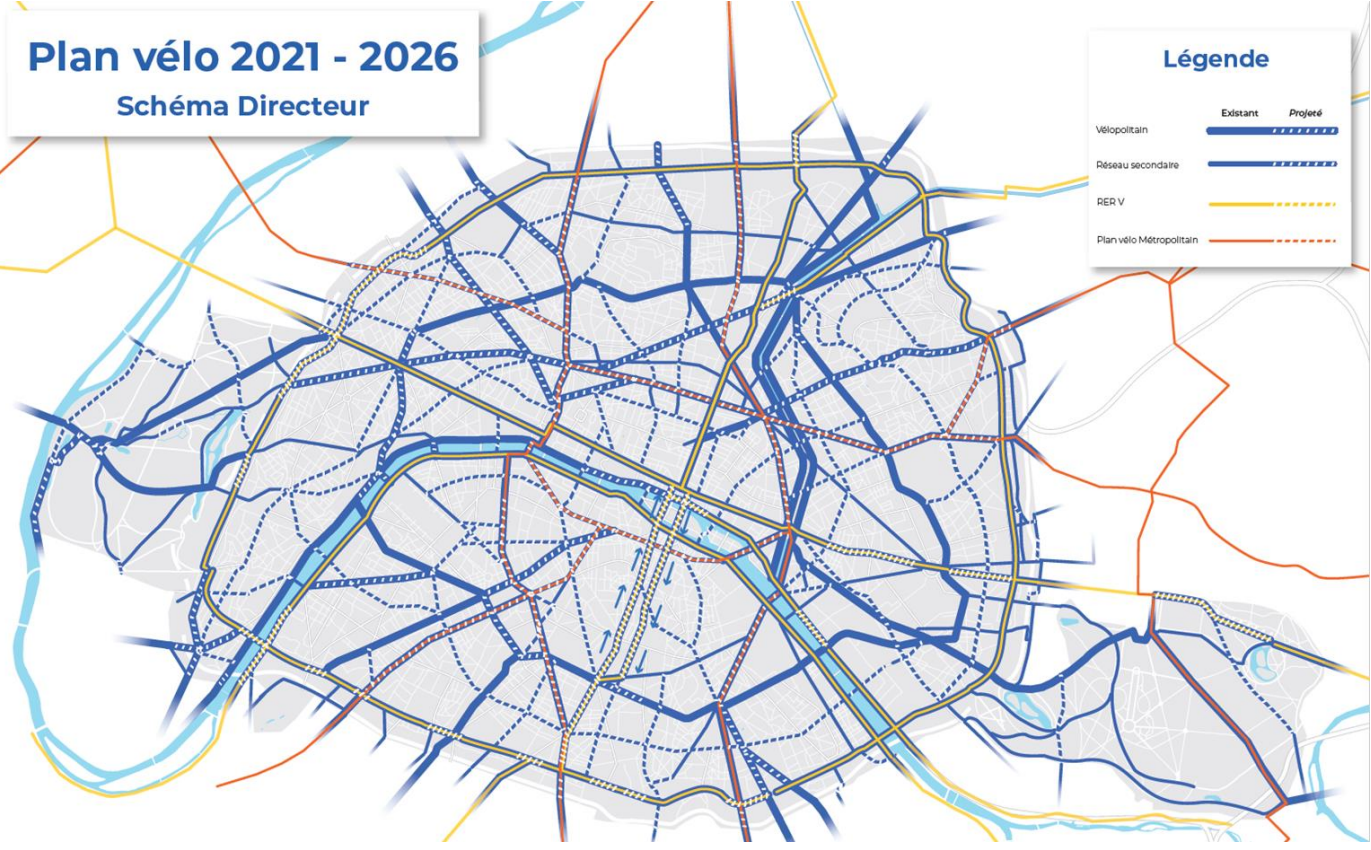
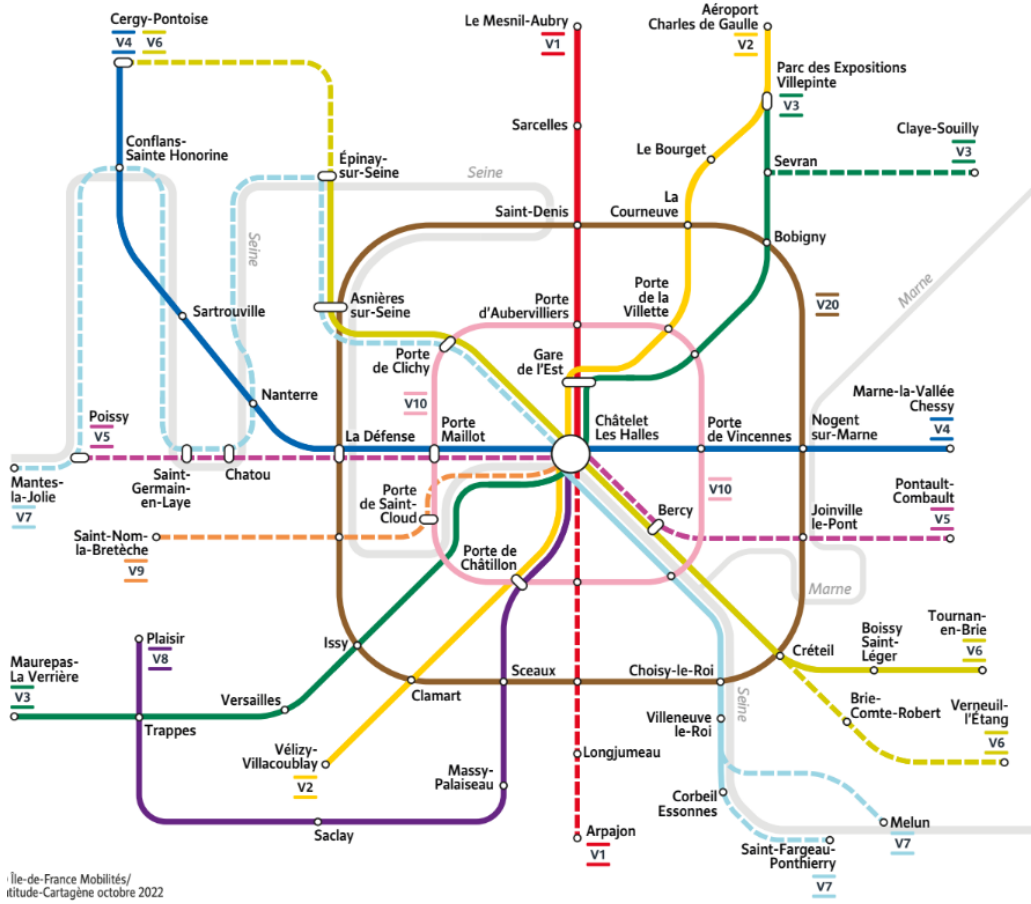
## ➤ TACTICAL URBANISM

- +52km of « corona cycle lanes »
- +60% ridership on certain bike paths between 2019 and 2021





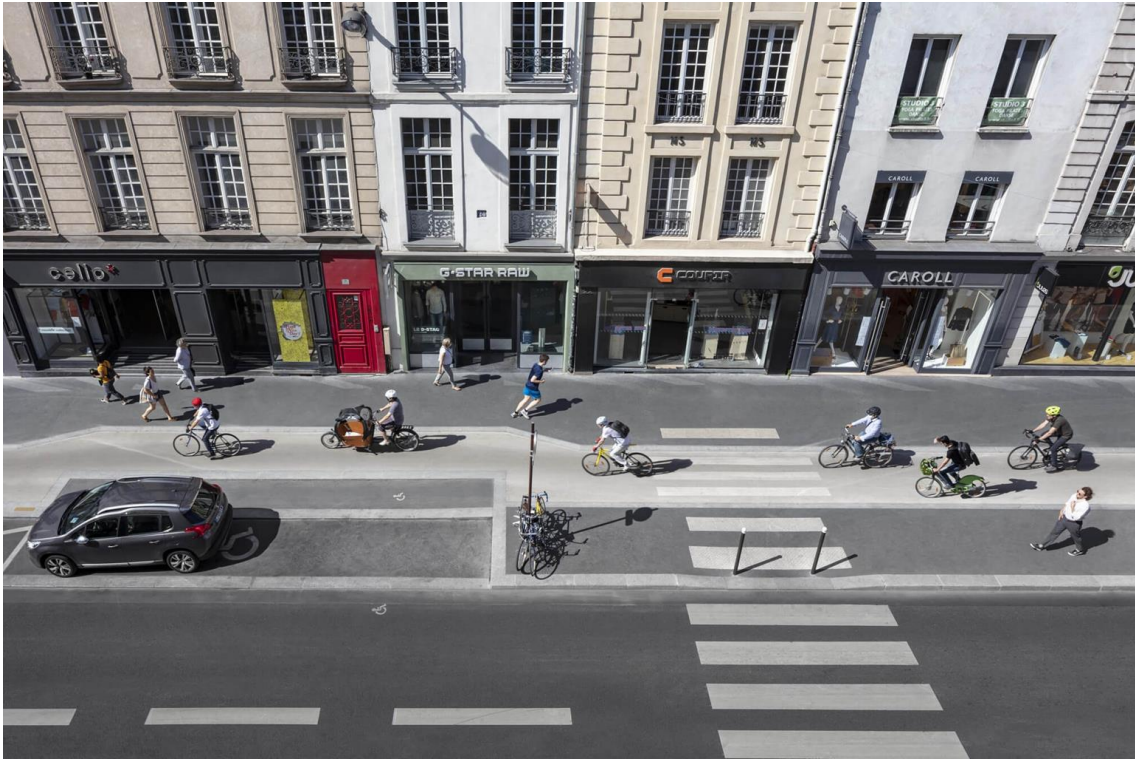
# CYCLE NETWORK IN 2026



Île-de-France Mobilités / titude-Cartagène octobre 2022



➤ SAFETY, COMFORT AND HEALTH FOR ALL STREET USERS





➤ BIKE PARKING



➤ BIKE ECOSYSTEM : CREATE AN ENVIRONMENT WHERE BIKE USE AND BIKE BUSINESSES CAN THRIVE

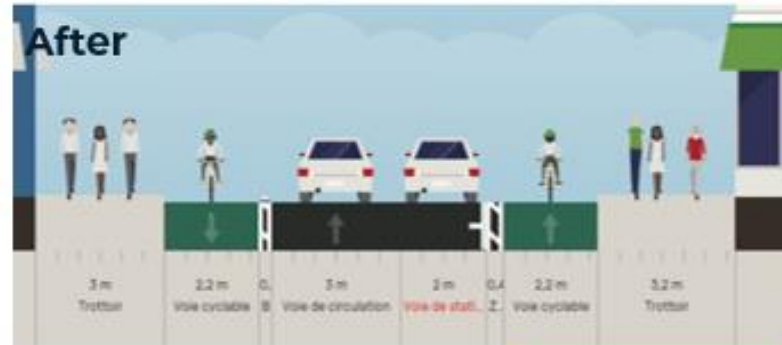
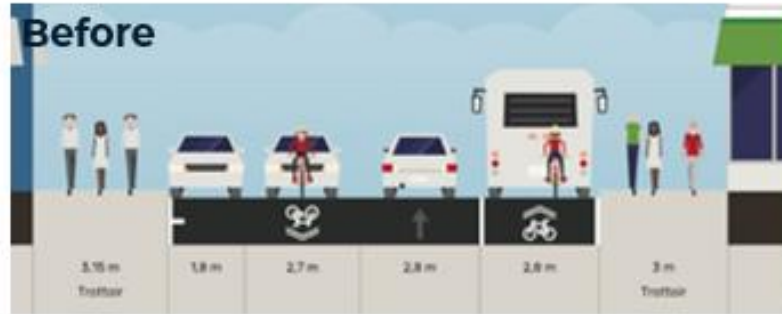


# 03

## **Turn of the century : redistribution of space in favor of public transport and active modes**

- Reducing motorised modes
- Removing car parking space
- 15' minute city
- The « beautify your neighbourhood » program
- Giving more place to pedestrians
- Making safer streets
- Making Paris greener

# Reducing motorised modes to improve quality of life: air quality, less noise, greening...





## Removing 50% of the available car parking spaces (144 000 )

“Etats généraux du stationnement”: residents were consulted to make the city greener and more friendly

**144 000** 

places de stationnement à

=



Parc des Buttes-Chaumont

**6** parcs des Buttes-Chaumont



# The « 15 minutes city » approach

A method to generalize Paris walkability and other uses of public space

## 3 major objectives :

- Create **respiration zones** in a dense city ;
- Create new **places for friendliness and meeting** for a better neighbourhood life ;
- Develop **local services and stores**.

A **concerted approach** with residents and local stakeholders to recreate lively districts around 3 types of urban commons with new mode of shared governance :






- **Public facilities** : open schools to neighbourhood ;
- **Public space** : freed from cars, active mobility, more friendly and lively every day sites ;
- **Ground floors** : support local shops for vibrant neighborhoods on a lively city ground floor.



# Our vision of the public space : the scale of a neighbourhood

## SCHÉMA DIRECTEUR

possibilités d'aménagements :  
les sites seront choisis lors de la concertation

-  Zones à aménager
-  New cycle routes
-  Sidewalk to enlarge and/or revegetate
-  School streets to permanently design
-  School streets to close up to traffic

### 10 Opérations Budget Participatif à venir

- « Maîtrise de bruit, Plus de qualité de vie à Château Rouge » 2018
- « Plantons des arbres rue de Suez et Rue Championnet » 2019
- « Rue Jardin - Rue Richomme » 2017
- « Raccordement en eau de la friche Richomme » 2015
- « Plus devant à Maremarie » 2014










Schéma à compléter sur les sujets accessibilité, genre, désencombrement suite aux marches exploratoires

### Réalisation à venir :

-  **Végétalisation de la rue de Suez**  
Plantation de 13 arbres côté pair sur le trottoir existant
-  **Réaménagement du Square Léon**  
En savoir description du programme

### Objectives of the city planning :

-  Reduce car traffic
-  Widen walkways
-  Develop accessibility
-  Develop school streets
-  Revegetate
-  Substitute parking spots by green and shared spaces
-  Develop cycle routes

## « Beautify your neighbourhood » program



# Nature-based solutions to adapt Paris for climate change



647 km of tree-lined streets  
=  
38% of the total km of streets

100 500 street trees



**Objectif :**  
planting  
170 000  
street trees  
by 2026





# Transversal goal : “gentle revolution”

New greening interventions by soil de-sealing : cool areas within 15 minutes



Greening streets with secured full ground planters

Implementing « **urban forest** » concept in central Paris



Place de Catalogne



Vue d'artiste de la future place arborée. © Ville de Paris - 2019



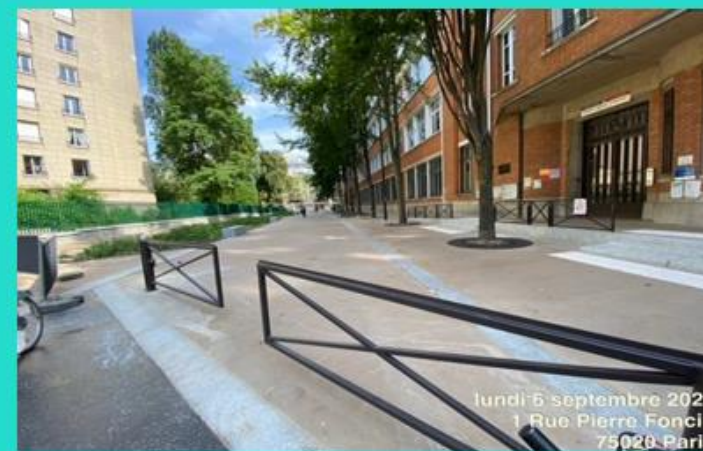
# School streets – making streets safer



Rue Amelot – 11<sup>e</sup>



Rue des Lyonnais – 5<sup>e</sup>



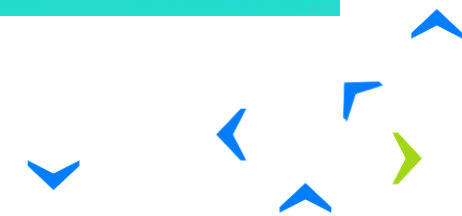
lundi 6 septembre 2021  
1 Rue Pierre Foncin  
75020 Paris



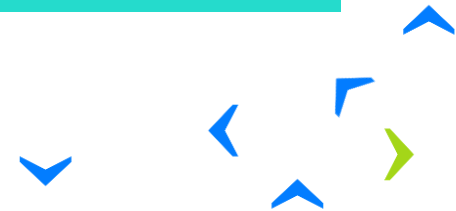
Rue Sadi Lecoq – 19<sup>e</sup>



Rue Gustave Zédé – 16<sup>e</sup>



# School streets



# ➤ ADDRESSING THE NEEDS OF ELDERLY AND PEOPLE WITH DISABILITIES – NEW STREET CODE AND ENFORCEMENT



« Code de la Rue » – « Street code » adopted in July 2023



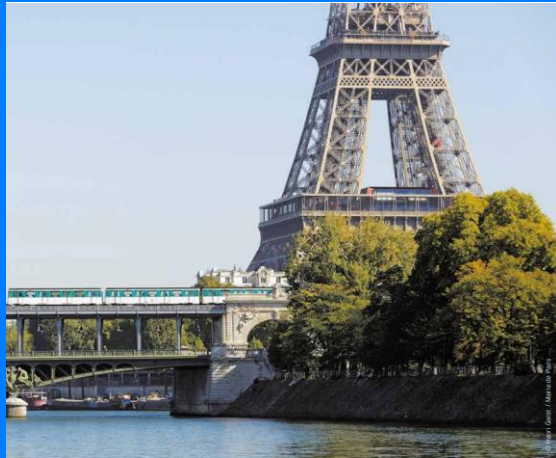
[Un « Code de la rue » pour redonner la priorité aux - Ville de Paris](#)





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# Thank you!



Institute for Transportation  
& Development Policy