

Biking and active mobility in urban planning

“Inclusive planning, mobility for all”

Pierre Serne, President,
Club des villes et territoires cyclables

Club des villes et territoires cyclables (*Network of cycling cities and territories*)

- A French network of cycling friendly cities and local authorities founded in 1989. **More than 1,700 local authorities from small cities to Regions).**
- 2012: Founding of a parliamentary group for cycling. Promoting cycling policies in both French national parliaments.
- 2016: Founding of the *Cycling Made in France* platform gathering cycling professionals.

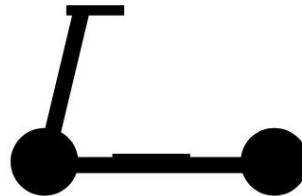


It brings together a network of stakeholders who discuss and share especially on how to promote cycling in urban planning.



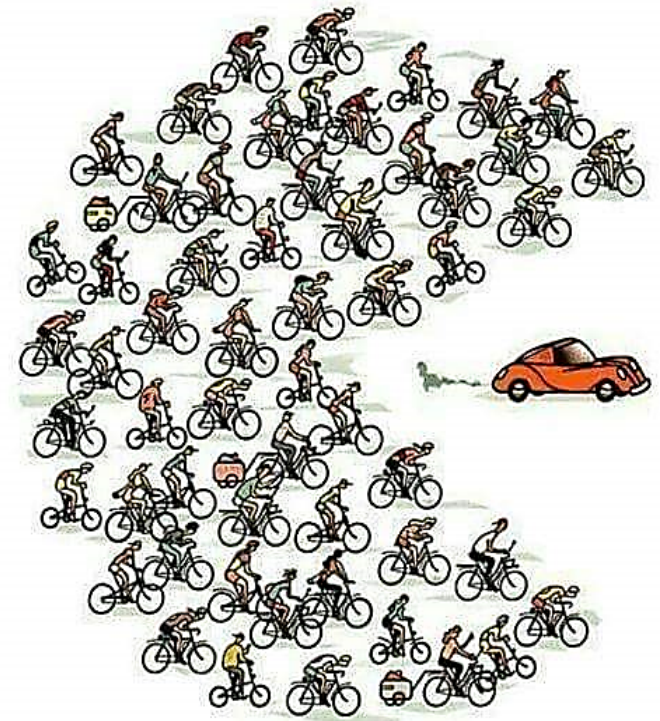
Active mobility

- Any form of human-powered transportation : **walking, cycling, kick scooter riding, skating...**
- **Spatial challenges are brought about when including active modes in urban planning :**
 - Put active mobility to a meaningful place in the public space (high-quality cycle lanes and pedestrian walkways in a tranquil environment)
 - Promote alternatives to cars to anticipate changes in means of transportation
 - Meet new commitments on sustainable development and fight against climate change.



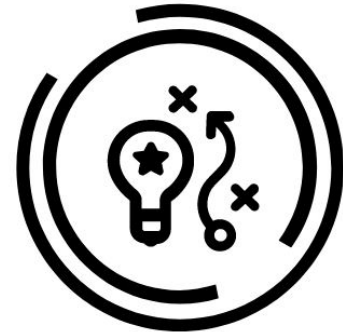
Active mobility in urban planning

- In our car-centered era, active mobility was long neglected in transport planning, but is **now gaining importance, especially over short distances in urban and extra urban areas, as well as in intermodal mobility.**
- When upgraded, active modes can be **coordinated with a larger public transport offer** (cars, buses, tramways, trains, metros) and **included in new mobility practices** (car pooling, car sharing, bicycle sharing systems...).



Transportation planning, present and future: the French *Plan de Déplacements Urbains* (PDU)

- A kind of **SUMP** (Sustainable Urban Mobility Plan)
- **Mandatory for cities in urban areas over 100,000 inhabitants since 1986, PDUs define ruling principles for all modes of flowing and stationary transport.**
- It coordinates sectoral policies on alternatives to cars, roads and parking by including cross-cutting challenges: **protecting the environment, integrating urban policies with mobility policies, enhancing access to public transportation and improving travel safety.**
- **The PDU fosters partnership-based approaches.** Various institutional and civil society stakeholders are involved throughout its development and assessment to take part in a mobility project meant for inhabitants and local activities.



“Schéma directeur des modes actifs” (*Active Modes Master Plan*)

- A combined pedestrians & bikes action plan
- A planning tool to help local authorities define their **spatial planning policy and plan their investments.**
- The **Schéma directeur des modes actifs** (*Active Modes Master Plan*) focuses on active transportation early in the planning process – **an essential step to build mobility in a way that is less energy-consuming.** Besides, the master plan facilitates service coordination and communication operations in the designated areas.
- The plan has be **coordinated with others (PLU, PDU),** for its own **sustainability.**



“Schéma directeur des modes actifs” (*Active Modes Master Plan*)

Pedestrian plans set the foundation for truly pedestrian-friendly policies at the communal level.

Example of a recent and ambitious plan: Strasbourg’s Plan. The “*Magistrale Piétonne*”, a pedestrian way, is one of the big installations.

Bike action plans provide opportunities to coordinate actions taken by all stakeholders in the area. This is usually done at the intercommunal level. Besides, bike action plans also allow small cities or federations of cities that don’t have a PDU/SUMP to initiate overall mobility strategies.

Example of a recent big bike action plan : Grenoble Métropole (320km/200 mi of bicycle lanes ; 7,000 *Métrovélo* bikes to rent).



How to implement an Active Modes Master Plan?

Example of the city of Lorient in Brittany where such a plan was implemented in August 2016.

1. Analysis

- Assessing pedestrians and cyclists' characteristics and practices by carrying out countings and surveys of users and non-users; identifying existing installations and future transport hubs...

In Lorient: online surveys, press announcements, mapping of priority areas.

2. Development

- Including cycling policies in a wider discussion on mobility and urban planning: updating existing urban plans with the structure plan; ensuring the structure plan and public transportation are fitting ; using public transportation to promote active modes (i.e. promoting access to bikes in public transportation and considering an integrated fare system to favour intermodality).



How to implement an Active Modes Structure Plan?

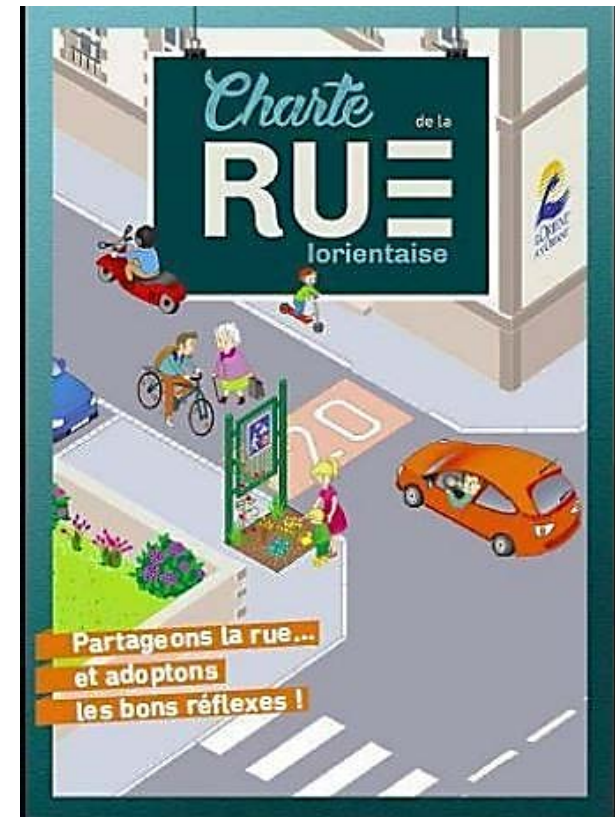
- Providing bike and pedestrian facilities (i.e. bike sharing systems)

In Lorient: A street charter was developed, involving citizens and transportation stakeholders.

3. Implementation & Assessment

- Assessing in order to either confirm or review policies.

In Lorient: An active mobility observatory was created.



Positive outcomes

35 years after their creation, PDUs – and more recent Active Modes Master Plans – have proven effective in France in influencing inhabitant's mobility practices :

- **Lower car use in larger cities centers**
- **Higher use of public transportation and development of active transportation**
- **Bike boom in cities**

PDUs are a model of the Sustainable Urban Mobility Plans promoted by the EU as part of its Action Plan on Urban Mobility.



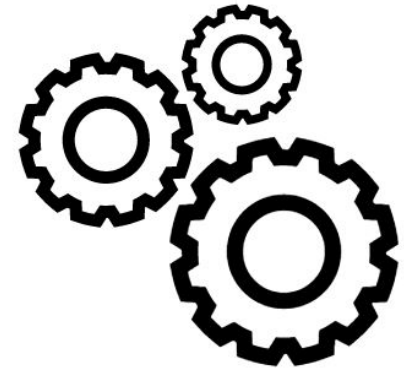
Biking In Nantes



Remaining challenges

Persisting implementation difficulties:

- Still difficult to include the PDU in the existing hierarchy of urban plans.
- Multiple stakeholders in urban governance and complicated cooperation between the French transport organisation authorities (AOT) beyond the scope of the PDU.
- Active modes of transportation still need to be promoted as unexpensive, healthy and environment-friendly.



Thank you for your attention!



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