

Certu

Polis Working Group meeting on Transport and Health

Best practices of French cities

Laurent Jardinier

CERTU

30 October Brussels

ministère de l'Égalité des territoires et du Logement
ministère de l'Écologie, du Développement durable et de l'Énergie



Liberté • Égalité • Fraternité
RÉPUBLIQUE FRANÇAISE

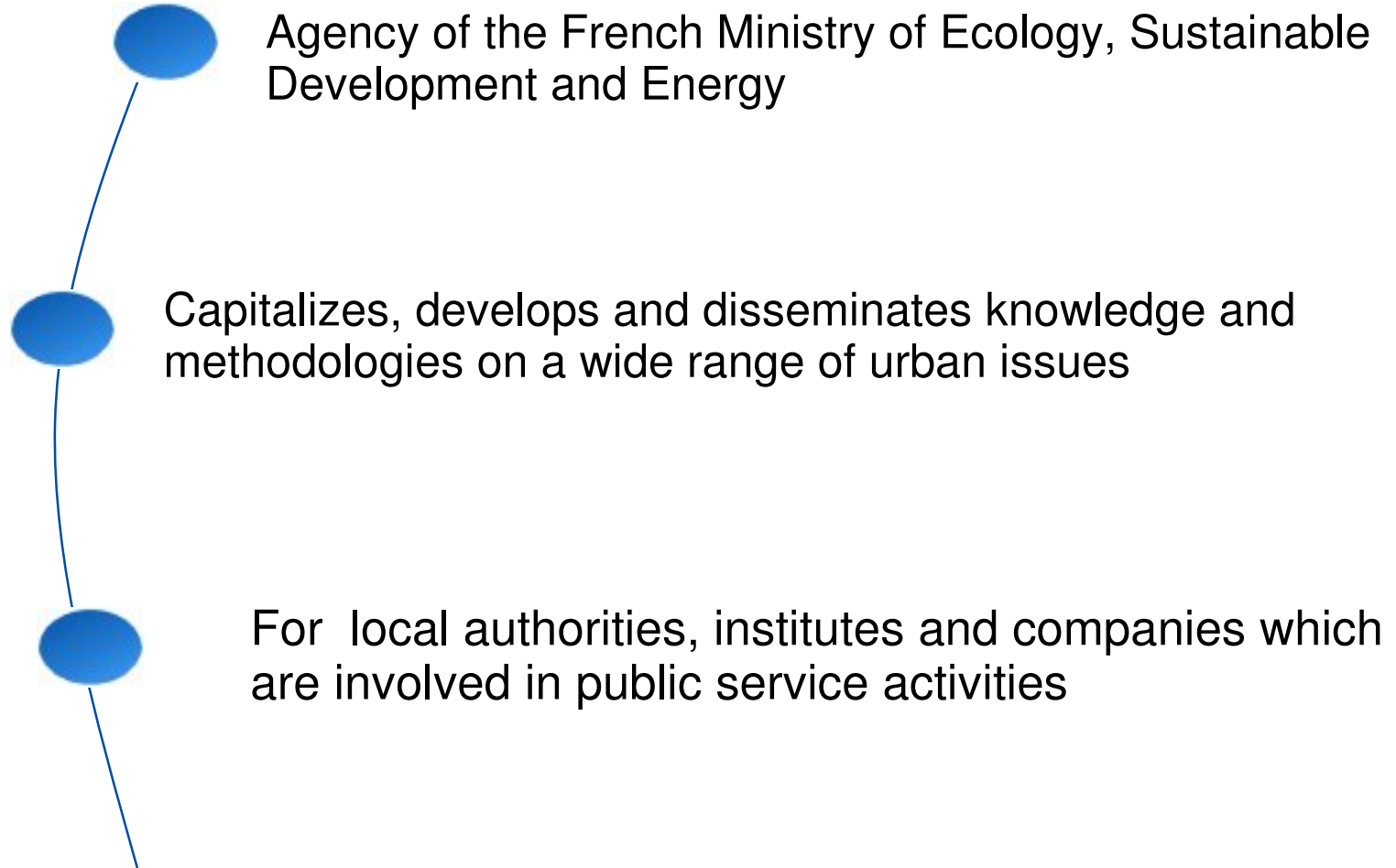
MINISTÈRE
DE L'ÉGALITÉ
DES TERRITOIRES
ET DU LOGEMENT

MINISTÈRE
DE L'ÉCOLOGIE,
DU DÉVELOPPEMENT
DURABLE
ET DE L'ÉNERGIE

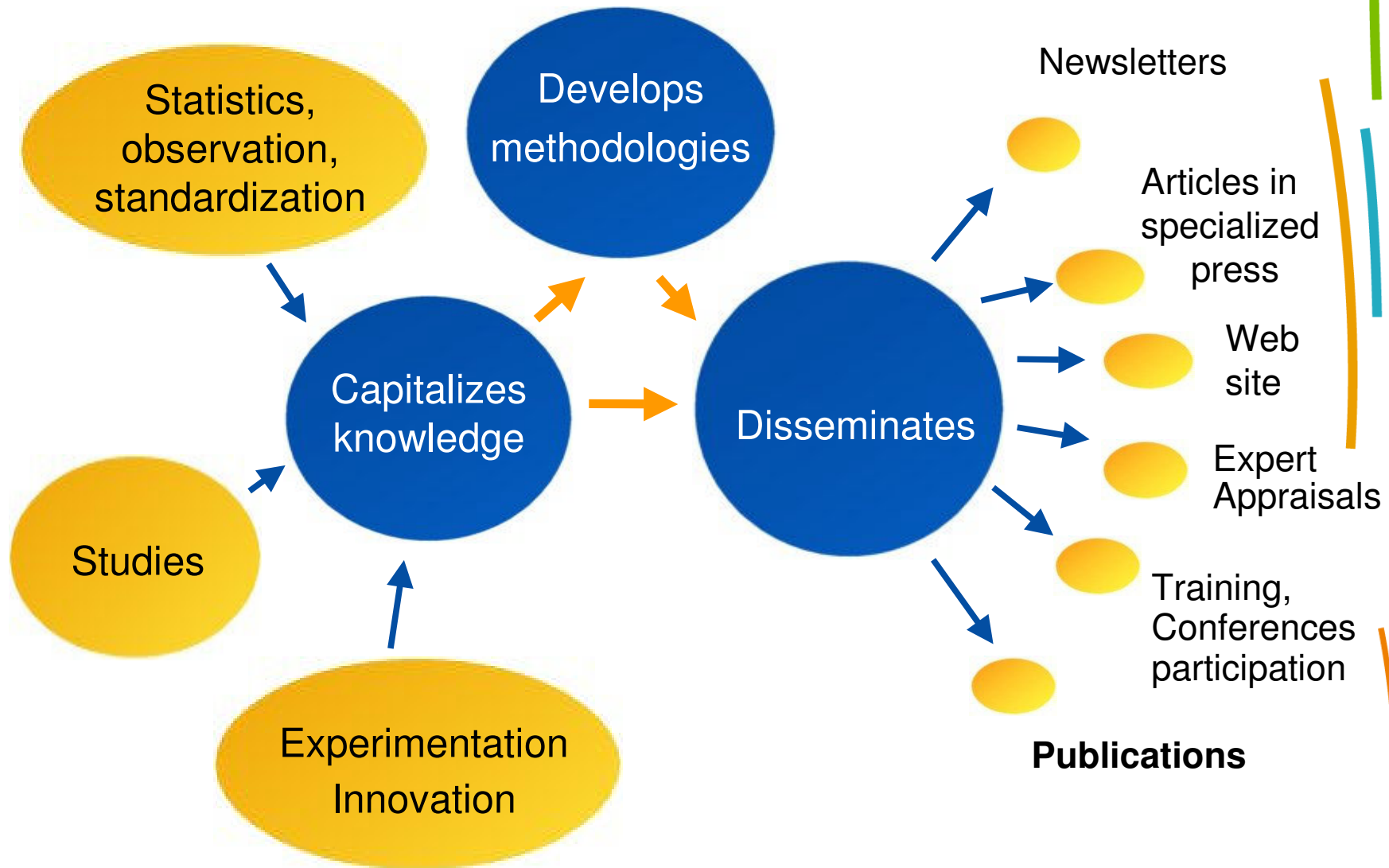
Ressources, territoires, habitats et logement
Énergie et climat: Développement durable
Prévention des risques: Infrastructures, transports et mer

Présent
pour
l'avenir

Certu in brief



Certu's missions



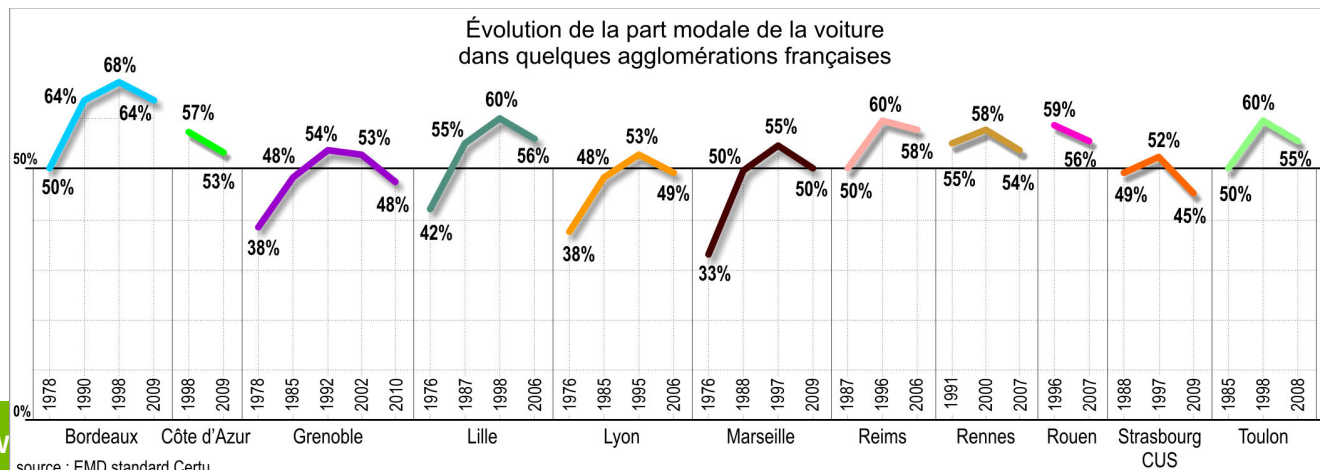
Transport and health in french SUMPS (PDU)

- We can say at once that all urban areas with PDUs include health issues
- And none actually does
- **Why this paradox?**
- In 1996, the Law on Air and Rational Use of Energy (Loi sur l'Air et l'Utilisation Rationnelle de l'Energie / LAURE)
 - It makes PDU mandatory for urban areas with more than 100,000 inhabitants
 - Gives an environmental dimension to the PDU. The objective is now to decrease car traffic

Urban mobility in France

Main lessons learnt from the years 2000-2010

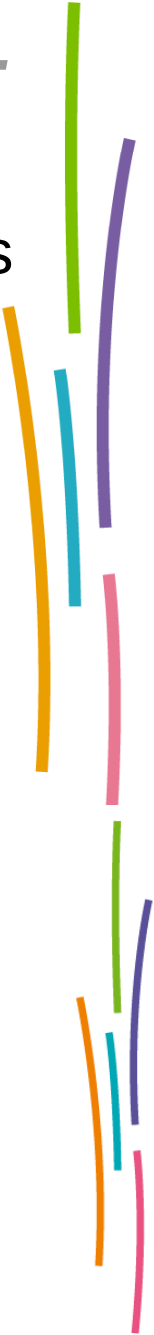
- A global context that has influenced households' daily mobility behaviour
- A break in mobility trends
 - Individual mobility is no longer on the rise: behaviour is changing...
 - ... supported by transport policies introduced since the 1990s...
 - ... and influenced by greater environmental awareness and changes in the economic situation
 - Rising public transport use... in large conurbations
 - Active modes of transport making a comeback in calmer city centres?
 - Car use in cities on the decline for the first time



Urban mobility in France

Main lessons learnt from the years 2000-2010

- Towards sustainable mobility: questions for the 2010s
 - Active modes of transport must be encouraged, particularly in terms of their health benefits
 - Can walking and cycling be encouraged outside city centres?



What situation today ?

- The struggle against environmental pollution is still topical
 - The Grenelle of the environment has provided many tools for that (Ministry of Ecology, Sustainable Development and Energy)
- But we started to see policies that promote active modes for their beneficial effects on health
- This is a result of actions taken by the Ministry of Health including the PNSE (National Environmental Health Plan), the PNNS (National Health and Nutrition Plan), etc.
 - All of them have promotion of active modes
- **The links between these two approaches have to be built**

PREPA: plan de réduction des émissions de polluants atmosphériques

SRCAE: schéma régional climat, air, énergie

PCET: plans climat énergie territoriaux

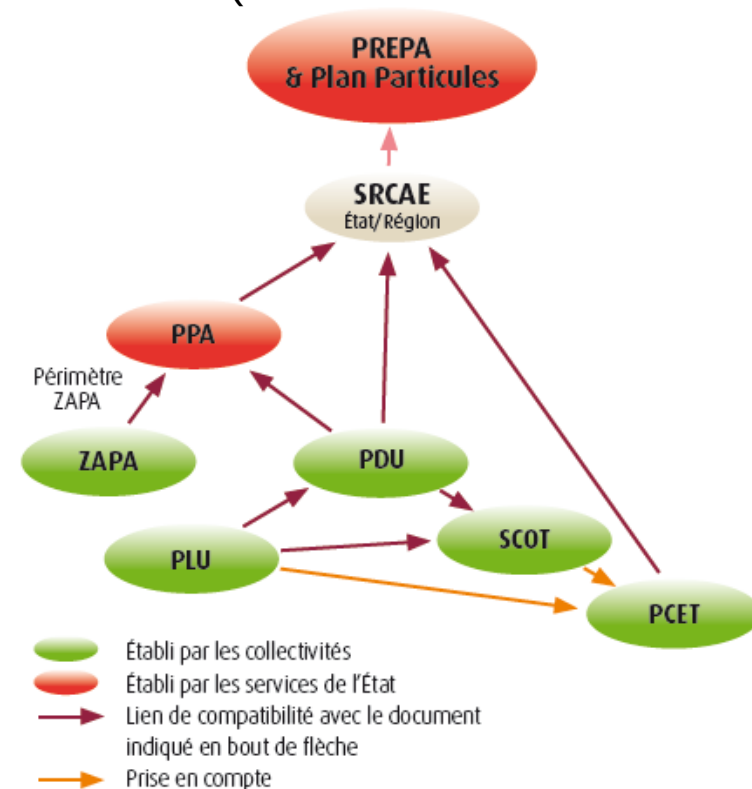
SCOT: schémas de cohérence territoriale

PPA: plans de protection de l'atmosphère

ZAPA: zones d'actions prioritaires pour l'air

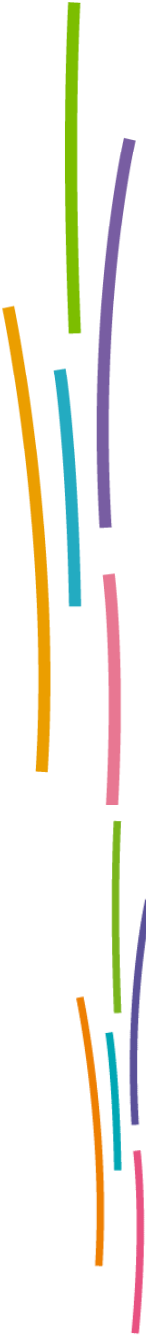
PDU: plans de déplacements urbains

PLU: plans locaux d'urbanisme



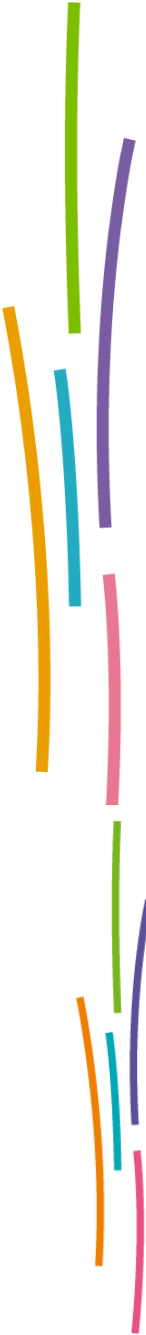
A few examples

- ZAPA (french LEZ)
 - Experiment introduced by the Grenelle II
 - 8 candidate cities, experiment stopped for the moment
- Environmental assessments are mandatory for PDU
 - Allow to assess impacts on the environment and locate PDU effects
- Some towns experiment EIS (French Health Impact Assessment-HIA)
 - Rennes, Paca, Toulouse
- More then 80 cities members of the National Healthy Cities Networks (WHO)
- The city probably the most advanced in the consideration of health in the PDU is Strasbourg



Strasbourg's PDU

- Main objectives
 - Preserving health of its inhabitants
 - By limiting air pollution
 - By limiting the number of people exposed to excessive sound exposure
 - By promoting the use of walking and cycling
 - « The use of active modes must contribute to 30 minutes of daily physical activity »



Actions plan

Walking



1 La marche au cœur du nouveau PDU

- 1.1 Accompagner méthodologiquement les communes de la CUS souhaitant initier une démarche de Plan Piétons
- 1.2 Mettre en œuvre le **Plan Piétons 2011-2020** sur la Ville de Strasbourg

Cycling



2 La nouvelle offre pour le vélo

- 2.1 Poursuivre le déploiement et valoriser Vélhop
- 2.2 Mener des opérations de sensibilisation ou d'accompagnement à l'usage du vélo
- 2.3 Poursuivre le maillage du réseau cyclable communautaire (**Schéma Directeur des Infrastructures Cyclables**)
- 2.4 Aménager un REseau Express Vélo (REVE)
- 2.5 Assurer une offre adaptée d'arceaux vélos sur l'espace public
- 2.6 Accompagner l'usage combiné vélo+TER à l'échelle du bassin de vie strasbourgeois
- 2.7 Améliorer le stationnement des vélos dans les bureaux et les logements

Active modes for public health



3 Les modes actifs en faveur de la santé publique

- 3.1 Communiquer sur les temps de déplacement à pied et à vélo
- 3.2 Sensibiliser les publics aux bénéfices pour la santé d'un usage régulier des modes actifs par le biais des relais territoriaux

... and public transport



4 Des transports collectifs urbains plus performants, attractifs et simples d'accès

- 4.1 Etendre le réseau structurant de transport collectif
- 4.2 Renforcer l'efficacité et la lisibilité du réseau de bus
- 4.3 Expérimenter des systèmes adaptés à la desserte en transport collectif des zones d'activité et des secteurs peu denses

etc.

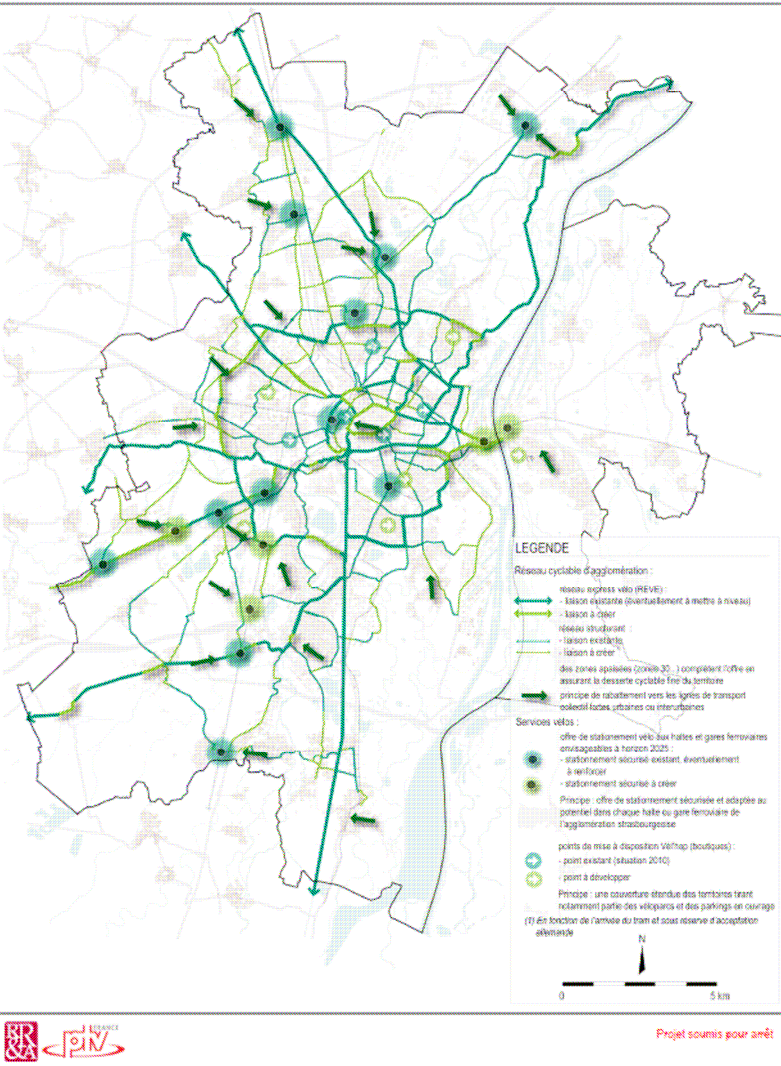
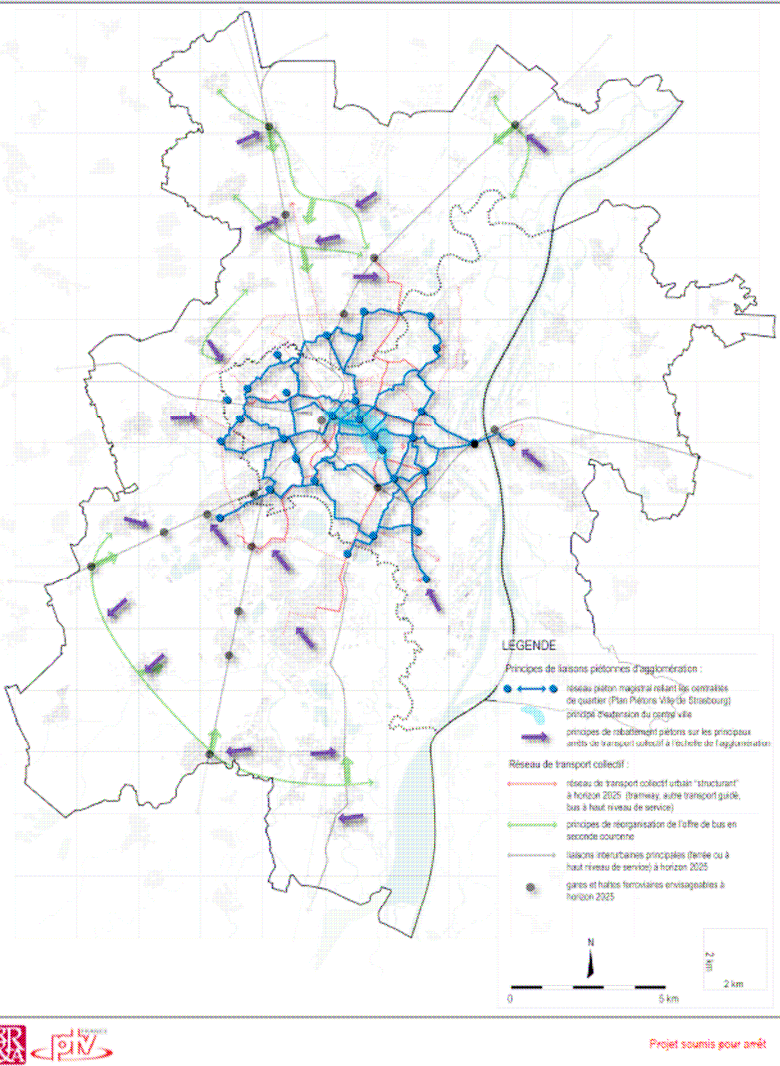


5 Vers une harmonisation des stratégies de stationnement à l'échelle communautaire

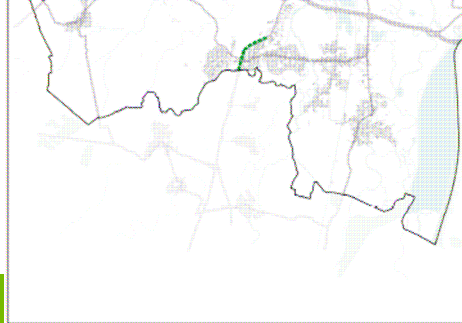
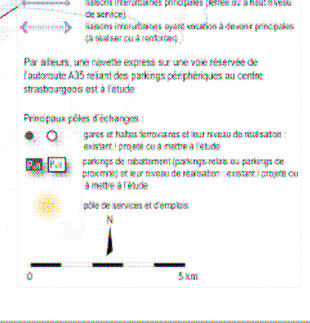
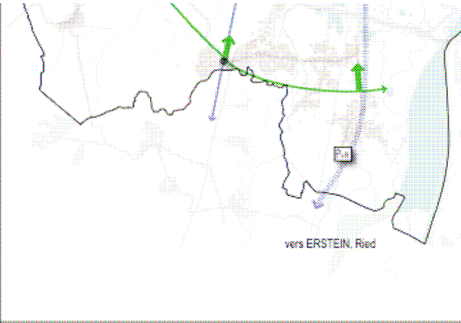
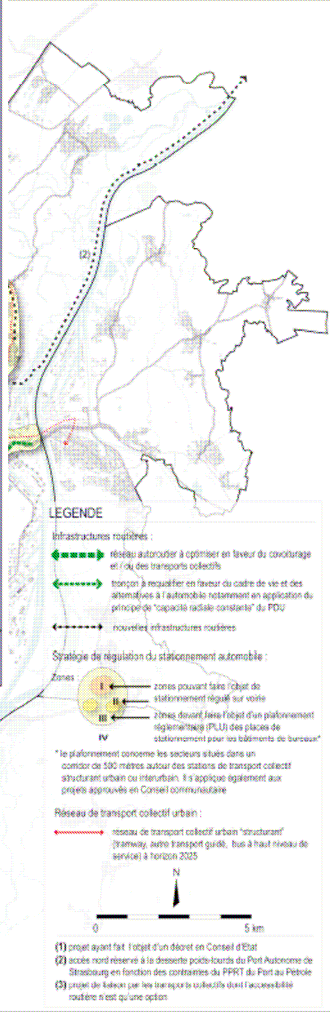
- 5.1 Mettre en œuvre des Plans Locaux de Stationnement
- 5.2 Harmoniser les politiques en matière de stationnement dans les logements et les bureaux à l'échelle communautaire

Pedestrian plan of Strasbourg

- With this plan all modes now have their own strategic planning
- Overall consistency is ensured by the PDU and SCoT
- 10 actions
 - Promote walking
 - Give more space to pedestrians
 - Defuse conflicts pedestrian / bicycle
 - Use planning documents to improve pedestrian permeability territory
 - Establish the "1% pedestrians" on the occasion of projects
 - Better address the intersections for pedestrian
 - Create a main pedestrian network linking centralities
 - etc.



Principes de développement du réseau et des services vélos de l'agglomération strasbourgeoise à horizon 2025



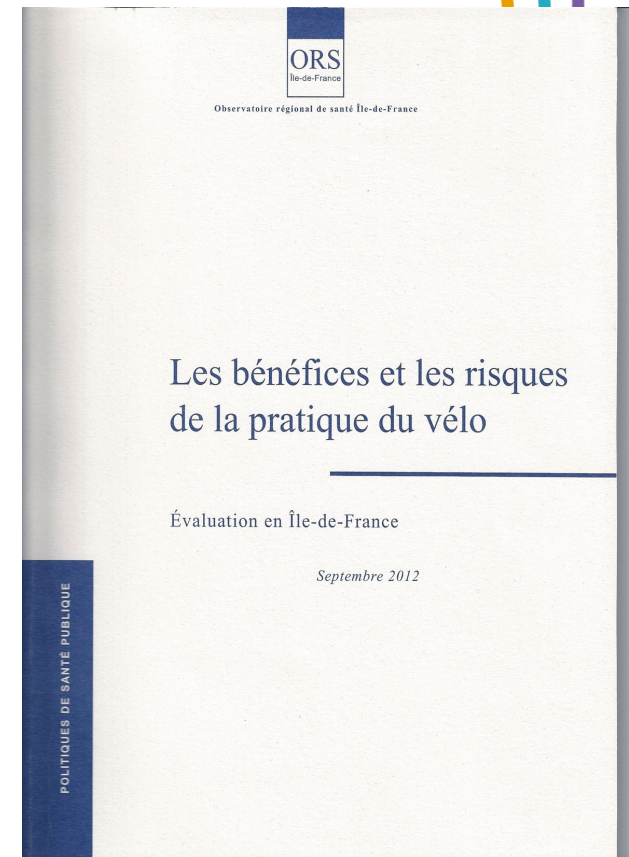
How to go further in the integration of health in transport policies ?

- Transport and health policies are not enough integrated
 - Strasbourg's PDU is an exception
 - Struggles policies against environmental pollution and policies to promote active modes for their beneficial effects on health are too often opposed
- Needs of studies and research
 - Knowledge needs
 - What is a health diagnosis of a PDU?
 - Assessments needs
 - What is the impact of a PDU on health?



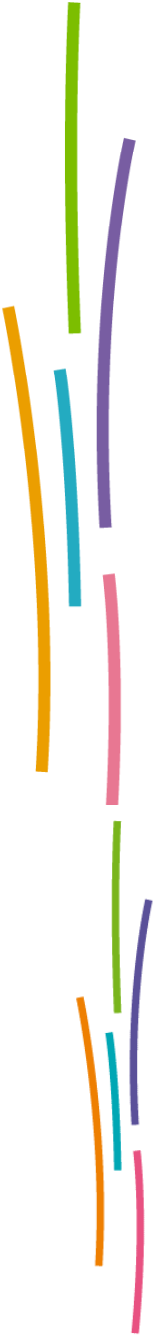
How to go further in the integration of health in transport policies ?

- Some studies and research begin to address this issue specifically
 - Research at the intersection of health and transport
 - RECORD, ELIANE, ACTI-CITE, etc.
 - Study of ORS of Ile de France
- And perhaps most importantly a new way to carry transport policies to build

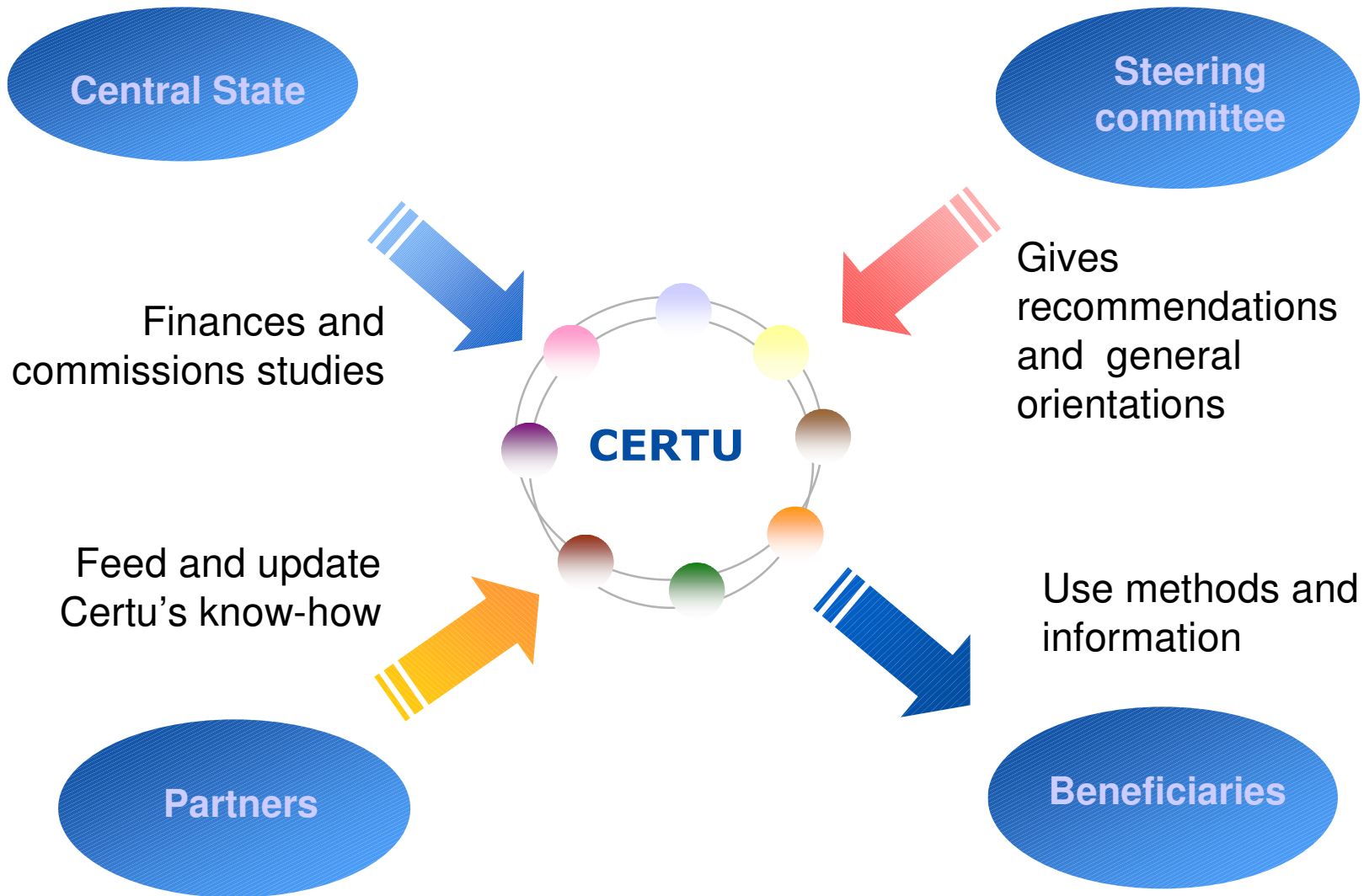


Thank you for your attention

laurent.jardinier@developpement-durable.gouv.fr



A Forum for all Urban Actors



Fields of activity

