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What are the alternatives to the personal vehicle in Greater Paris?



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What are the alternatives to the personal vehicle in Greater Paris?

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Transcription écrite

The evolution of mobility in the Paris region has long been driven by an ambition to facilitate travel on a regional scale. Many urban highways and high capacity, frequent regional train lines were built. The goal was to build a unified regional offering of employment, leisure activities and consumption. These programs succeeded in terms of their objectives: they made it possible to travel farther without increasing transport time.

The 1990s were characterized by a change in vision. The focus was on another priority: reducing the use of automobiles in order to protect the environment.

Consequently, the focus shifts almost entirely from increasing the capacity of roads to valuing alternative forms of public transportation. Starting in the 2000s, the space allocated to traffic decreases in various ways, and speed limits are reduced. A discourse in favor of the bicycle emerges. In terms of objectives, this strategy is again a success: the use of public transportation increases, albeit less than what had been hoped for, but it increases significantly. The number of cyclists skyrockets, although the starting point is low. But even if the ratio of cars decreases and the role of the automobile in mobility diminishes, the automobile continues to represent 60% of the distance traveled in the region.

However, this comes at a price and it would be a mistake to forget it. In the 2000's, for the first time in history, there are decreases in the speed of travel, the number of jobs people can get to in a given amount of time, and the average distance traveled. Despite this, the time spent in transportation increases.

A simulation of the alternatives to the personal vehicle in Greater Paris

Marie-Hélène Massot and I used this diagnostic to build our simulations for the alternatives to cars. What we are looking for, if you will allow me to use a colloquial expression, is to have our cake and eat it too: reducing the use of cars without increasing time in transport, and without changing people's destinations; we conserve the places people go.

First alternative: public transportation

We first tested public transportation as an alternative to the car, supplemented by the bicycle in some cases. In this simulation, limited to Paris and its surrounding suburbs, people always travel to the same locations. But they prioritize public transportation. They take public transportation... "unless". I will now detail the "unless" exceptions below :

- * "Unless" they travel at night when transportation is unavailable.
- * "Unless" the arrival or departure location is too far from an entry or exit point to the transportation network.
- * "Unless" they transport heavy and cumbersome objects.

- * “Unless” they accompany children or an elderly person.
- * “Unless” they cannot walk or use public transportation to cover the distance between the point of departure and return.
- * “Unless” a change in the mode of transport significantly increases their daily time transport.

We rule out solutions that would increase the daily time spent in transportation by more than a quarter, or that would cause certain people to spend more time in transportation than other people in their same category (professionals, retirees, students, etc).

Encouraging results...

When we apply this rule to everyone - and limit the increase of time spent in transportation to 25% - we are able to eliminate 16% of car trips and 9% of the kilometers covered. With a more developed rail network and more frequent buses, traffic could be reduced by 13%.

13% of people are unable to use public transportation due to a lack of options - they travel at night or the station is too far away. 33% due to practical reasons (such as groceries that are too heavy) and a little more than 50% due to an unacceptable increase in the time spent in transportation.

A reduction of 9 to 13% in traffic may seem quite modest, and it could be argued that the same results were obtained in the 2000s without resorting to this model. But this would be inaccurate: traffic did not decrease all that much, and even more, the actions taken in the 2000's led people to change their destinations. People moved closer and the time in transport increased.

... .. but still too much time spent in transportation

So why is it complicated? Two main reasons explain why its difficult to switch from cars to public transportation while maintaining the same departure and arrival destinations. The first is that drivers, a minority in Paris and its near suburbs, travel longer distances than average. They already spend two hours in transit, while the average person spends 1 hour and 20 minutes. It is understandable that change

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The car is one of the preferred modes of transport for those who reside in the Paris region. What are the alternatives strategies to reduce the use of cars in Greater Paris? Jean-Pierre Orfeuill, a specialist in urban mobility, examines the question.

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