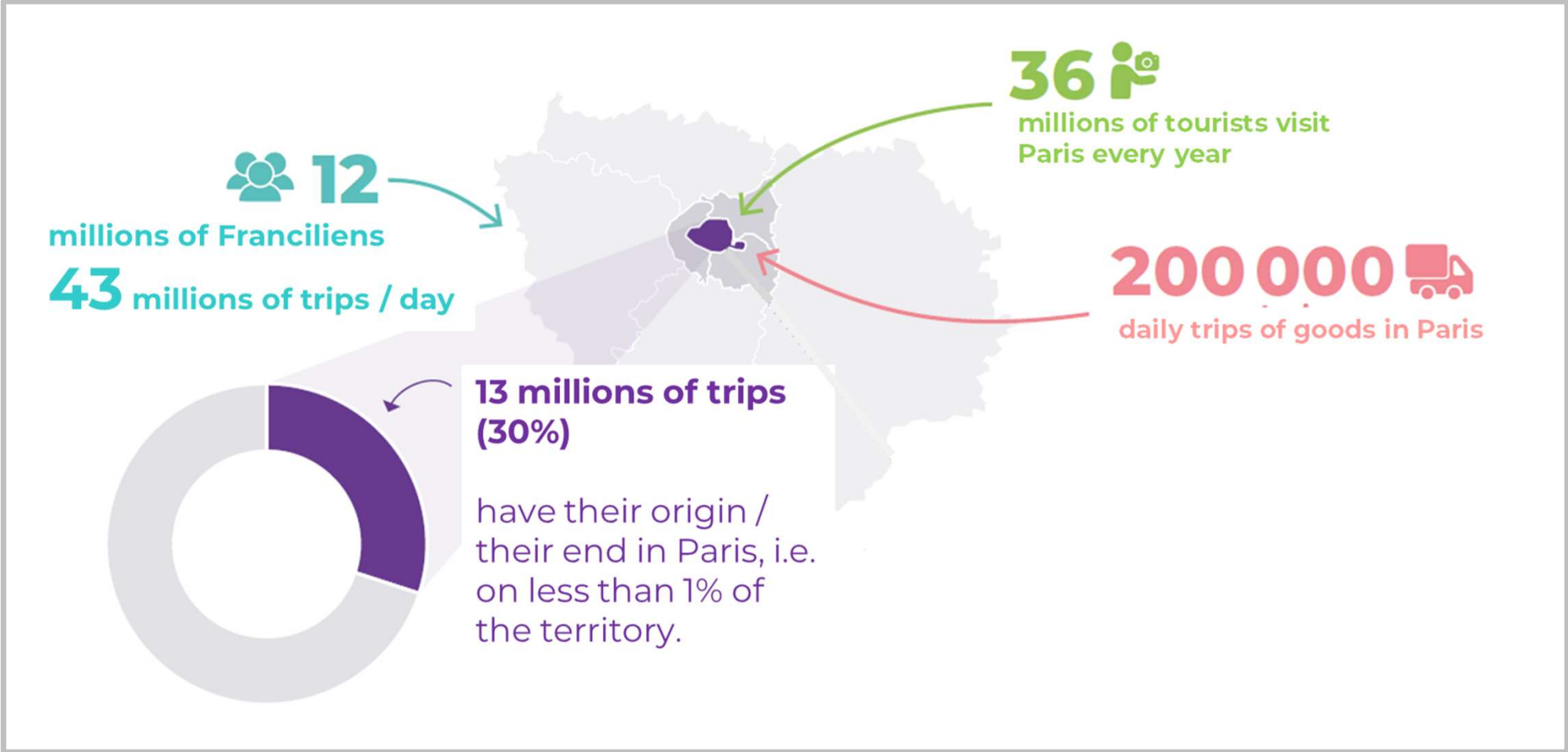




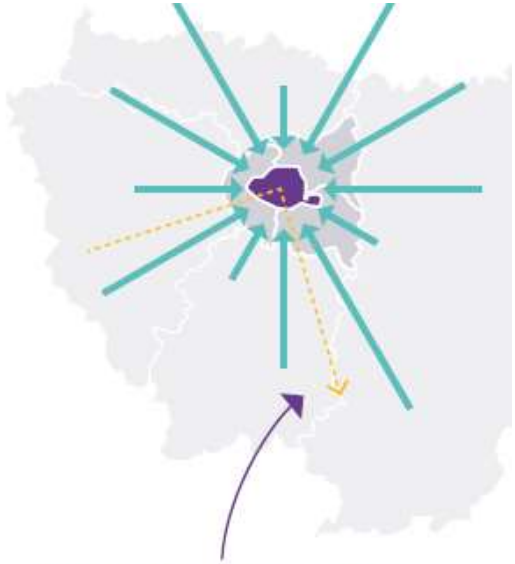
PARIS

Two actions by the City of Paris to calm public spaces : implementation of a limited traffic zone in the historic center ; feedback on school streets

IMPACTS conference / Madrid, April 2024

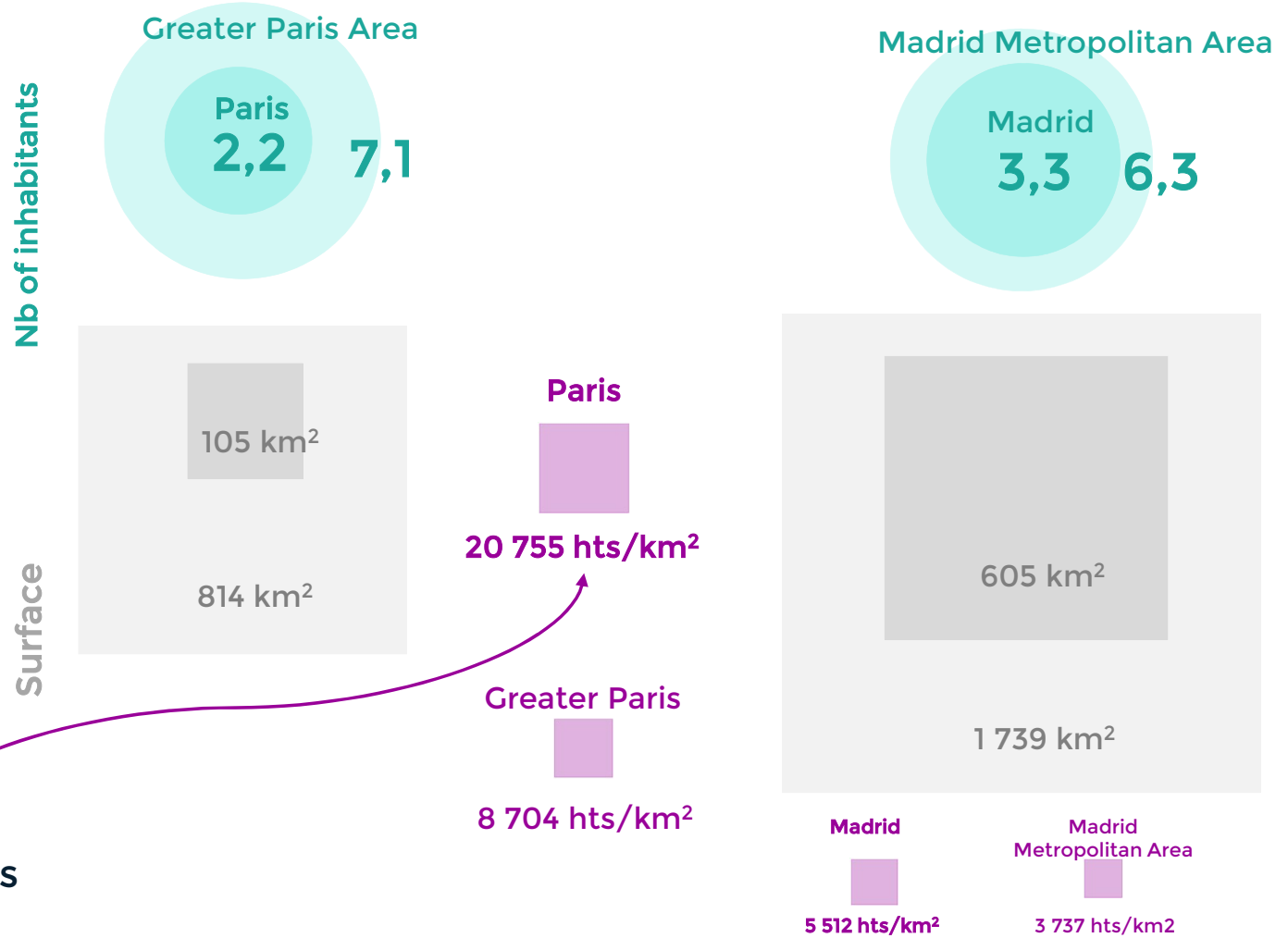


A radial organization, a transit city



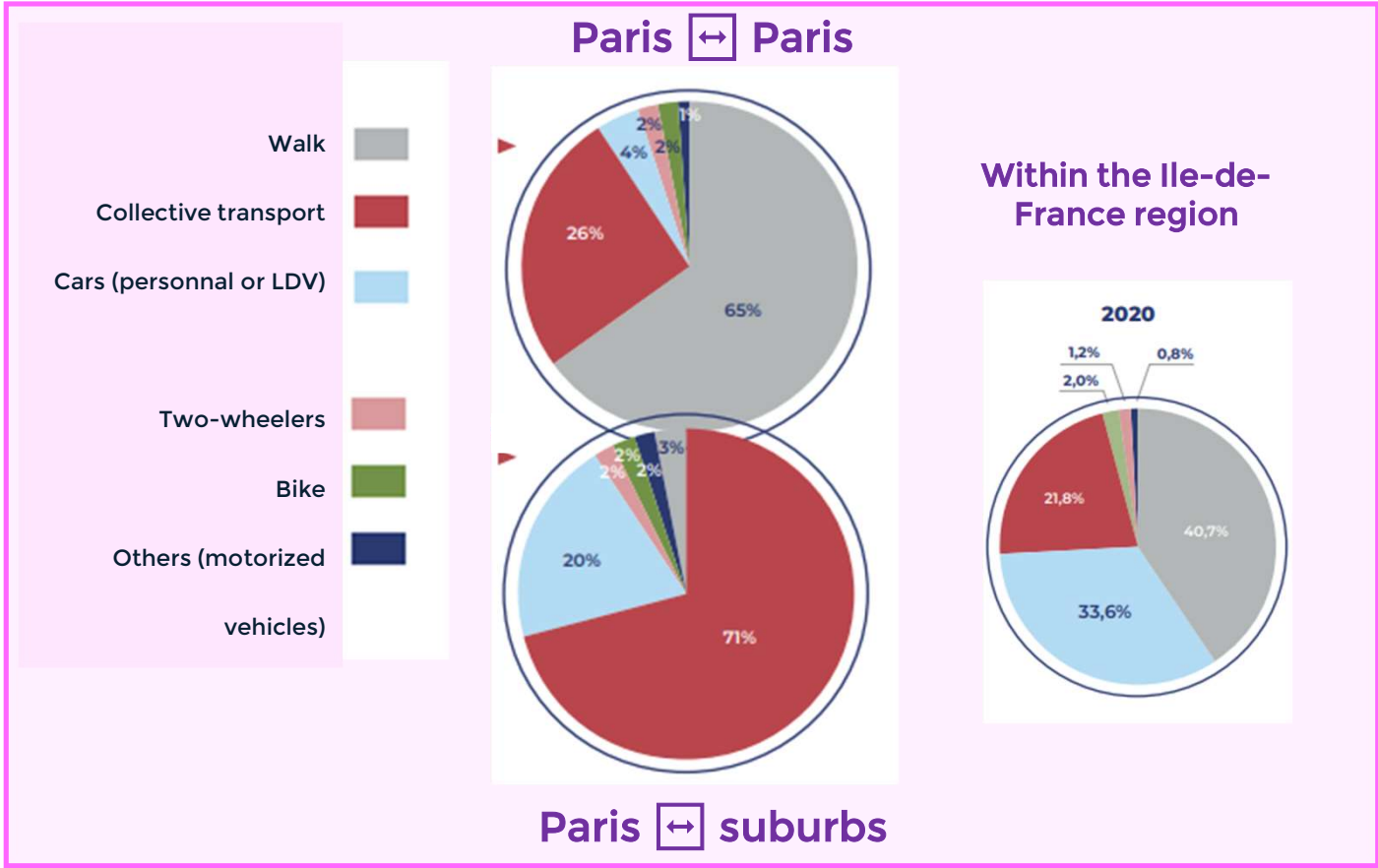
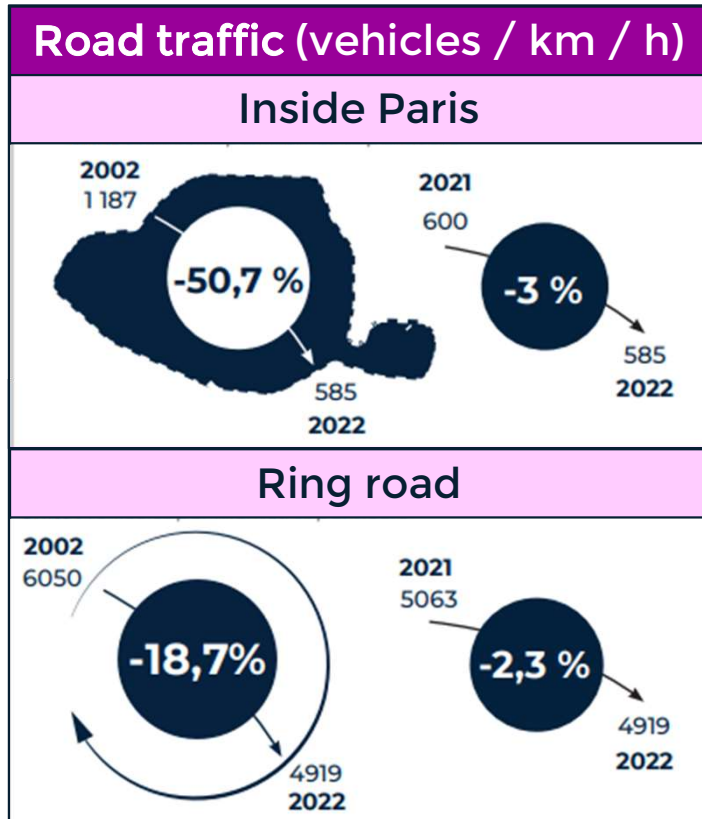
A small area with all functions

One of Europe's densest cities



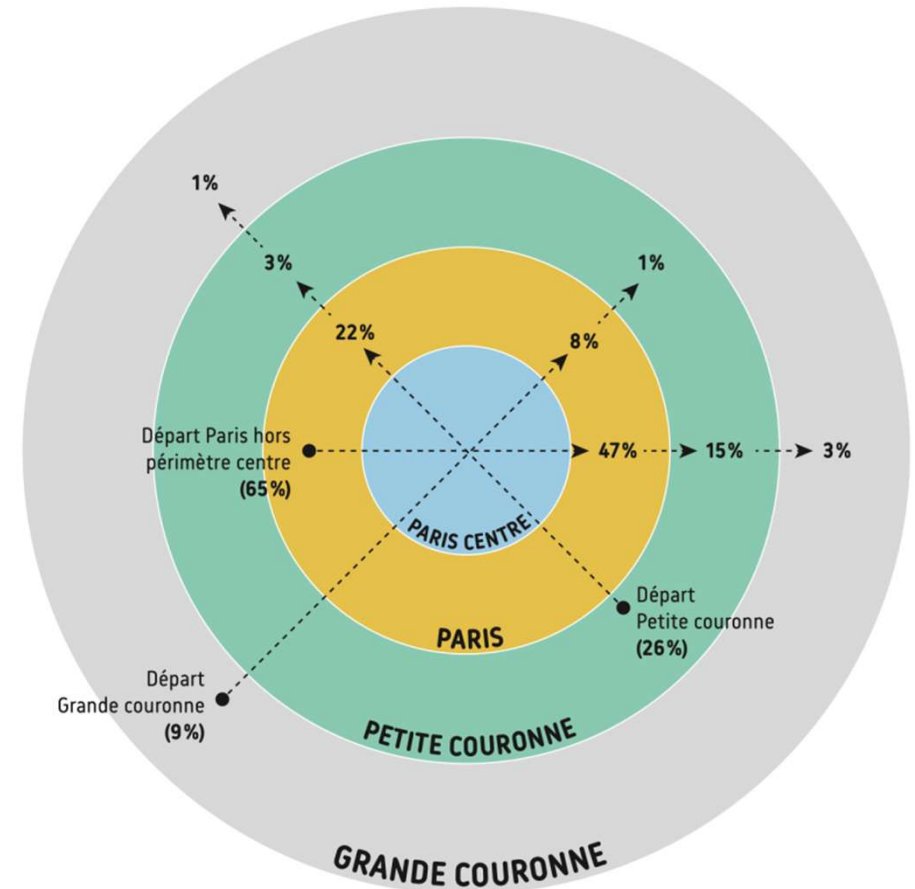
Traffic fluxes have been decreasing for years in Paris

Many trips in Paris are made by foot, or by collective transports



However, many cars still drive daily in the city centre...

Between **350 and 550 000** vehicles drive daily in the city center



Through traffic in Paris Centre according to the origin / destination

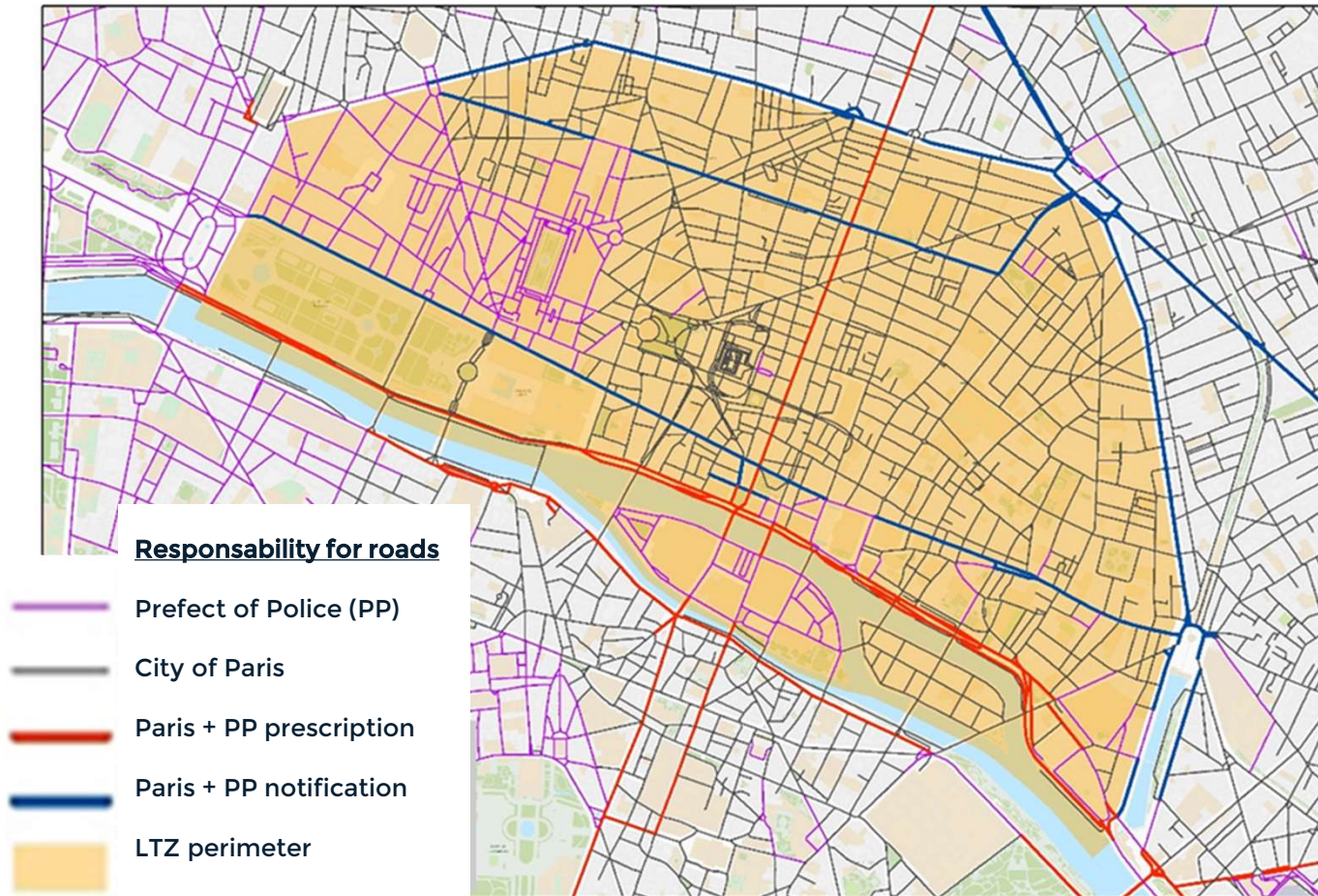
Main objectives : Discourage individual motorized traffic, reconquer public spaces

- **Reduce motorized traffic, reduce accidental risk**
- **Facilitate trips made on foot, with collective transports and by bike**
- **Reduce air pollution and noise**
- **Improve the living environment and enhance our heritage**

Transit traffic will be prohibited EXCEPT for certain users



A joint decree will be issued by the Mayor and the Prefect of Police



Road signs will be installed in public spaces



A promise : “Motorized traffic calms down for a more pleasant living environment”



Adapted traffic plans into the LTZ

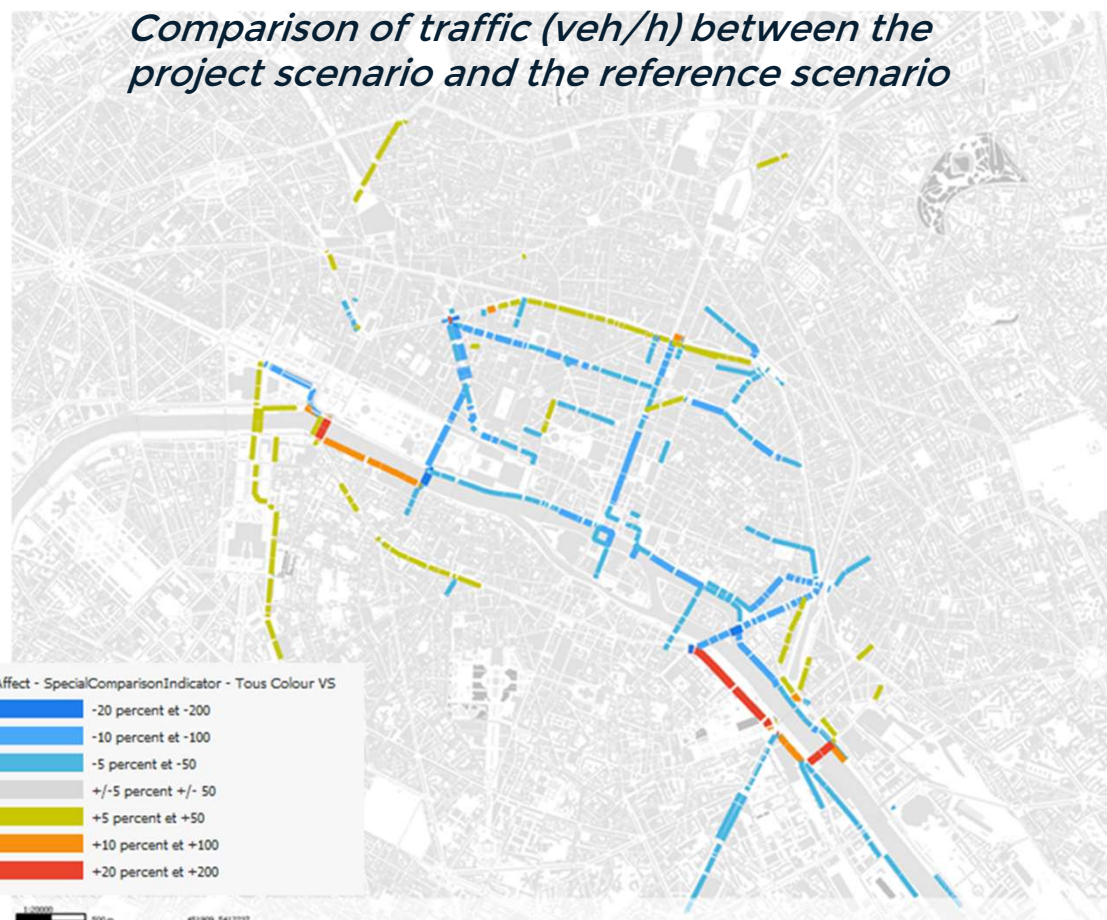


A gradual enforcement

1. **Educational phase:** preventive actions by Municipal Police officers and communication actions.
2. **Targeted control phase by the municipal police:** use of vouchers and/or badges for transit or entry into the LTZ.
3. **Perspective: videoverbalisation**



A LONG PROCESS ! A preliminary dialog (voluntary) followed by an impact study (regulatory) + a public survey (regulatory)



Schedule

Period	Stages
May - June 2021	Dialogue phase with the general public and stakeholders
December 2021	Referral to environmental authority
January 2022	Environmental authority asks for an environmental impact study
June 2022 - Nov. 2023	Impact study
November 2023	The impact study was sent to the Environmental Authority
April - May 2024	Public survey
June 2024	Commissaire enqueteur's report
	Signature of the joint decree by the Mayor and the Prefect of Police
Autumn 2024	Launch of the LTZ with educational and communication initiatives

Challenges and lessons learned... up to now!

The LTZ concept is not in the Traffic Route Code

- Not many specifications (road signs, sanctions...)
- Explanations and pedagogy are needed

A trade-off between perimeter and exemptions

- Liberticide or... not restrictive enough?

About control

- Make it work with as little police control as possible...

A necessary dialog throughout the conception process... that must go on!

- With stakeholders
- With the Prefecture of Police and State

A very useful example : The Rivoli Street



The school streets program: Improving safety around schools and public facilities



896 schools in Paris

In 2023:

173 « streets school »
(219 schools)

50 streets totally
transformed

Closed pedestrian area



Rue Pichon 13e

Open pedestrian area



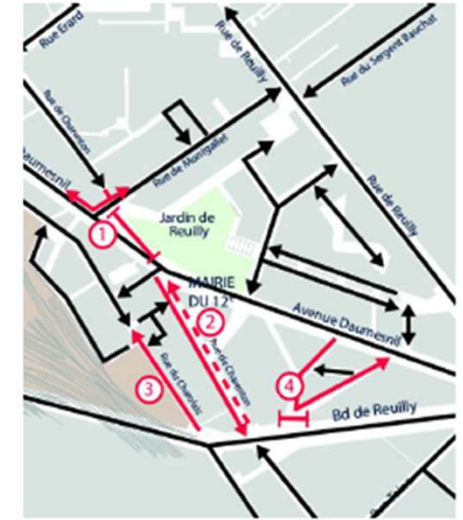
Rue Asseline 14e

Contact zone



Rue St Croix Bretonnerie PC

Traffic plan



Modification plan de circulation 12e

Stages of the project and the role of tactical urban planning



The final development with greenery and new uses

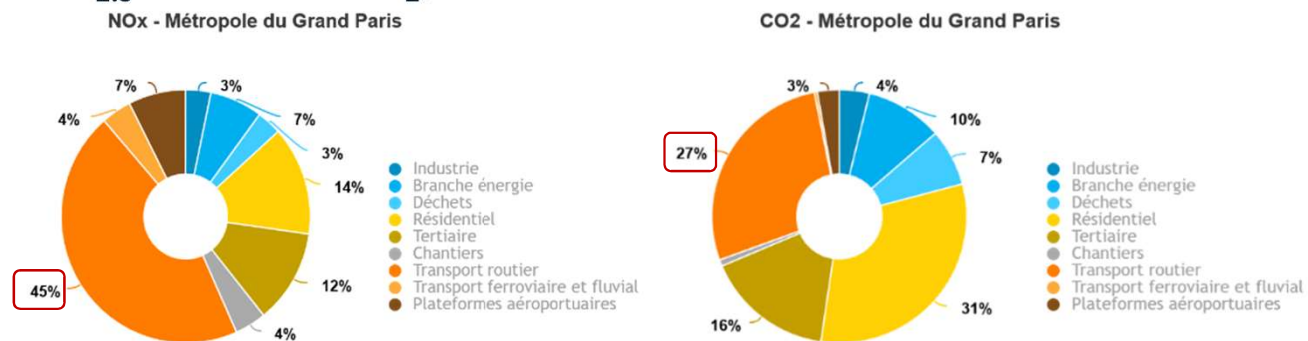




Thank you !

Air pollutant emissions and air quality in Paris

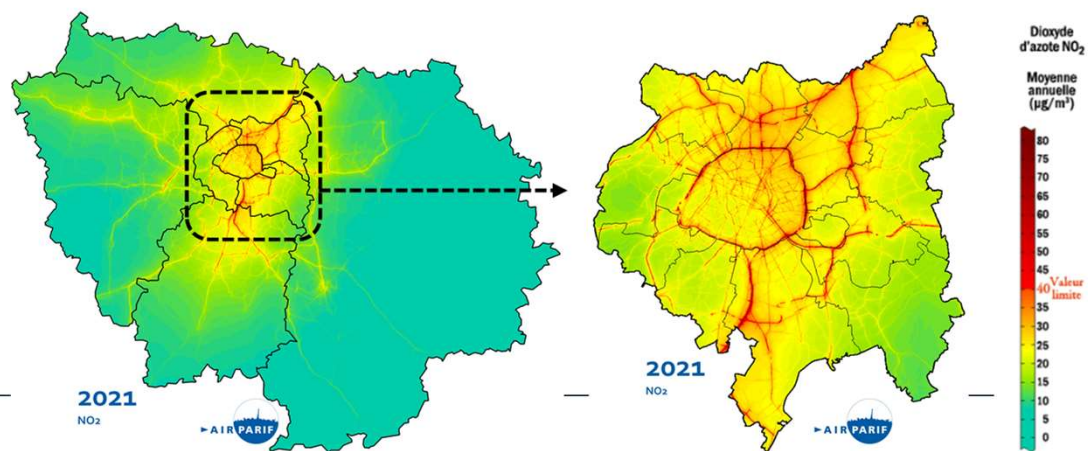
- Emissions inventory (NO_x, PM₁₀ and PM_{2.5}, NMVOCs, CO₂)



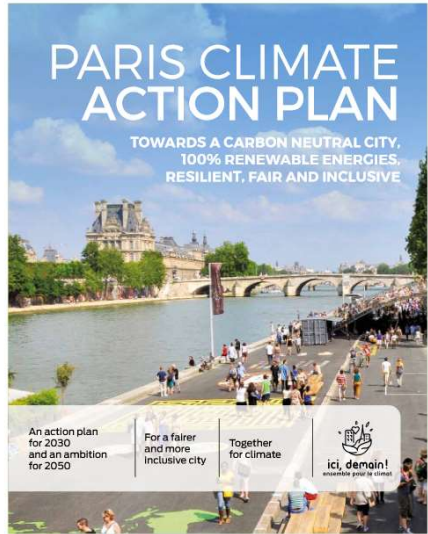
AIRPARIF inventaire 2019 - Juin 2022

AIRPARIF inventaire 2019 - Juin 2022

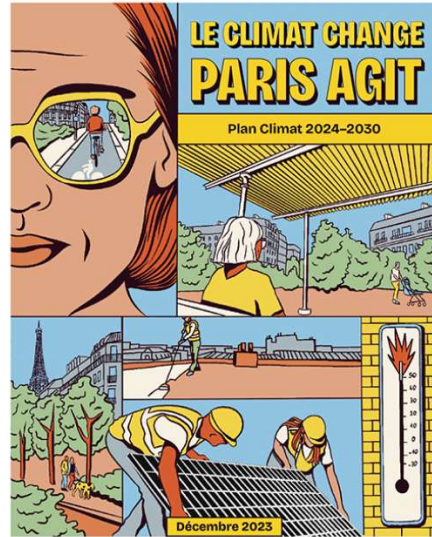
- Air quality (NO₂, PM₁₀ and PM_{2.5})



Paris' climate plans



2018-2024



2024-2030

The new climate plan reaffirms Paris'ambition: global warning is accelerating, Paris'actions must keep pace with it.

Objectives

-50% of direct GHG direct emissions 2030 (/ 2004)

Net zero GHG emissions by 2050

Respect of air quality European limit values by 2025

Respect of WHO guidelines by 2030

→ Go faster and further in reducing the number of cars in the city, the only way to truly decarbonize Parisian mobility

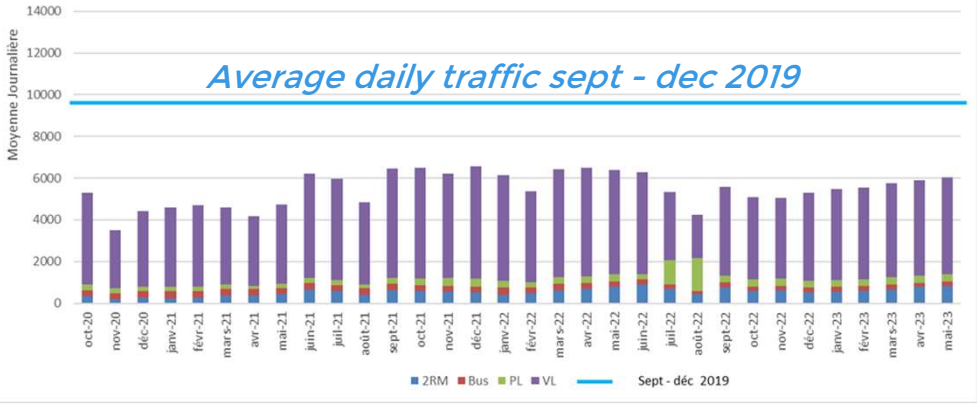


Prefiguration of the Paris Centre LTZ: Rivoli street

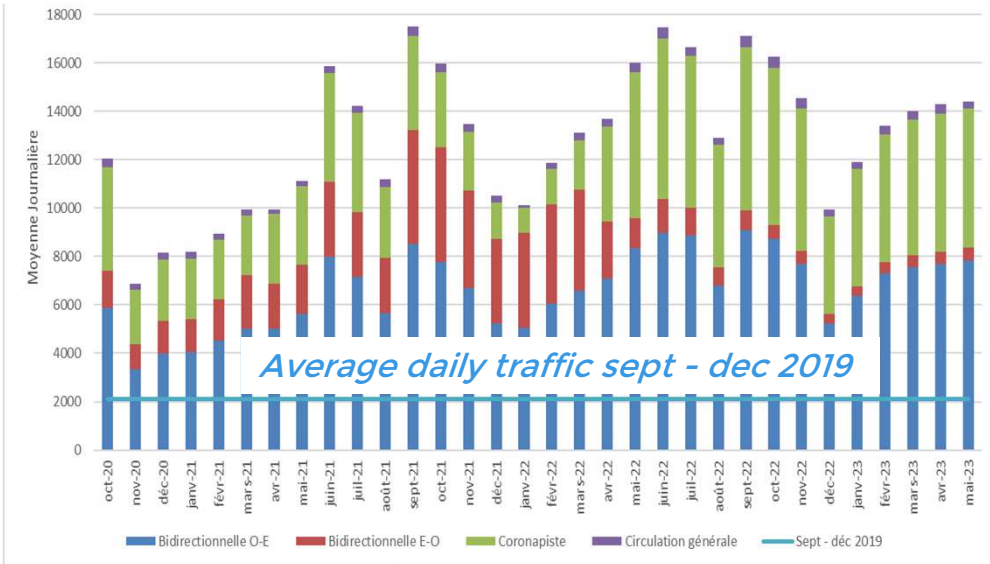
The deconfinement saw a strong increase in the flow of bicycles and scooters on the Rivoli Street.
 → In 2020, the City of Paris reorganized the Rue de Rivoli and reserved it for active modes and authorized vehicles only.



Traffic trends on rue de Rivoli on working days, oct 2020 - may 2023



Motorized vehicles: -40%



Bicycles and scooters: +30%



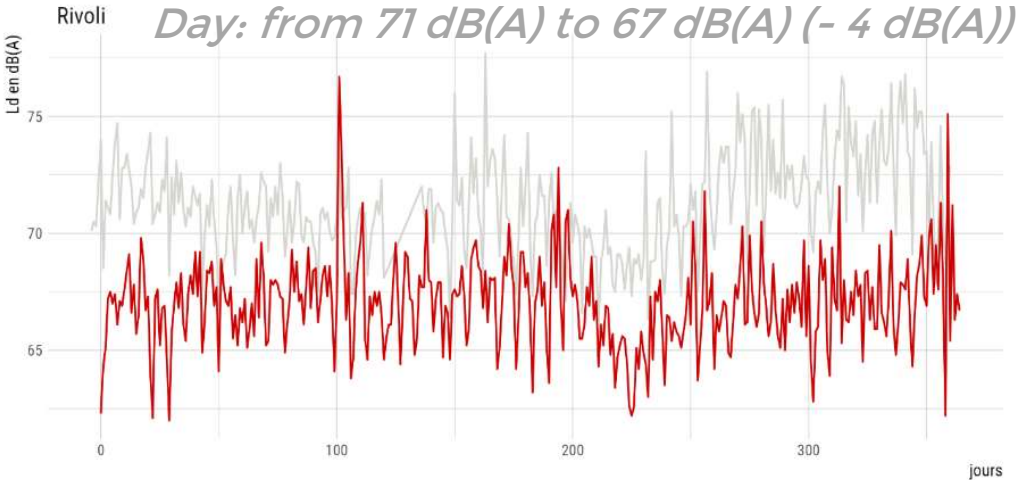
Prefiguration of the Paris Centre LTZ: Rivoli street: air quality and noise

Positive impact on air quality: decreases on Rivoli are greater between 2019 and 2022 than on the Paris average

Noise trends on rue de Rivoli, 2019-2022

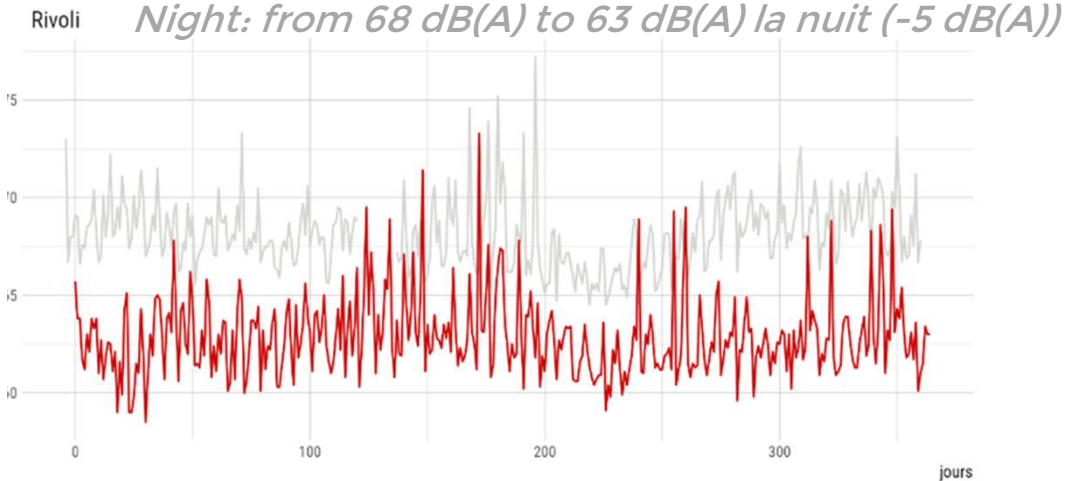
Evolution du bruit diurne Ld du 1er janvier au 31 décembre en 2019 et 2022

Comparaison entre les années 2019 (gris clair) et 2022 (rouge)



Evolution du bruit nocturne Ln du 1er janvier au 31 décembre en 2019 et 2022

Comparaison entre les années 2019 (gris clair) et 2022 (rouge)



Community animation at stake

