



Paris local mobility plan (LMP)

New approaches to urban mobility planning
considering the different modes and trip purposes

01

What is Paris Local Mobility Plan?



What is Paris Local Mobility Plan?

- **A regulatory document** defining the city mobility policies up to 2030 (according to the Mobility Orientation Law in 2019), adopted in July 2025
- The « **plan of plans** » and the **local version of the Mobility plan for the Ile-de-France region**
- **This plan was submitted to environmental evaluation** on a case by case basis (2024)
- **A public consultancy through electronic public participation (EPP)** (2025)



The « plan of plans »!

Environnement

Paris Climate Plan 2024-30

2nd health and environnement plan (adopted in 2024)

Paris resilience strategy (adopted in 2024)

Biodiversity plan 2025-30

Noisy environnement improvement plan 2024-30

Transports

Bike plan 2021-26

Pedestrian plan 2023-30

Urban logistic strategy 2022-26

Road map of the deputy mayor in charge of transports

Information and assessment mission report about the future of the Ring Road in Paris

Urbanism and city planning

Bioclimatic urbanism local plan (adopted in 2024)

On-road parking strategy 2020

LMP

Street and public space accessibility plan (under review)

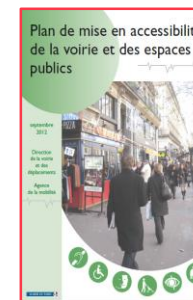
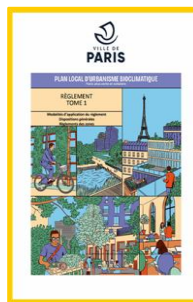
Guidelines and references about gender and public space (2021)

Senior scheme 2022-26

Inclusion and accessibility

Strategy about disability, inclusion and universal accessibility 2022-26

Paris flagship city for inclusion and diversity LGBTQIA+ (2017)



Key figures of the Local Mobility Plan

3 years of work

700 pages

18 strategic objectives

63 measures

160 indicators

14 recommendations from the Environmental Authority

221 contributions to the EPP

2 public meetings

9 departments involved
(environment, legal affairs, climate, urbanism, democracy and citizenship, communication, municipal police, economy, general secretary)

12 reporting deputy mayors



Paris' Local Mobility Plan



Summary

1. [Overview](#)
2. [Diagnosis](#)
3. [Prospective scenario](#)
4. [Action sheets](#)
5. [Appendices](#)

In a context of various changes, LMP identifies **4 major challenges** regarding mobility in Paris:

- ✓ Decarbonized mobilities
- ✓ Sober mobilities
- ✓ Inclusive and accessible to everyone
- ✓ A city when the inhabitants and visitors health is preserved.

18 strategic objectives



These objectives are in line with the priority objectives of Paris climate plan:

- reduce GHG emissions related to mobility by 50% by 2030 (compared to 2004)
- comply with WHO recommendations on air quality by 2035
- achieve zero fossil fuel use by 2030, including a ban on combustion engine vehicles

1. Integrate **gender issues** into all public space developments
2. Make **public spaces more accessible**, in particular by making it easier for everyone to walk
3. Establish **a street code** to reduce incivility and conflicts of use
4. Aim for **zero road fatalities**
5. Develop a traffic plan to **calm traffic throughout Paris**
6. Roll out new road surfaces, green the city, and introduce new types of developments to **reduce urban heat islands**
7. Developing cycle paths and facilities to **make cycling easier**
8. Supporting the implementation of the **Low Emission Zone** to ban combustion engine vehicles by 2030
9. Benefit from an **efficient and carbon-free public transport network**
10. Develop energy supply networks adapted to the mobility targets for 2030 and 2050 and support the installation of **charging stations** for individuals and businesses
11. Support the development of **shared mobility** while ensuring its regulation
12. Offer **more sustainable tourist mobility**
13. Organize efficient, **carbon-free freight transport and logistics** on a metropolitan scale
14. **Preserve the health** of residents and visitors to Paris
15. Participate in **better coordination** of all mobility stakeholders
16. **Involving** residents, businesses, and visitors in the mobility transition
17. Encouraging and supporting **innovation** for better sharing of public space and a mobility transition
18. **Transforming the Ring Road** into an urban boulevard in consultation with Greater Paris elected officials, residents, and users

02 Projections in 2030



LMP objectives in 2030



x3

Trips made by
bike

Compared to 2020



- 50%

Road traffic in
central Paris

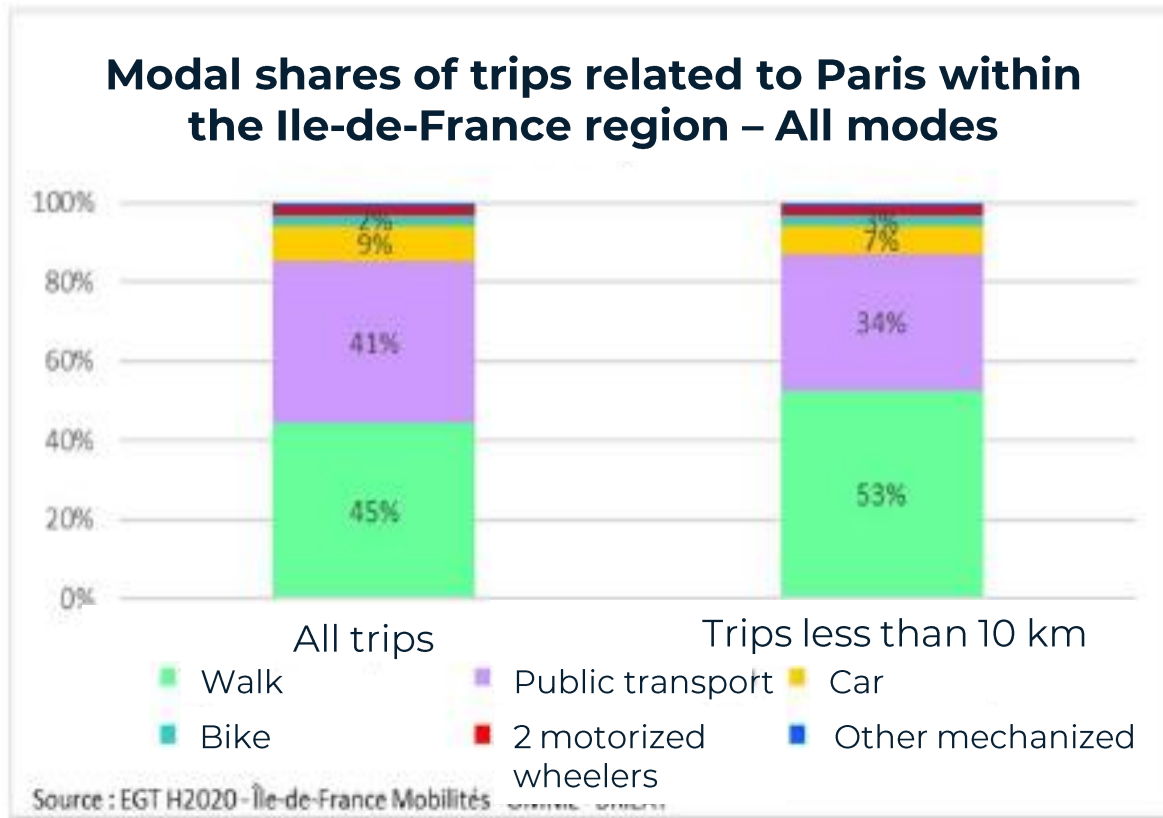
Compared to 2015



Expected environmental impacts

- **A decrease by up to 37% of GHG emissions** compared to 2020
- **A decrease by up to 40% of** nitrogen oxides emissions (NOx) et fine particules (PM) in 2030 compared to 2019

Global Transport Survey 2020 – Trips related to Paris within Ile-de-France



# of trips (in thousands)	Trips related to Paris	Trips inside Paris	Trips Paris <-> Suburbs
Public transport	5 188	2 230	2 958
Car	1 144	314	830
2MW	243	140	103
Bike	312	215	97
Other mechanized	144	81	63
Walk	5 648	5 508	140
Total	12 679	8 488	4 191

Source EGT H2020-Île-de-France Mobilités-OMNIL-DRIEA – traitement Apur
EGT = Global Transport Survey

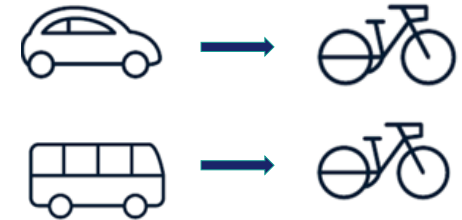
In a 2020 study, the French agency for energy and the environment states that **trips less than 10 km** might be completed by bike and e-bike: **965 000 trips related to Paris made by car (754 200) or by 2 motorized wheelers (210 800) could shift to bike or e-bike.**

Paris Local Mobility Plan – Projections in 2030

To achieve these objectives, Paris is counting on :

Multiply bike trips by 3

- **Transfer to cycling of 45%** of trips less than 10km **made by car or two-motorized wheelers**
- **Transfer to cycling of 5%** of trips less than 10km **made by public transport.**



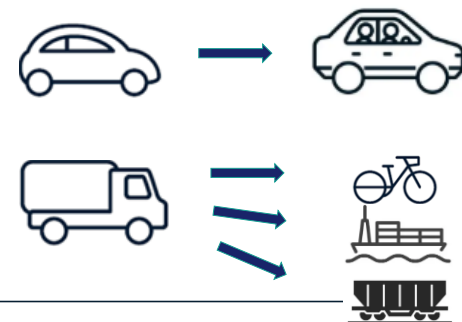
Preserve public transport

- **Transfer to public transport of car and two-motorized wheeler users** with trips more than 10km



Additional levers to achieve a decrease by 50% of road traffic (# veh.km travelled)

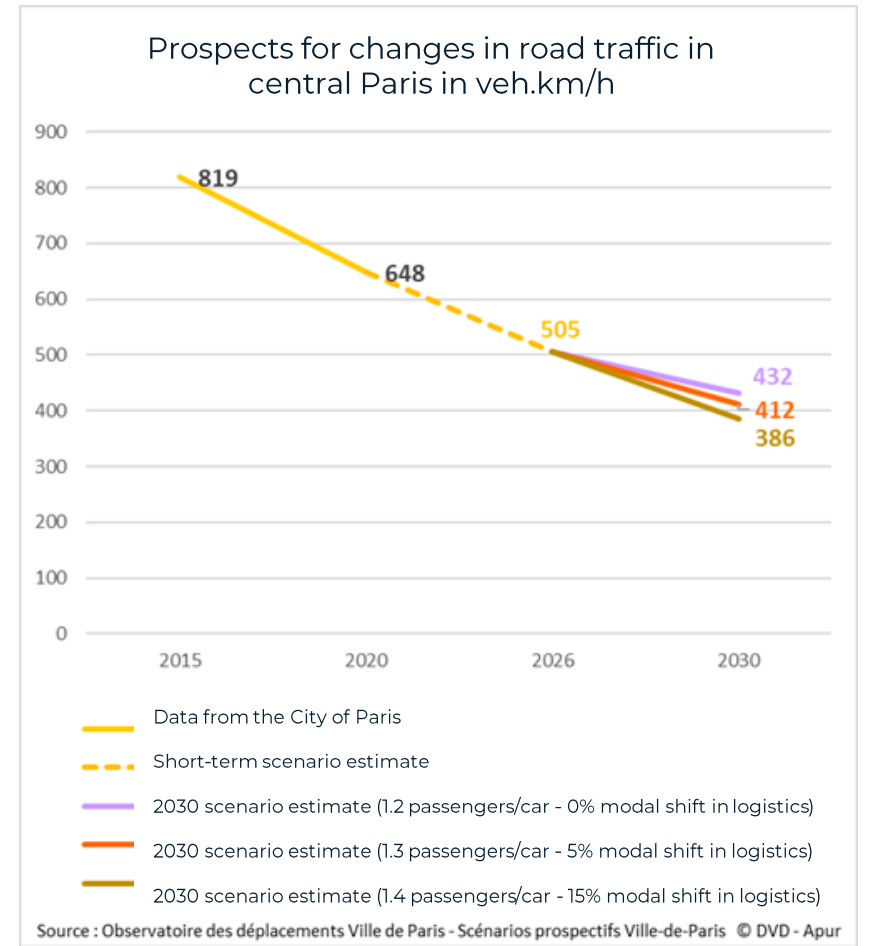
- **The increase of the average number of passengers by vehicle**, from 1,21 to 1,3 (or even 1,4), thus decreasing by 7 to 13% personal cars traffic
- **The modal shift of 5 to 15% of logistics flows** (around 20% of road traffic in central Paris) to river or rail transport for supply, and to cycle logistics for last-mile logistics



Paris Local Mobility Plan – Projections in 2030

Year	2020 (Reference case)	2030 LMP scenario Paris
Bike	310,000 daily trips*	x3, +620,000
Motorized vehicles	648 veh.km/h**	385 à 430 veh.km/h**
Logistics	19% of veh.km/h***	28 à 34% of veh.km/h

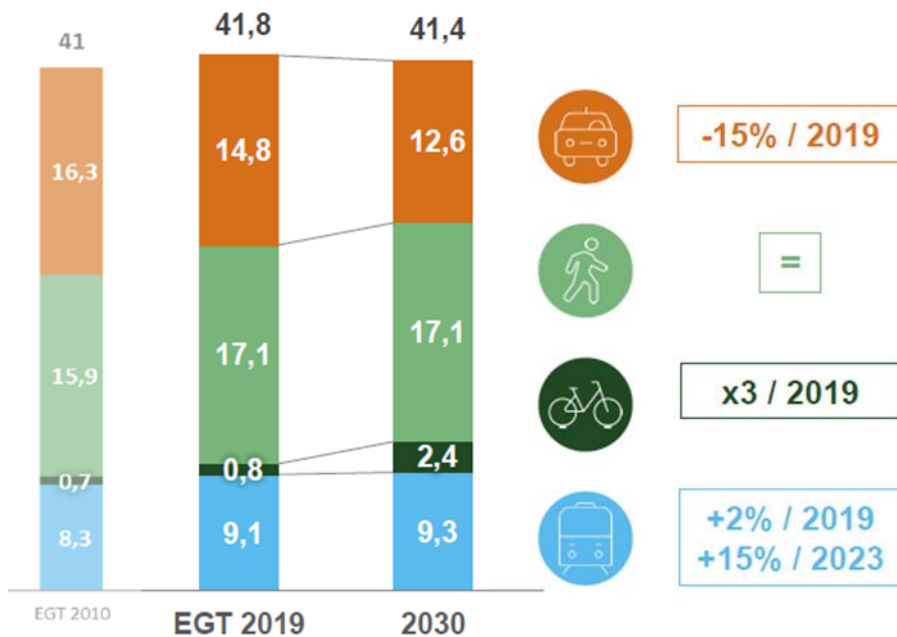
* Source: comprehensive transport survey - Ile-de-France Mobilités – OMNIL - DRIEAT
 **veh.km/h between 7am and 9pm converted to km of road within Paris city limits on the instrumented network - Average for January, February, June, July, August, September, and October 2020 - Source: Paris Mobility Observatory
 ***Traffic composition in central Paris and Bd des Maréchaux - Survey conducted from November 15 to 17, 2022, between 7 a.m. and 9 p.m.



Depending on vehicle occupancy rates, and the modal shift undertaken for logistics flows (between 5% and 15%), **road traffic in central Paris could fall by 45% to 55% compared to 2015.**

Comparison with objectives of Ile-de-France mobility plan

Trips in the Ile-de-France region
(Millions / day)



EGT = Global Transport Survey

In a context of **decrease of overall mobility** – related to population aging and remote work / work from home... -, the **mobility plan** :

- Displays a strong ambition to **reduce travel by individual motorized modes**
- Reaffirms the urgent need to **win back public transport users** in a context of disaffection following the health crisis

to **achieve the objective of reducing GHG emissions by 25-30% by 2030.**

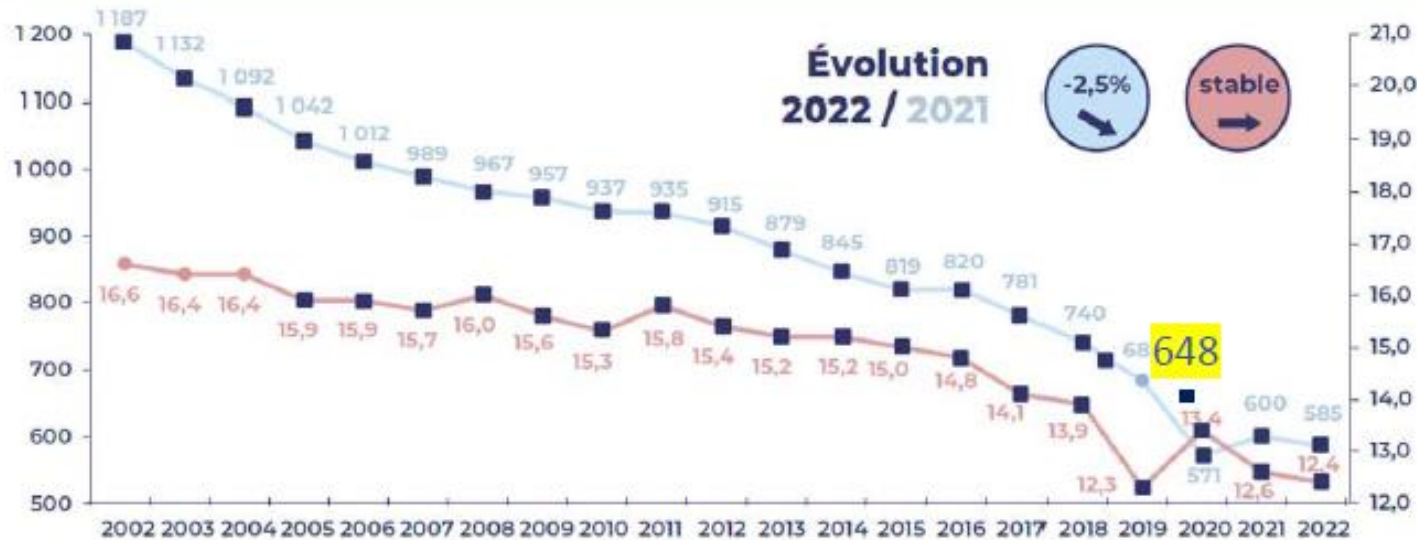
The plan also aims to **triple the volume of bicycle travels, without impacting pedestrian mobility**

Thank you!



Annual evolution of traffic in Paris (veh.km/h)

Évolution annuelle de la circulation dans Paris intra-muros sur le réseau instrumenté



Véhicules
kilomètres par heure
entre 7h00 et 21 h00
ramenés au km
d'axe orienté instrumenté

Vitesses en km/h
entre 7h00 et 21h00

veh.km/h between 7 am and 9 pm converted to km of road within Paris city limits on the instrumented network - Average for January, February, June, July, August, September, and October 2020 - Source: Paris Mobility Observatory

Fleet composition

Paris	Personal car	HDV	LDV	2MW	Other
2022	53%	3%	16%	19%	9%

Logistics vehicles stand for 19% of the total fleet

Traffic composition in central Paris and Bd des Maréchaux - Survey conducted from November 15 to 17, 2022, between 7 a.m. and 9 p.m.

Paris Local Mobility Plan – 2030 objectives

Paris LMP Project - 2030 Scenario:

- **Triple the number of bicycle trips** by 2030 compared to 2020
- **Reduce road traffic** in central Paris by 50% compared to 2015

In terms of journeys to Paris, tripling the number of bicycle trips represents **620,000 additional trips made by bicycle** and a 13% modal share for bicycles (excluding walking and on a regional scale).

To achieve this objective, several levers must be implemented:

- A **45% shift from car or motorized two-wheeled vehicles to bicycles** for trips of less than 10 km, representing 435,000 daily trips.
- A **5% shift from public transportation** for trips of less than 10 km, representing 185,000 daily trips.

Year	2020 (Reference case)	2030 LMP scenario Paris
Bike	310,000 daily trips*	x3, +620,000
Motorized vehicles	648 veh.km/h**	385 à 430 veh.km/h**
Logistics	19% of veh.km/h***	28 à 34% of veh.km/h

* Source: comprehensive transport survey - Ile-de-France Mobilités – OMNIL - DRIEAT

**veh.km/h between 7am and 9pm converted to km of road within Paris city limits on the instrumented network - Average for January, February, June, July, August, September, and October 2020 - Source: Paris Mobility Observatory

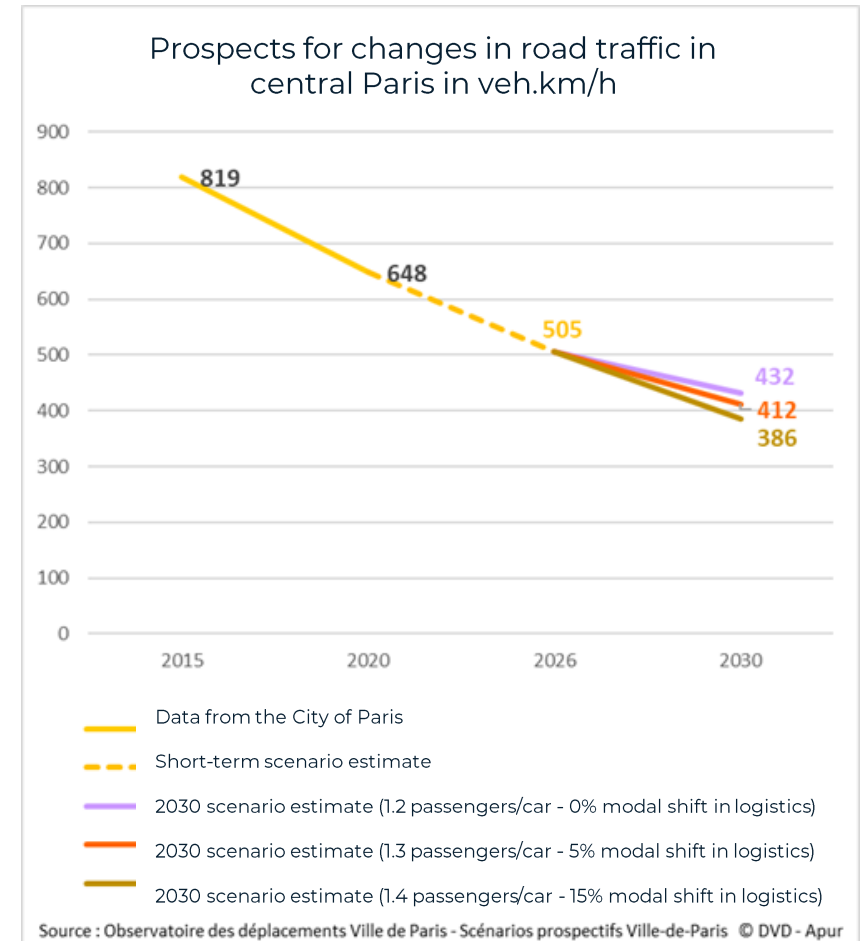
***Traffic composition in central Paris and Bd des Maréchaux - Survey conducted from November 15 to 17, 2022, between 7 a.m. and 9 p.m.

Paris Local Mobility Plan – 2030 objectives

Paris LMP Project - 2030 Scenario:

However, additional measures will need to be implemented to achieve the target of a 50% reduction compared to 2015:

- The **shift to public transport** by car and motorized two-wheeler users making long journeys (over 10 km) seems consistent with plans to develop the service (new tram lines, extension of metro lines, RER, tramway, Grand Paris Express).
- **Increasing the number of passengers per vehicle** is a lever for reducing the number of vehicles on the road. Currently, the number of passengers per vehicle is 1.21 for trips between Paris and Paris and Paris and the Île-de-France region. An increase in carpooling (formal or informal) could raise this figure to an average of 1.3 or even 1.4 people per vehicle, thereby reducing private vehicle traffic by 7 to 13%.
- The **modal shift of logistics flows** should also be developed to reduce the traffic of heavy goods vehicles and commercial vehicles, which account for around 20% of road traffic in central Paris. This shift should involve the **use of river or rail transport for supplies and cycle logistics for last-mile logistics**. With the growth of e-commerce, logistics flows are expected to increase between now and 2030, but a 5 to 15% shift in these flows could help control the increase in the number of heavy goods vehicles and light commercial vehicles in the capital.



Depending on the efforts made to increase vehicle occupancy rates between 1.21 (rate observed in 2020) and 1.4 passengers per light vehicle on average for trips to Paris, on the one hand, and the modal shift undertaken for logistics flows (between 5% and 15%), road traffic in central Paris could fall by 45% to 55% compared to 2015.