

## 4. TRANSPORT

### Calm, carbon-free travel

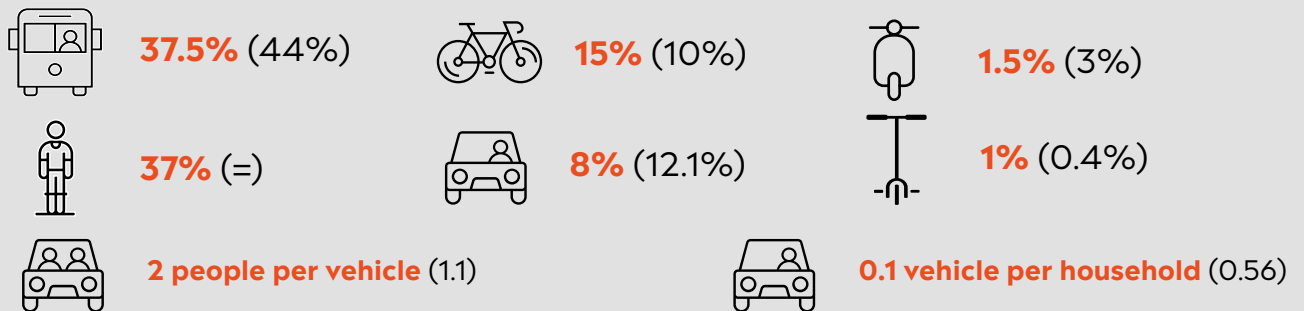
The City of Paris aims to reinvent urban mobility over the next few decades. It has therefore set itself a target of prohibiting all use of diesel vehicles by 2024 and all petrol vehicles by 2030. By 2020, the capital will also be 100% cycling-friendly. This political determination is based on an already perceptible trend towards disaffection for the private car: by 2030, the number of vehicles per household is set to fall to 0.3, compared with 0.56 today. Two factors will contribute even more in the future. One is related to **the emergence of new transport options**: an increase in cycling, more widespread use of car-sharing - one

shared vehicle replaces eight private cars - a sharp rise in electric cars, self-driving vehicles, digital platforms for transport services, etc. The other is based on a **gradual restructuring of the city, which is likely to reduce the number and length of individual journeys** (based on the concept of the nearby city) thanks, in particular, to short distribution channels, local shops and services, remote working, etc.

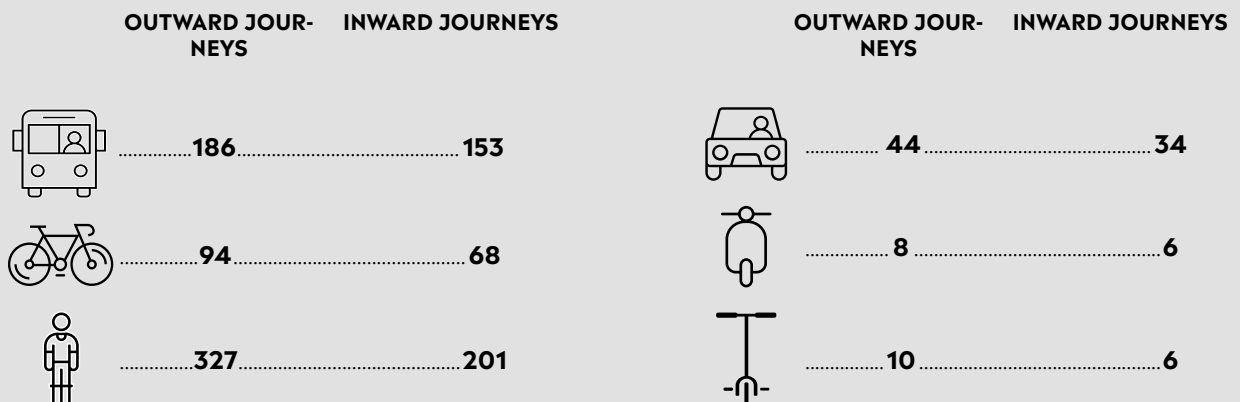
There are also a number of factors that make Saint-Vincent-de-Paul suitable for limited car ownership. First, the project's urban environment means that it has a

#### LOCAL CITY

#### MODAL SHARES IN 2030 (CURRENT MODAL SHARES)



#### JOURNEYS GENERATED BY THE NEIGHBOURHOOD AT MORNING RUSH HOUR BY 2030



comprehensive range of public and individual transport options (RER line B, metro lines M4 and M6, buses and Vélib' cycle hire) in the immediate vicinity. Next, the way the site has been planned. Two-thirds of the built areas will be used for housing. It has been found that a majority of people who live in the 14th arrondissement work in Paris itself or the inner suburbs, both of which are perfectly accessible using public transport. In addition, tenants who live in social housing, which makes up 50% of the residential component of the site, traditionally have low levels of vehicle ownership. Finally, the general trend towards lower levels of car ownership and the development of new forms of transport will free up parking spaces around the neighbourhood (in public car parks or spaces in buildings in the adjacent streets).

Based on this assessment, the City of Paris has decided to make this a neighbourhood without individual parking. An alternative

transport centre at the entrance to the site, in the Denfert building, will be made available to people who live in the neighbourhood. From customised information for individual users to a shared transport platform, access to self-driving vehicles, shared bikes, etc., it has not yet been defined in detail, but many of the projects developed as part of the "Reinventing Paris" competition have outlined some possible options.

**The new neighbourhood will therefore prioritise the needs of pedestrians and cyclists.** The access road, which can be accessed from avenue Denfert-Rochereau, has been designed as a "meeting place" - a calm, landscaped area shared by pedestrians, cyclists and vehicles subject to a speed limit of 20 km/h; parking will be limited to deliveries. Two other pedestrian entrances will be created through the Cour Robin and from rue Boissonade.