



Documentation Regional development instruments

derived from DIAMONT Database www.diamont-database.eu



This project has received
European Regional
Development Funding
through the INTERREG III B
Community Initiative



Federal Ministry for the
Environment, Nature Conservation
and Nuclear Safety



Bavarian State
Ministry of the
Environment,
Public Health
and Consumer
Protection

Interreg III B

General Data

Name of instrument:	Urban transit plan (Plan de déplacements urbains - PDU)
Country / region:	FR
Spatial level:	local
Type:	Spatial planning instrument
Subtype:	Formal planning instrument
Description:	<p>The PDU determine, within the perimeter of the urban transport (PTU), the organization of the transport of the persons and goods, circulation and the parking. All the means of transports are concerned, which results in the installation of actions in favour of the means of alternative transports to the private car: public transport, two wheels, walking... The realization of a PDU is a legal obligation for the communes or intercommunal co-operation structures of more than 100 000 inhabitants. This plan is established for 5 to 10 years and must be revised in the event of modification of the perimeter of the urban transport.</p> <p>Measures to be set up concern:</p> <ul style="list-style-type: none"> - Improvement of the safety of commuting; - Reduction in road traffic (or road traffic); - The development of public transport and of transport options sparing commuting and least polluting for the environment, in particular the use of the bicycle and the walking - The installation and exploitation of the networks and the roadway systems of agglomerations, in order to make them more effective, in particular by sharing them between the various modes of commuting and by supporting the setting up of actions of information on circulation; - The organization of the parking on roadway system and in the car parks; - The carriage and delivery of the goods, while rationalizing the conditions of provisioning of the agglomeration in order to maintain the commercial and small scale activities; - The installation of a setting of prices and fares integrated for the whole of commuting; - The encouragement for the companies and the public bodies to support the transport of their personnel, in particular by the use of public transport and the car-sharing, by carrying out a plan of commuting of company (PDE). <p>The PDU must be evaluated at the end of 5 years, and its revision, in the event of modification of the PTU, must intervene within 3 maximum years.</p>
General objectives:	Organising transports within an urban transport perimeter, promotion and setting up of less polluting transport options. The ambit of the PDU is to ensure a balance between the needs for mobility of the inhabitants and the protection of their environment and their health and thus to integrate mobility issues in efficient urban planning

General Objectives keywords:	public transport ;
Responsible:	Local authority/Municipal council
Stakeholder Involved:	Planners
Stakeholder Involved:	Public service providers
Reference:	Instituted by the law of orientation of the inland transports of December 30th, 1982, the planning of urban displacements was reformulated by the law on the air and the rational use of the energy of December 30th, 1996, and Urban renewal and Solidarity law (SRU) of December 13th, 2000 and the Town planning and habitat law of July 3rd, 2003
General assessment of strength and weakness:	Being worked out the organizing authority of urban transport of the perimeter, which is in charge of organising transport within the urban transport perimeter and which are either communities or intercommunal co-operation structures, the PDU are integrated in a total urban logic, since SRU law insists on territorial coherence, therefore on the articulation between the city planning and the policies of displacements. Therefore town planning documents (PLU) must from now on take into account the consequences of the urbanization on the traffics and give the priority to the development of the zones served by public transport. The local plans of town planning must be compatible with the PDU, which themselves must be compatible with the territorial spatial coherence schemes (SCOT) when they exist. Main weaknesses are, like as the SCOT or all planning documents established at supra-municipal level, the lenght and the complexity of the procedure.
Metadata:	Date of entry: 2007/02/16 Contact: Ifuplan, Schleißheimer Str. 156, 80797 München
Implementation	
Legal status:	mandatory for responsible body AND mandatory for end-user
Extension:	frequent (<50% and >25%)
Comment:	The first PDU were not mandatory. They became it, form 1996, for the agglomerations of more than 100.000 inhabitants but the organizing authorities of urban transport (AOTU), whatever the size of the perimeter, can set up these plans. PDU have been established in most important French alpine agglomerations.
Type of monitoring:	Qualitative / descriptive reporting
Assessment	
Relevance	
Status:	strong indirect relevance
Ranking:	4
Remark:	aims at the integration of mobility issues in efficient urban planning
Acceptance	
Status:	municipal administration. Local economy, environmental NGOs, municipal residents, superordinate administrations
Ranking:	5
Implementation	
Status:	-
Ranking:	4

Remark:	-
Feasibility	
Status:	Staff, legislation, know-how, political will
Ranking:	2
Remark:	-
Effectiveness	
Status:	Direction of effect, type of effect, acceptability, perpetuity
Ranking:	4
Remark:	-