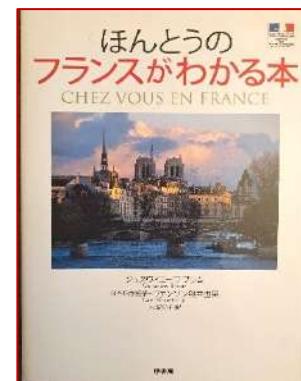




# "GIFTS-IATSS 2022 Traffic Culture Creates Value" —Mobility and urban space reorganization—

VINCENT FUJII Yumi



Authored  
Co-authored  
Supervised translation

"Why does the childrearing generation move to rural areas in France?"  
"Strasbourg urban development" FY2012 JSCE Book of the Year Award  
"Why are there no shutter streets in regional towns *in France*?" (Gakugei Shuppansha)  
"Guide to understanding the real France", Letter of recommendation from the French Embassy in Japan (Harashobo)

# 1. French cities and mobility

Including self-introduction

# 1. French cities and mobility

## Japanese cities are amazing



How do you define a livable city? "A cozy, safe and fun place"

A city where you can feel the history, striking the right balance between cultural institutions, commercial spots and the like. A place where these things can be easily accessed via a **"transportation" infrastructure.**



# 1. French cities and mobility

However, people are nowhere to be found in car-centric regional cities

Sakai City (population of approx. 840,000) view from government building

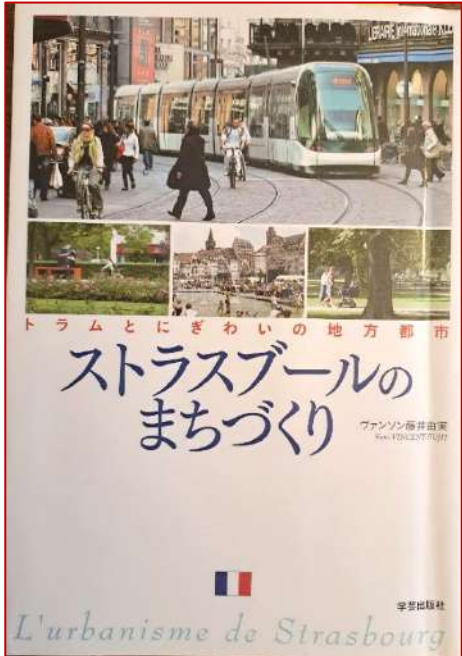


**Urban space overcome by parking**

# 1. French cities and mobility

France is a car-driving society; however, it has succeeded in urban revitalization by introducing public transportation

**1990s to 2000s**  
**Efforts to develop Light-Rail Transit (LRT) and car coexistence measures began in metro communities with populations around 500,000**



**Winner of 2012 JSCE  
book of the year  
award**

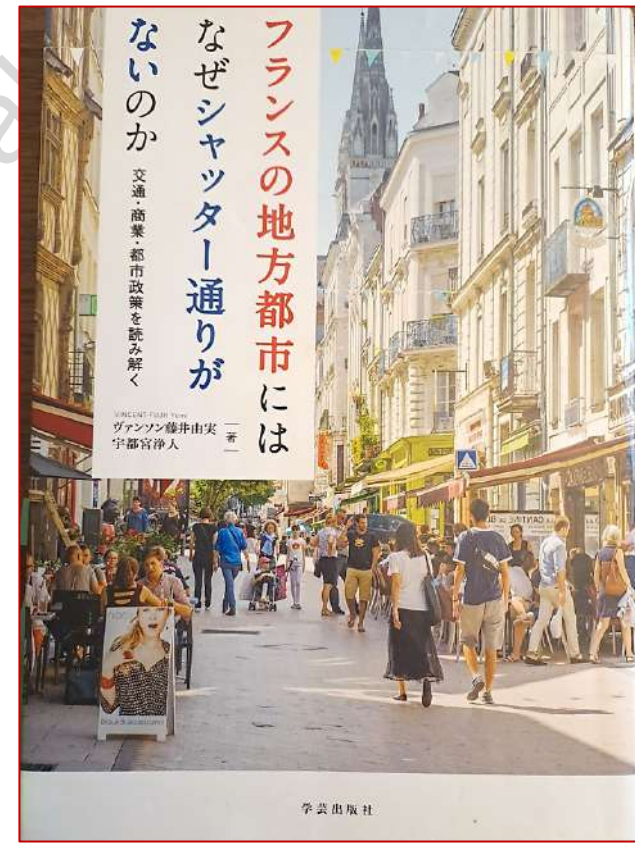


**Central city of Strasbourg (population 300,000, within an arrondissement with population approximately 500,000)**



# 1. French cities and mobility

## Shutter streets catch the eye in the regional cities of Japan



Published FY2016

Book review by Professor Noboru Harada in "Urban Planning" by The City Planning Institute of Japan



# 1. French cities and mobility

## Mobility policy in France to develop a central city area for pleasant walking

**2000s to 2010s**  
**Metro communities with populations around 300,000 also began introducing public transportation, and LRT being developed in 31 cities**



© Anger Loire Métropole

Central city area of Angers (population of 150,000, within an arrondissement with an estimated population of 300,000)



# 1. French cities and mobility

## France is creating walking environments even in villages with small populations

2000s to 2020s – Bus Rapid Transit (BRT) development in 41 cities  
Local governments with populations less than 100,000 actively running fixed-route busses



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Published FY2019  
Preface by Professor  
Mamoru Taniguchi

BRT running through central city of Biarritz (population of 25,000, within an arrondissement with a population of approximately 130,000)



## 2. New urban development and mobility in the post-COVID-19 era

"15-minute city" and walkable city  
MaaS and smart city

## 2. New urban development and mobility in the post-COVID-19 era

### Vision for a “15-minute city;” building a walkable urban environment

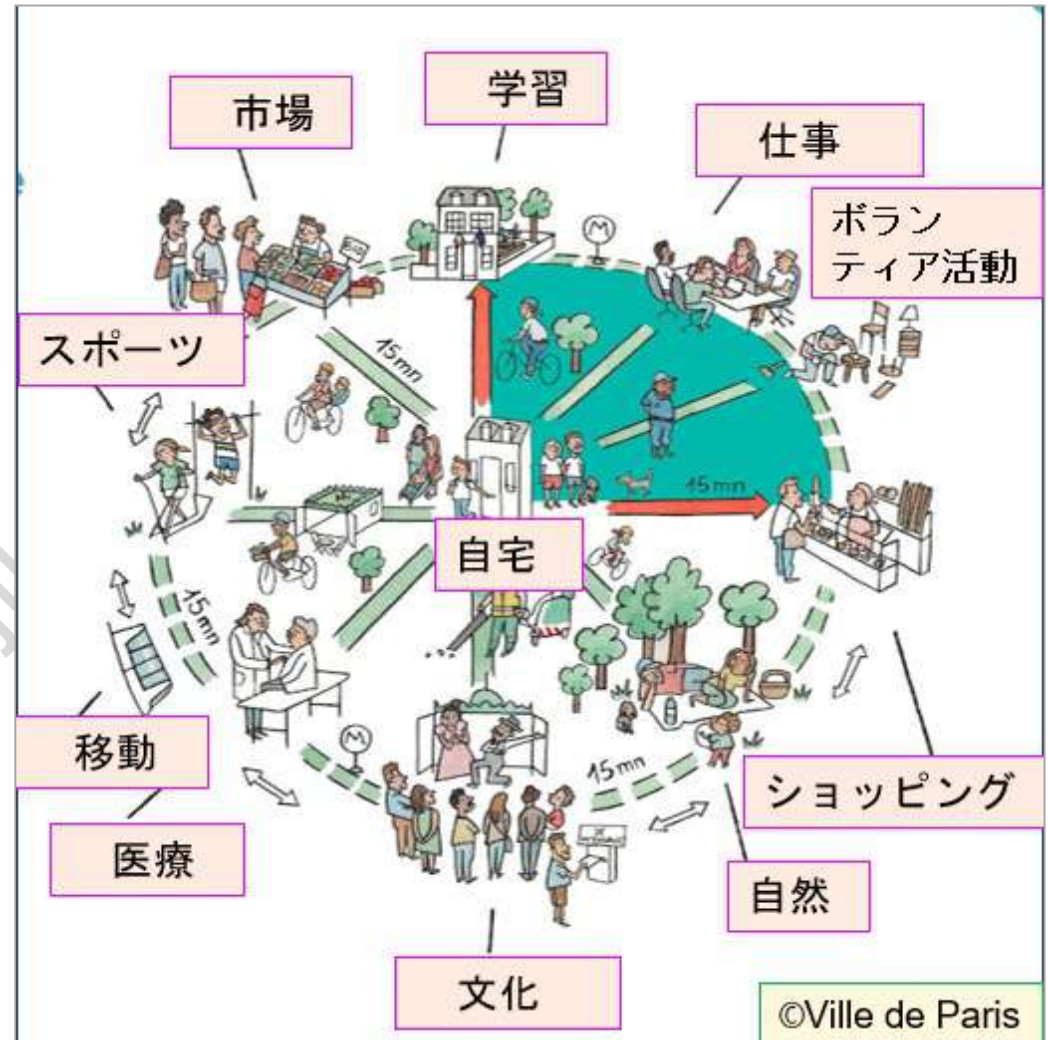
Growing interest in urban environments by residents after living through lockdown



#### “15-minute city”

«An energetic, livable urban space balancing the environment, economic activity and social life. The root of this concept is mobility and time management »

2016 *Carlos Moreno, urbaniste*





## 2. New urban development and mobility in the post-COVID-19 era

### Paris (population 2.16 million) "15-minute city" concept

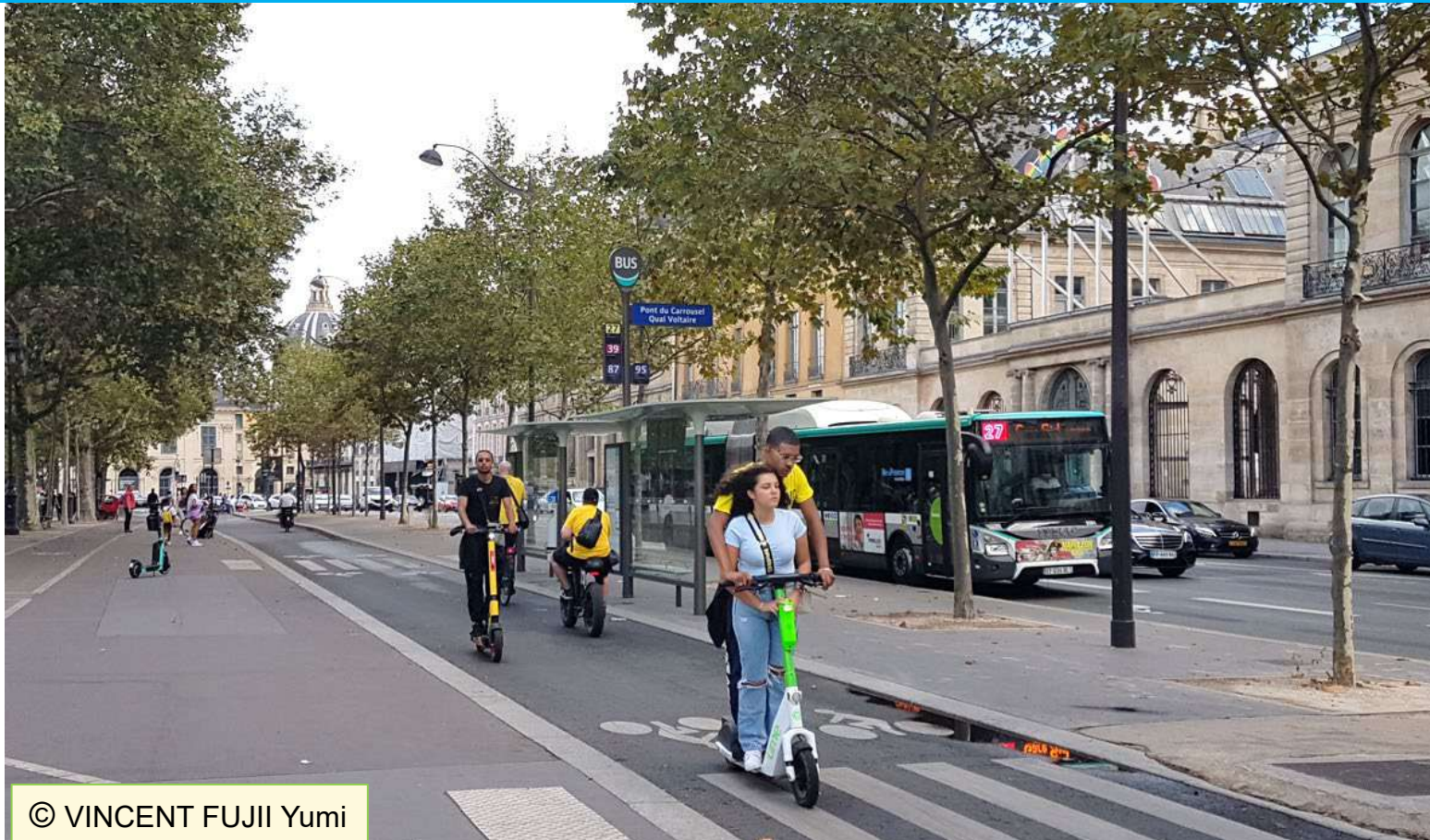




## 2. New urban development and mobility in the post-COVID-19 era

### Promoting innovative reallocation of road space in Paris

Road space reorganization on the left bank riverside Voltaire street wide:  
walker space, bike, and micro-mobility permanent lanes, bus lanes





## 2. New urban development and mobility in the post-COVID-19 era

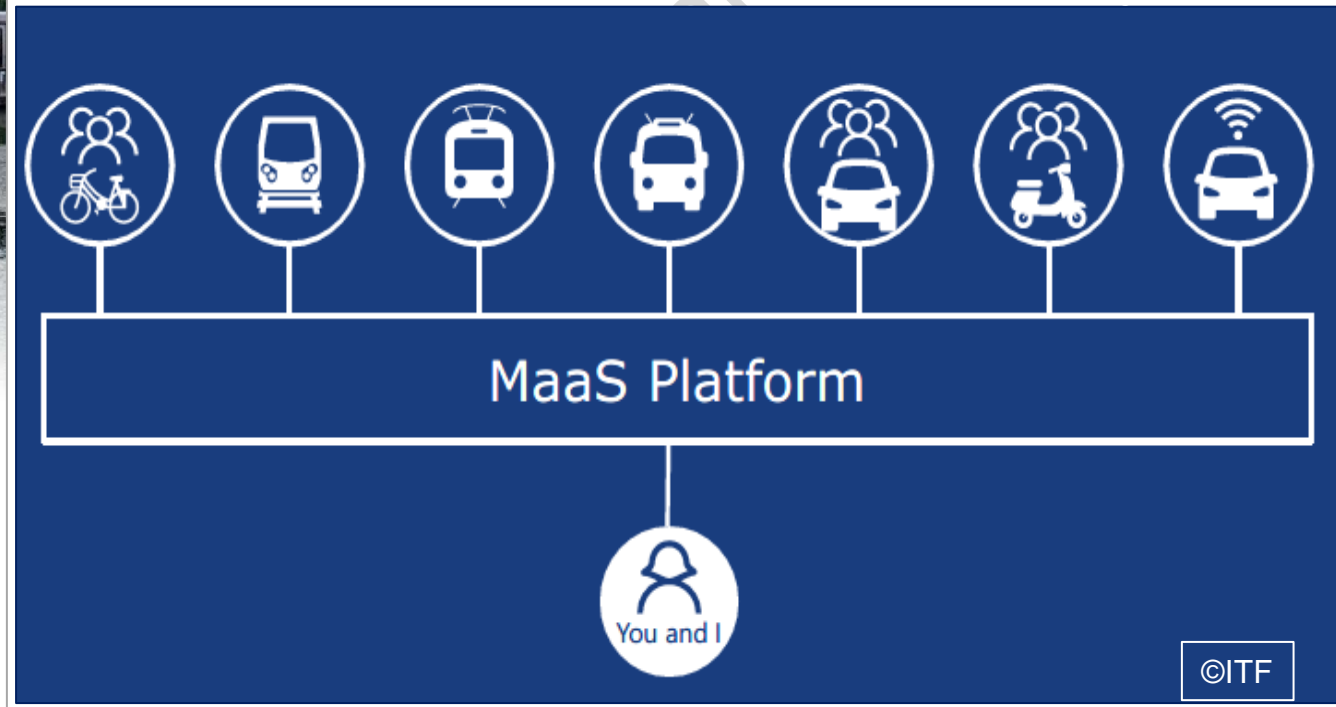
### Use of public transportation led by local government and promoted by MaaS



**PassMobilité  
Particulier**



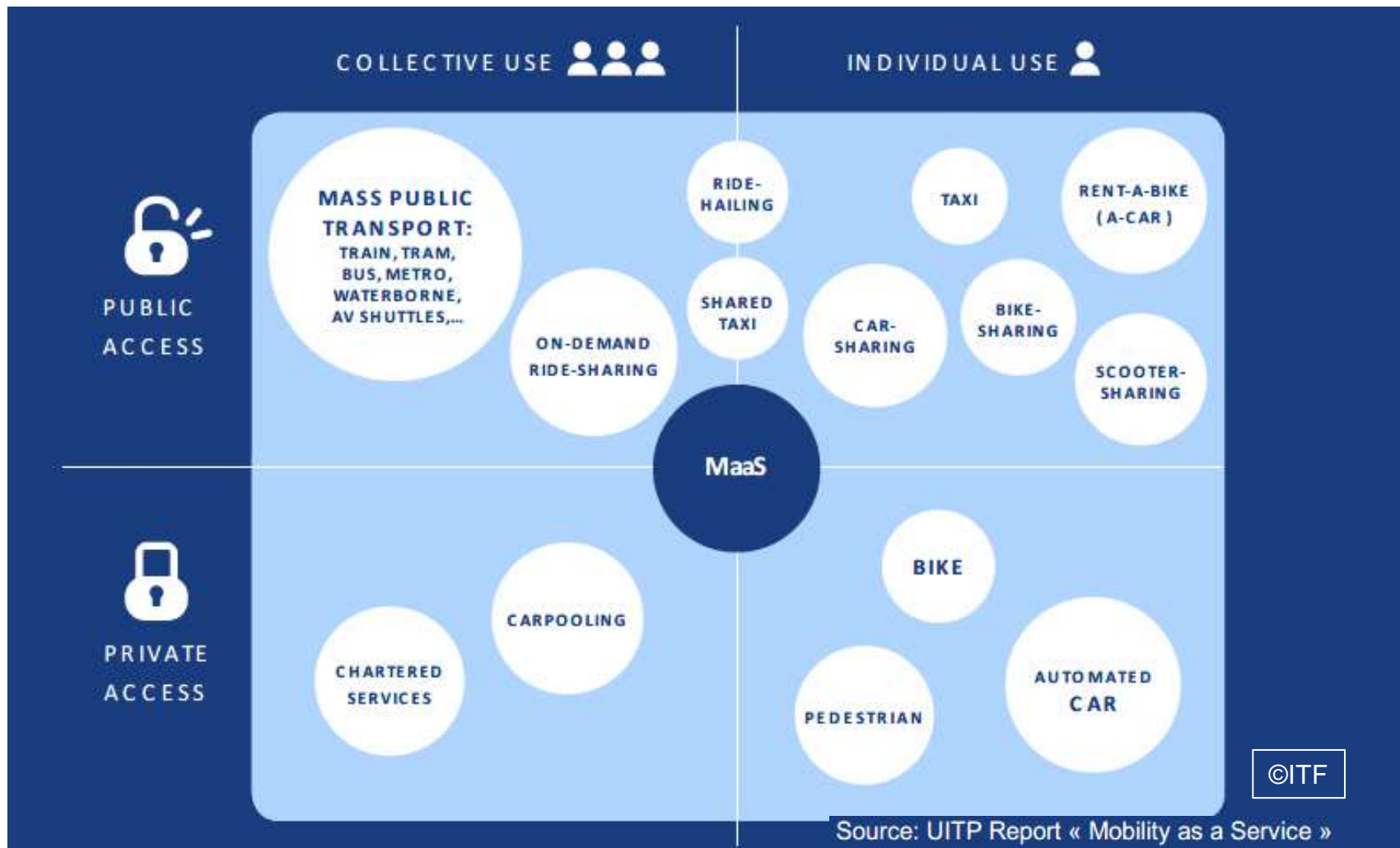
de **27,50€ à 53,50€/MOIS\***  
**50% pris en charge**



**Public transportation · bicycles · car share · parking lots**  
**Diverse transportation means available through use of common IC card and MaaS**

## 2. New urban development and mobility in the post-COVID-19 era

### Realization of society where any transportation means may be chosen





## 2. New urban development and mobility in the post-COVID-19 era

### Smart city led by local government

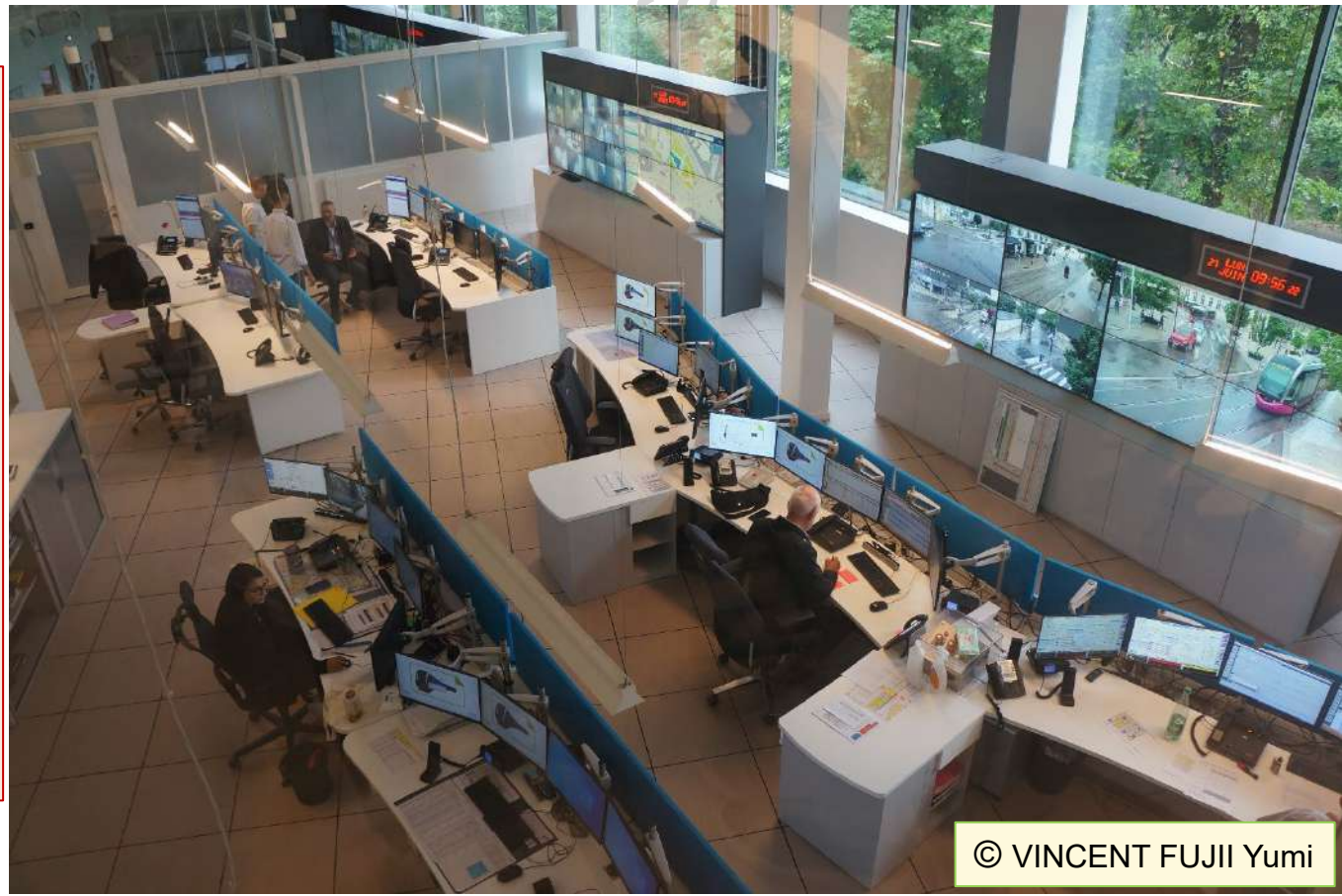
General control center for urban infrastructure in Dijon (population 160,000, within an arrondissement with population approximately 260,000)

#### French smart city

City using information communication technology; **improved quality of urban services** and lower costs

#### Dijon since 2019

Collective control of 10 city functions in one place: public lighting, travel & passenger information, building safety and security, operation of signalized intersections, etc.



Smart city implementation sites  
"15-minute city" concept city

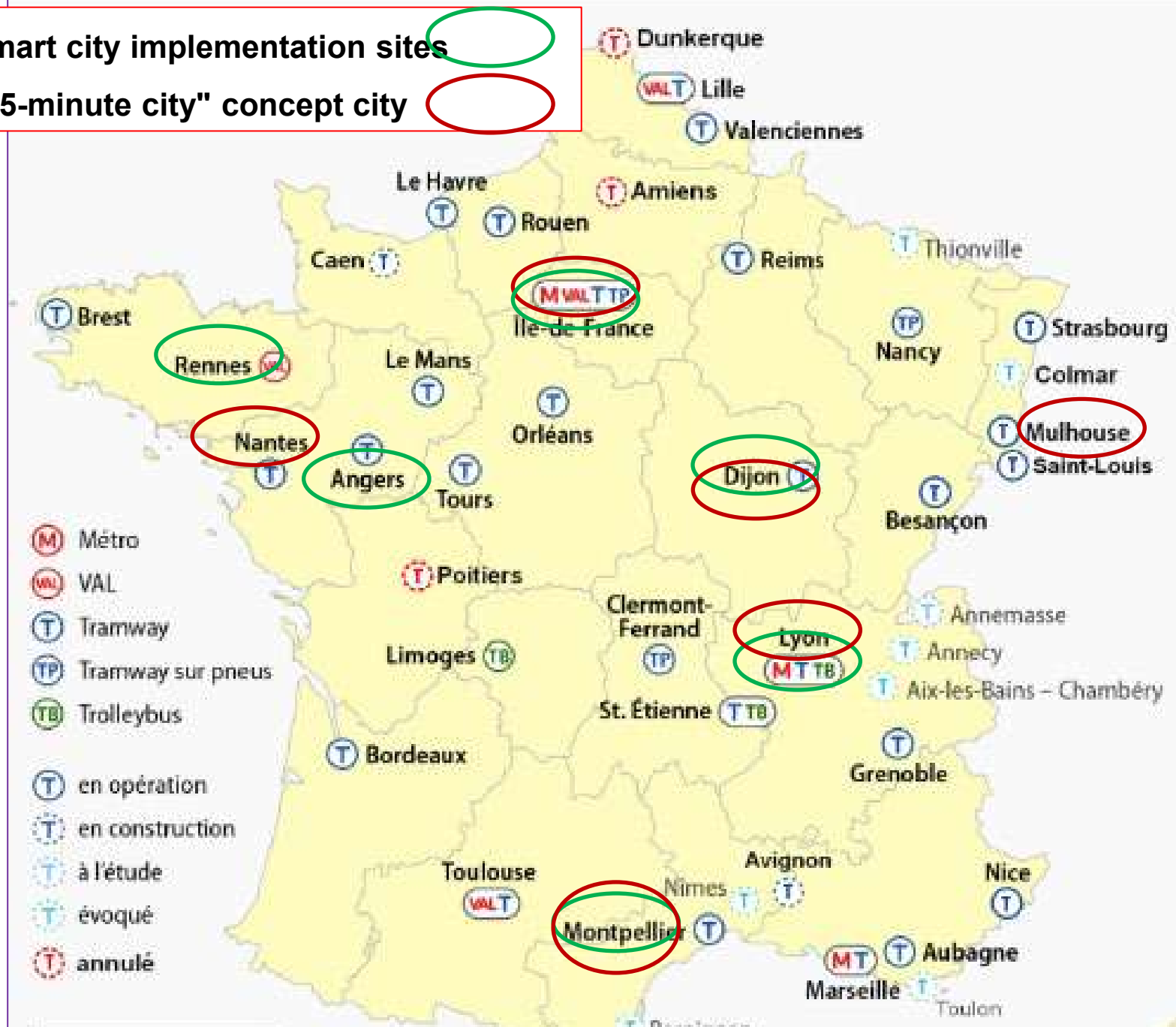
Local politicians highly involved in urban and transportation development plans

↓

Transportation infrastructure development completely incorporated into urban planning

↓

Low vacancy rates in regional cities with improved public transportation

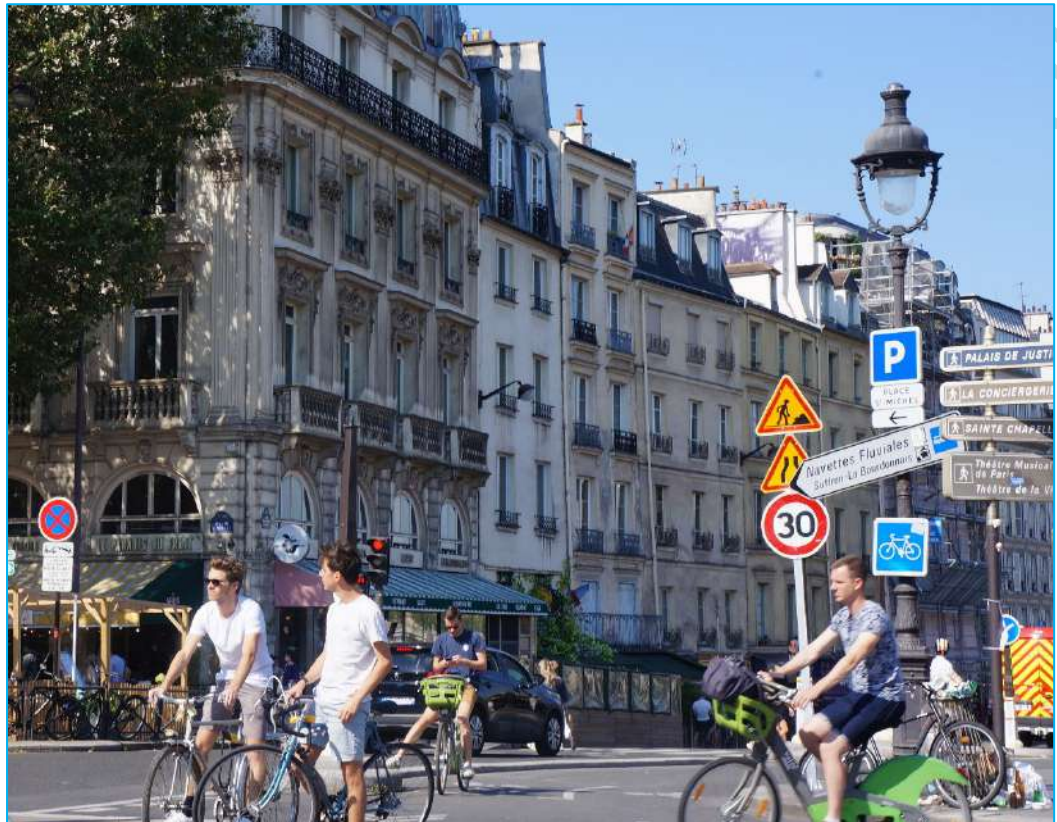




## 2. New urban development and mobility in the post-COVID-19 era

France establishing a general mobility policy from the viewpoint of environmental protection and welfare

**30-km/h speed limit Paris metro** bicycle policy being promoted  
Urban space reorganization cannot be achieved without mobility



Universal barrier-free space for comfortable movement and walking



## 2. New urban development and mobility in the post-COVID-19 era

### Both transportation and cultural policies improve urban population health

An art installation serving as a message for the removal of parking lot concrete to raise plants and trees



People are attracted to **well-designed** walkable cities where they can gather  
There, they can easily reach **cultural** institutions and events via **public transportation**  
Access to culture improves the happiness of urban populations and contributes to their health



### Background of promoting road space reallocation in France

#### System

- Urban policy led by local governments and politicians**
  - Transfer of authority to local governments and 60% independent financing
  - Road administration, traffic administration, and urban space under the jurisdiction of local governments
  - Cooperative system between parliament and administration/sufficient administrative staffing
- No development without a binding master plan/planning**
  - Broadly formulated urban planning consistent with mobility policies
  - Master urbanist facilitating consistent development
- Enactment of a basic law on mobility, emphasizing a national direction and environmental conservation**
- High public awareness of environmental conservation**
- Top priority pedestrian and road traffic safety**
- Citizen-inclusive process in formulating urban planning protected by law**
- Social solidarity (consent to public funding for urban policy)**

**Thank you for your attention**

**VINCENT FUJII Yumi**  
[www.fujii.fr](http://www.fujii.fr)

**1965 Angers city center square**



**© Angers Loire Métropole**



**Words alone cannot capture the scene of a city center with few cars  
Here, citizens are shown the embodiment of a “sustainable development city”**