

# Mobility audits of operational sites

## RATP (Paris)

### CONCEPT

A mobility audit consists of a diagnosis of the site accessibility, a mobility survey among the staff members, the establishment of an action plan and the definition of monitoring indicators. RATP is conducting mobility audits for its operational sites (office buildings, depots, maintenance sites) with a high proportion of car users in order to influence the staff behaviour.



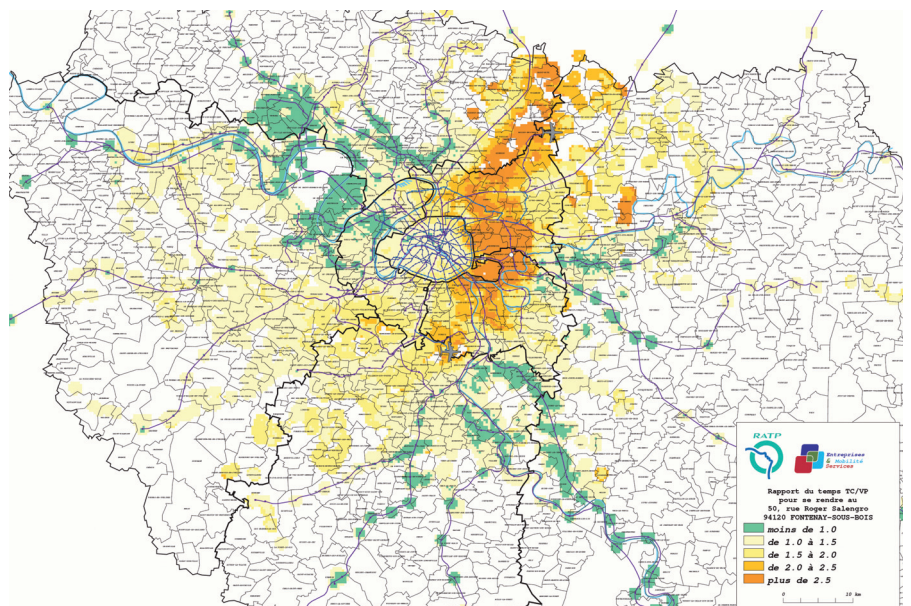
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### OBJECTIVES

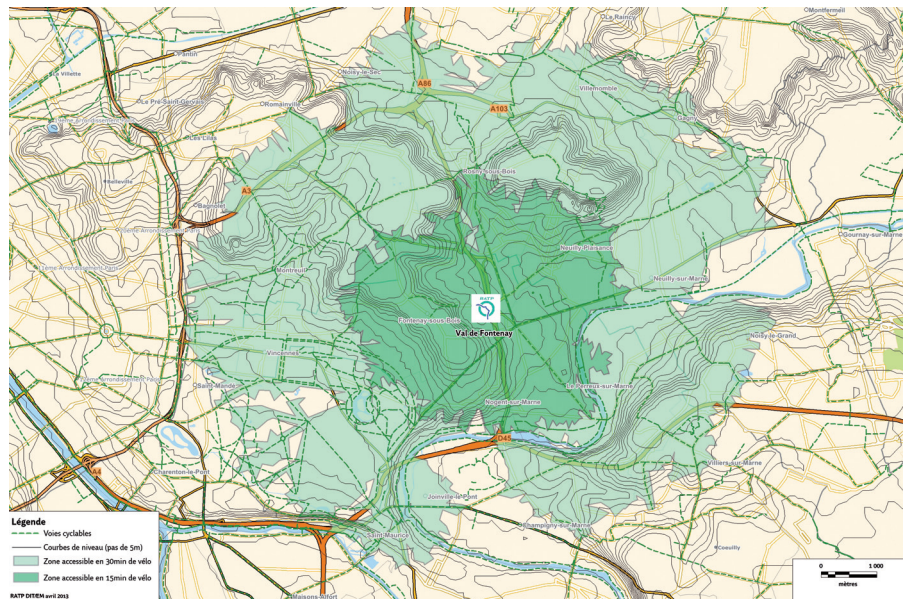
- Reduce the carbon footprint related to staff travel;
- Limit the parking needs;
- Improve the quality of life of the workers;
- Improve the corporate image.

### INVESTMENT DESCRIPTION

Staff travel planning today features among the top agenda items, due to increasing fuel costs and growing car traffic, especially in urban areas. It aims to promote sustainable transport and manage the demand for car use by changing employees' behaviour. Staff commuting represented 9% of RATP carbon balance in 2011 (51,500 tons CO<sub>2</sub>eq). This is explained by the fact that many staff members can hardly use public transport when they go to work because drivers and technicians are the ones opening and closing transport services early in the morning or late at night. For sites generating many staff travel, RATP is required by the French law to conduct a mobility audit. This choice depends from the proportion of staff members using their car to come to work. This ratio was over 700 for the Val de Fontenay site so a mobility plan had to be done. In 2013, the French law has set a new ratio down to 500. As a result, RATP has now two new mobility plans to implement: one office building and one bus depot and maintenance sites.



Comparison of commuting times between car and public transport, Val de Fontenay site, RATP.



Bike accessibility area around the Val de Fontenay site

A mobility audit consists of a diagnosis of the site accessibility, a mobility survey among the staff members, the establishment of an action plan and the definition of monitoring indicators. Staff travel planning involves implementing measures such as information and communication and organising alternative transport services.

## COST AND FUNDING

€115,000 for the studies for the 3 RATP sites (mobility study + accessibility study).

## RESULTS

For the Val de Fontenay office building site with more than 2,300 staff members, the mobility audit has highlighted the good accessibility in public transport resulting in a high public transport use (around 80%). It also showed that some 46% of the staff members spent more than 50 minutes (regional average) to get to their work and that some 80 people could easily come by bike. The action plan consists in creating a carpooling website for the employees, implementing automatic e-mail alerts in the case of a public transport service disruption, improving the pedestrian and bicycle paths around the site and rationalizing the use of the parking facilities. A "mobility day" organised on site will offer eco-driving training sessions for car users, safety training sessions for motor bikers and cyclists and provide general information on the different ways to get to work.

## LESSONS LEARNED

This project has highlighted the fact that complying with the regulation can be a way of improving current practices. The mobility action plan was defined in 2013 thanks to the Ticket to Kyoto project and it will be implemented before the end of 2014.



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