THNS
Changing lifestyles and resilient territories

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Changing lifestyles ?

- **Sustainable development, like resilience, have become major objectives for territorial governance in a few months.**

- **Awareness of a changing world in energy, ecological and digital transitions is becoming widespread.**

- **Urban and rural dwellers, businesses and politicians are starting to talk about changing lifestyles, …**

- **… and thinking about their own lifestyles and those of their neighbours …**

- **This should lead them to think of a "transformation of territories"**

Mandatory Distanciation

Many political debates about Good and Bad
- **Health**
- **Poverty**
- **Inclusion**
- **Transport, Mobility, urban services, urban planning ….**

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Developing teleworking in education and business ?

Telework has become a mandatory consequence of confinement in 2020 to maintain children's education and economic activity, but with strong limitations

- **… since less than half of the jobs were « teleworkable » without deep evolution**

- **Reorganisation of work processes, internal information exchanges, customer services, orders, etc. are sources of savings and resilience of the business, but it takes time and commitment of middle managers**

- **Unwanted mobility was often the result of poor organisation of big organisations. Reduce daily commuting mobility is good for the planet but disturbing for transport company managers and mobility planners**

Social Distancing in Public Transport ?

The cost of public transportation has increased (cleaning, information on regulation, enforcement ..) but its revenues have decreased :

- **social distancing reduce capacity of carriages**
- **concern of local customers who have discovered walking and cycling or still prefered their cars …**
- **Ridership decrease of 40 % in Paris and 15-20 % in metropolitan areas in 2020**
- **Return to « normal » is almost done in the regions but will be longer in Paris**

Funding this urban service, essential for the attractiveness and sustainability of cities, will be difficult to reorganize.

New Paris

Quiet
Green
Walkable
Landscape Friendly

Favorable for apartment owners
Uncertain for store owners

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New Transport means

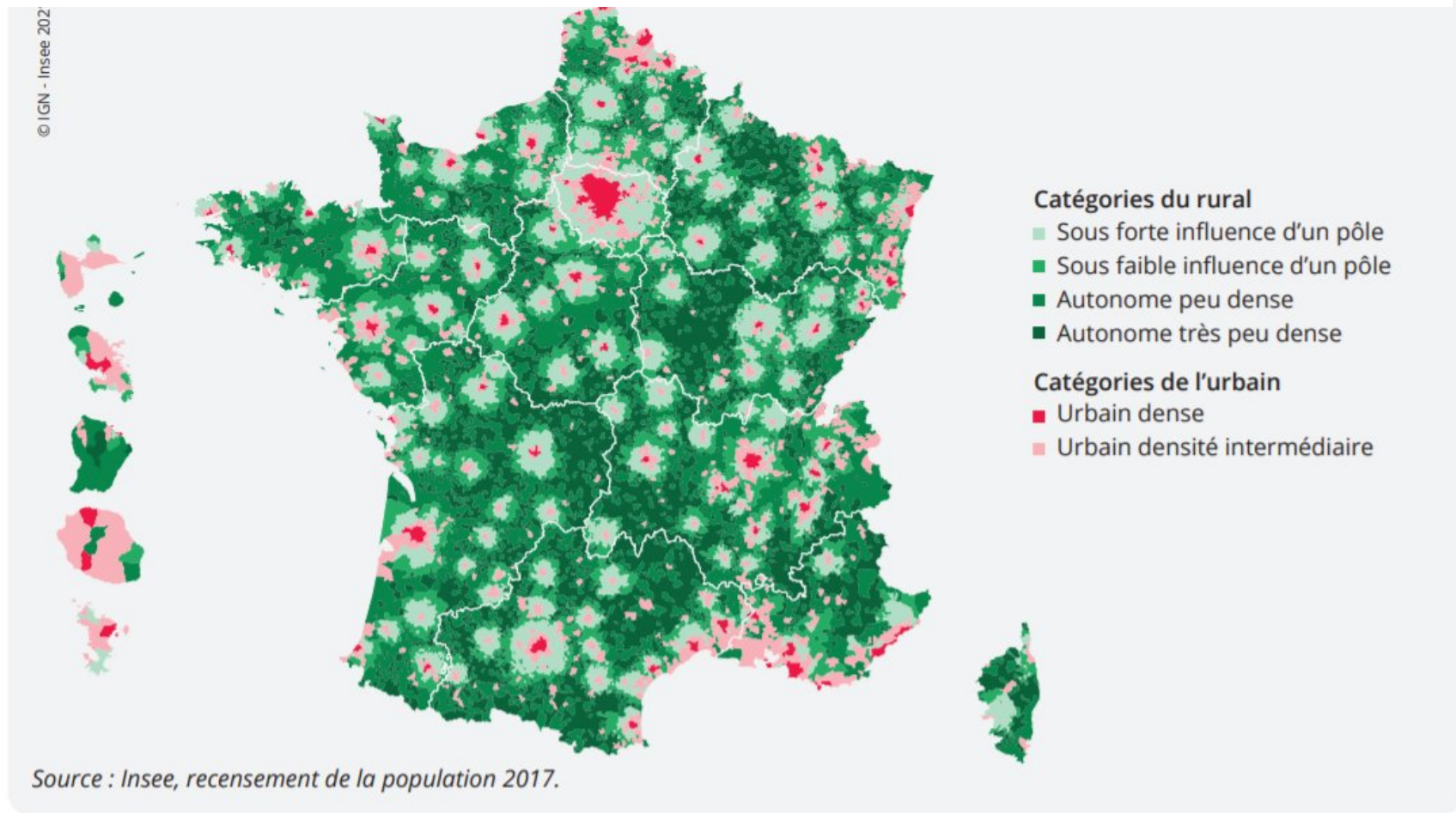Quick
Quiet
Electric
Short-term rental with urban transport card

Regulation needed :

- Automatic speed limitation for safety
- Fee for the use of public space

Deployment likely limited to dense areas of major cities

Municipalities with low density and very low density
88% of municipalities, 30% of the population

Typology of urban and rural areas (measured by the distance from housing to daily services)

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Catégories du rural
- Sous forte influence d'un pôle
- Sous faible influence d'un pôle
- Autonome peu dense
- Autonome très peu dense

Catégories de l'urbain
- Urbain dense
- Urbain densité intermédiaire

Source : Insee, recensement de la population 2017.

Mobility for stricly car-depending zones

- **The territories like others, are transforming under the pressure of environmental, energetical and numerical transitions.**

- **To be supported, projects must be part of effective solidarity and credible political goals. How to build projets for these territories now ?**

- **Digital technology makes it possible to measure the reality of uses, costs, emissions, price calculations and simulations... Digital is multi-modal, it is an effective way to integrate organizations and technologies: MaaS (Mobility as a Service)**

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- **A territorial project requires a highly commited team**

« Solutions » ?

- **Autonomous shuttles have been tested successfully in dense areas. But they are expensive and would have too few customers**

- **Could theybe adapted to low-density areas over greater distances for low-traffic roads ?**

- **Shuttles by TRANSDEV**

New contexts, new projects, new methods

New association to help managers who innovate in the mobility of people, goods and ideas,

preserving heritage and environment

by creating attractive jobs and sociabilities

through high level education