

# From weak signals to mobility scenarios. A prospective study of France in 2050

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# Introduction

## Proposing renewed prospective analyses





# Mobility in France, historical perspectives and recent changes, through the scientific literature

3 new phenomena to be considered :

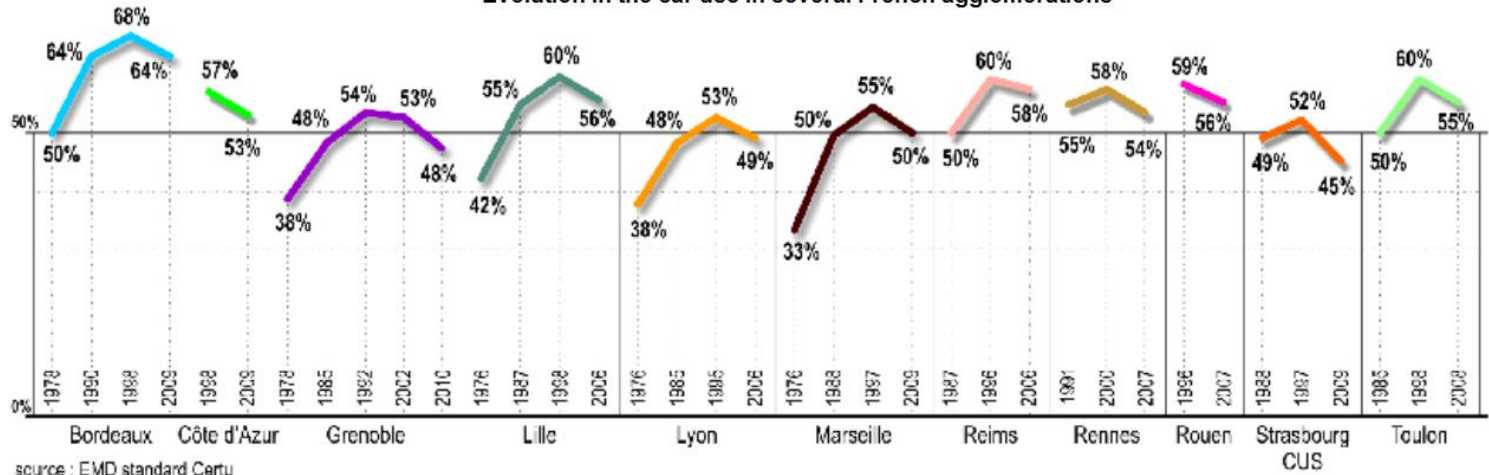
- > The changing role of the car
- > The development of polytopic habitats
- > The increase of travel time budget



# What place of the car in daily life in France ?



Evolution in the car use in several French agglomerations





# Polytopic living and intensive mobility





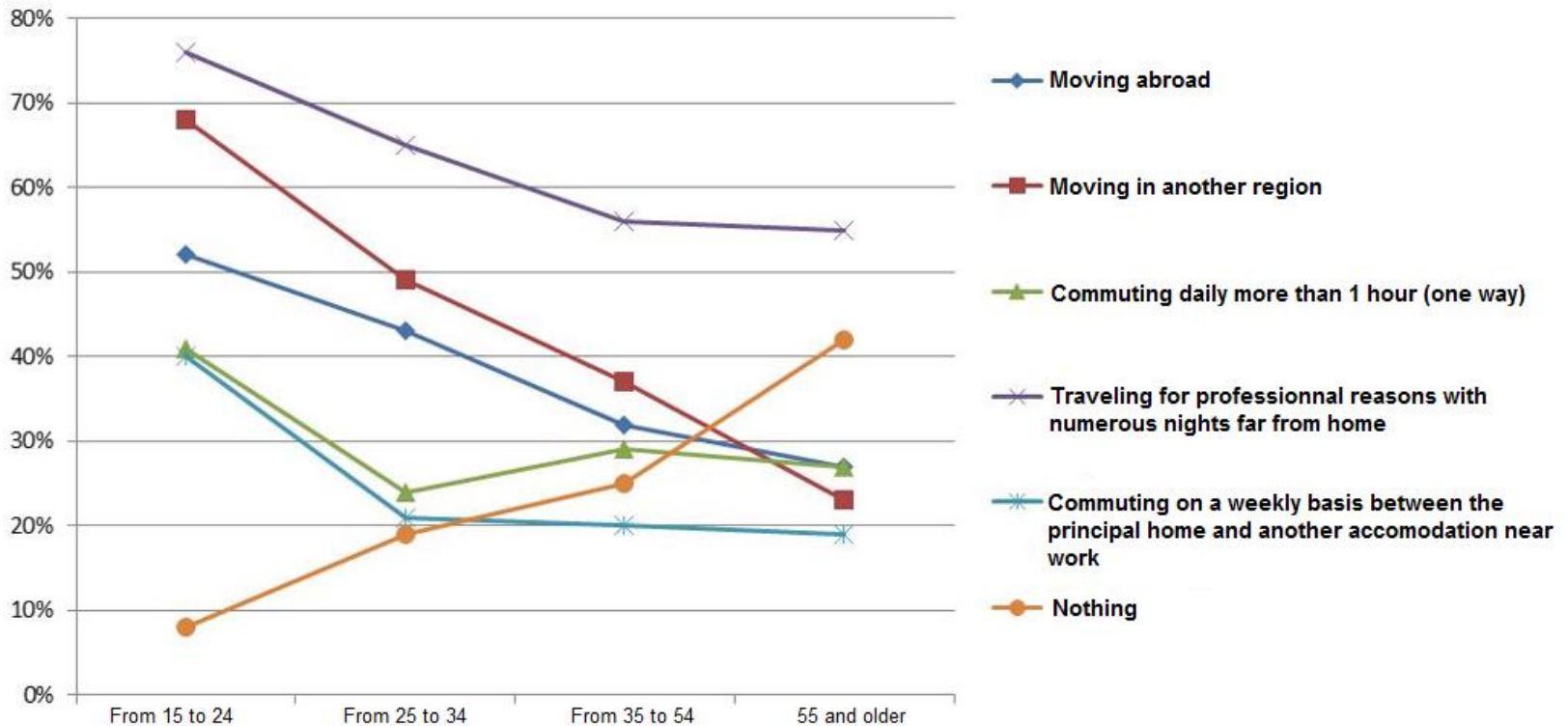
## Zahavi 2.0, or the increase in daily travel time budgets





# Surveying mobility practices and potential for change

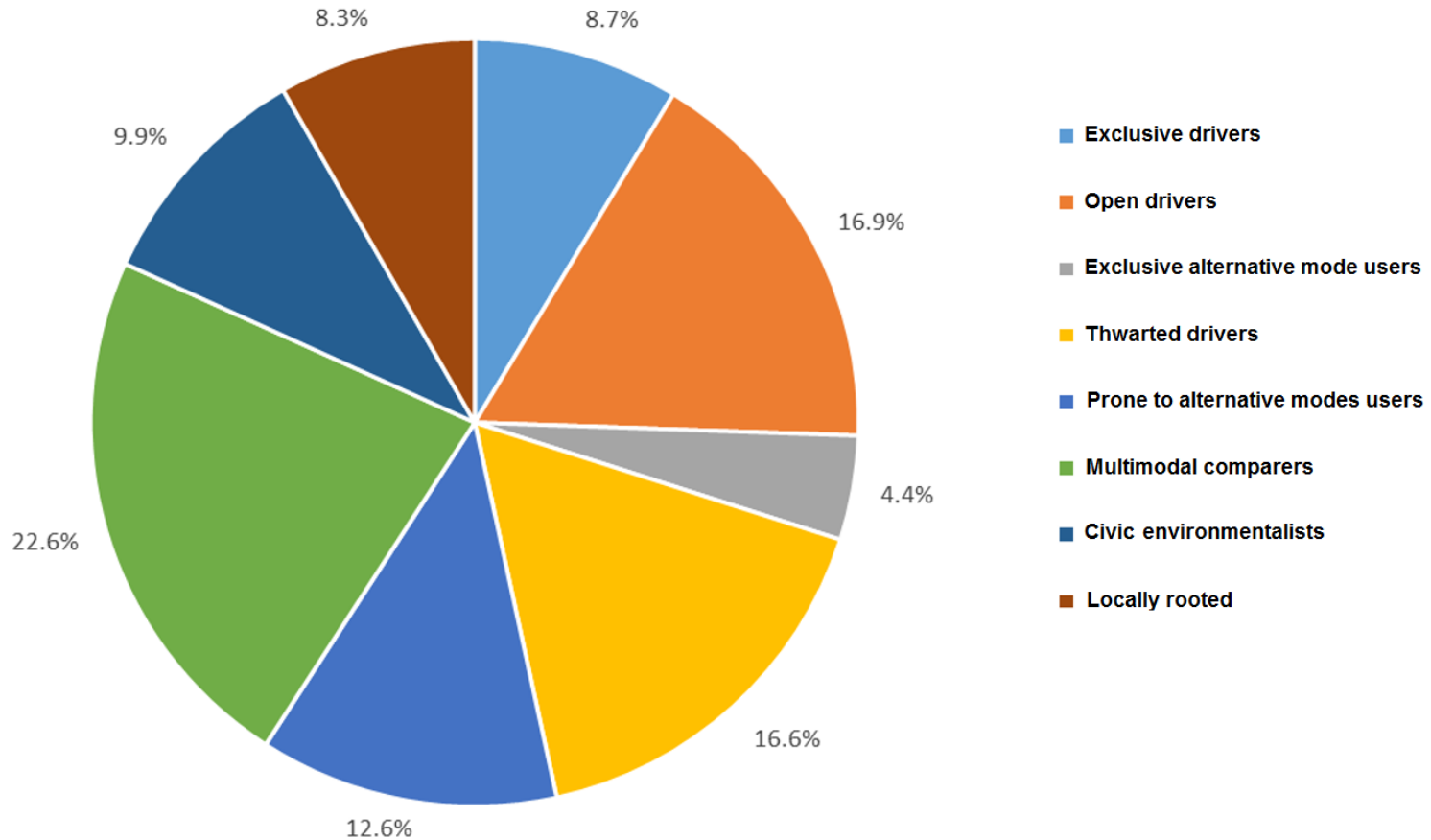
## Readiness for intensive mobilities of the french population





# Surveying mobility practices and potential for change

Distribution of the French population depending on modal choice logics







## Three scenarios for the future

**ULTRA-  
MOBILITY**

«Faster and further»

**ALTER-  
MOBILITY**

«A different way  
of traveling»

**PROXI-  
MOBILITY**

«The quality of  
local living»



# The ultramobility scenario

## ULTRAMOBILITY

### Key trends

- Increase in work-related high mobility (long-distance and weekly commuting)
- Growing distance between the home and the workplace
- Development of online shopping/administrative procedures and telecommuting

## ALTERMOBILITY

### Impacts on mobility

- Larger travel-time budgets
- Sharp increase in long-distance mobility
- Less travel for services/shopping/work/studies
- Greater use of planes
- Single occupancy vehicle use still prevalent, and increasing in peri-urban and rural areas

## QUALIMOBILITY



## The altermobility scenario

ULTRAMOBILITY

### Key trends

- Aspirations for less car use in daily life and in public spaces
- Reduced car ownership among urban households
- Greater awareness of the link between physical activity and good health
- Increased openness to alternatives to single occupancy vehicle

ALTERMOBILITY

### Impacts on mobility

- Stable travel time budgets
- Existence of “door to door” altermobility service over the entire territory
- Increase in travel “chaining” and multimodality
- Increased use of active and shared modes
- Modal shift dynamics (see: Germany, Switzerland, the Netherlands, Denmark, etc.)
- Classic car used when no other solution is available

QUALIMOBILITY



## The proximobility scenario

ULTRAMOBIILITY

ALTERMOBIILITY

PROXIMOBILITY

### Key trends

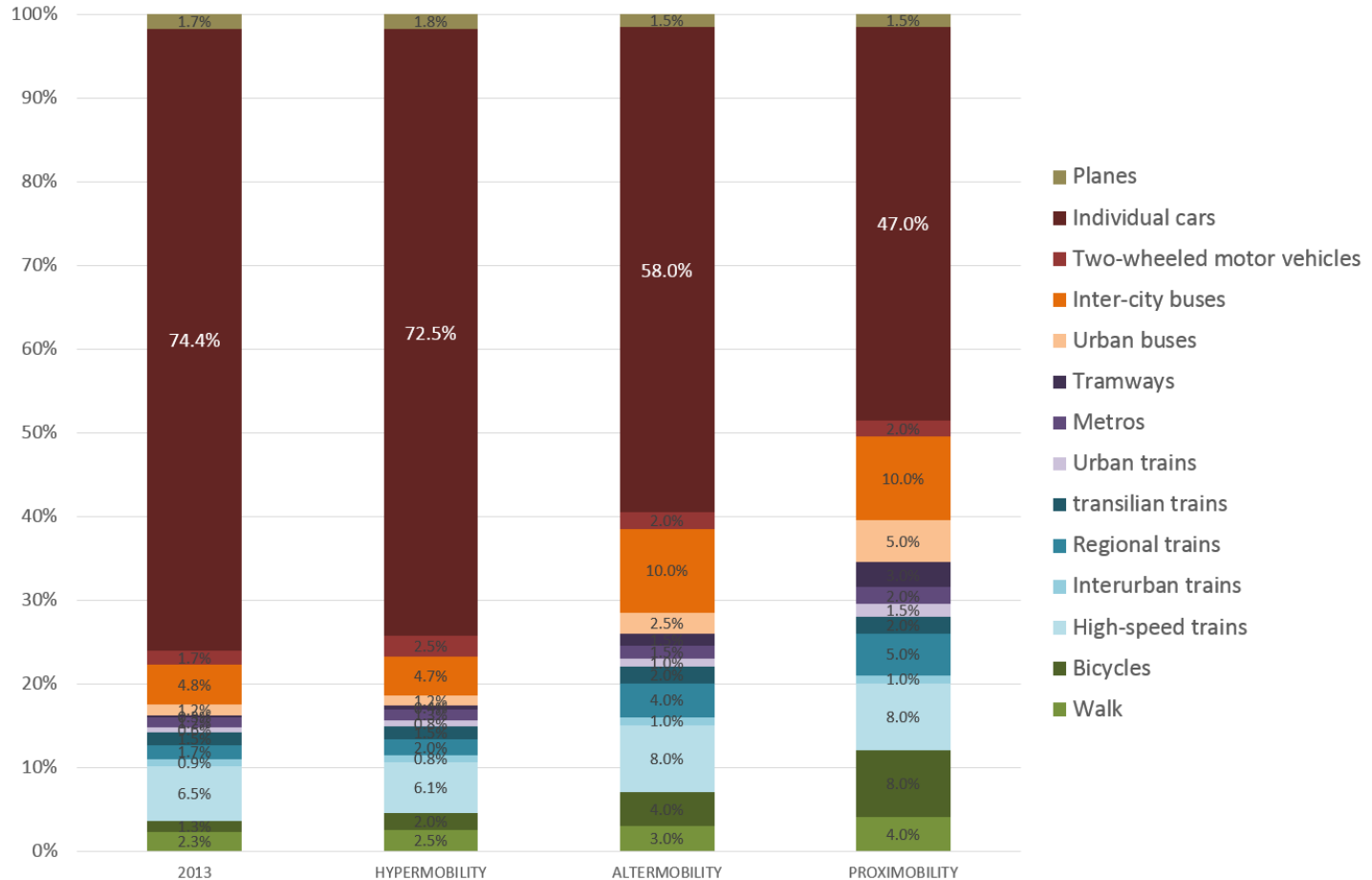
- Fatigue due to high mobility/fast-paced daily life
- Aspirations for a better quality of life (desire to slow down)
- Ultra-connected proximity
- Appreciation of proximity and reinvestment in local life: residential relocation versus long commutes
- Geographical densification and renewed appreciation of urban life and habitat

### Impacts on mobility

- Smaller travel time budgets
- Decrease in long-distance mobilities: shift from international travel to travel in France
- Sharp decrease in daily commute distances
- Daily: intensive use of active modes (walking, cycling) and moderate car use
- Long distance: use of the TGV because the quality of travel time is essential

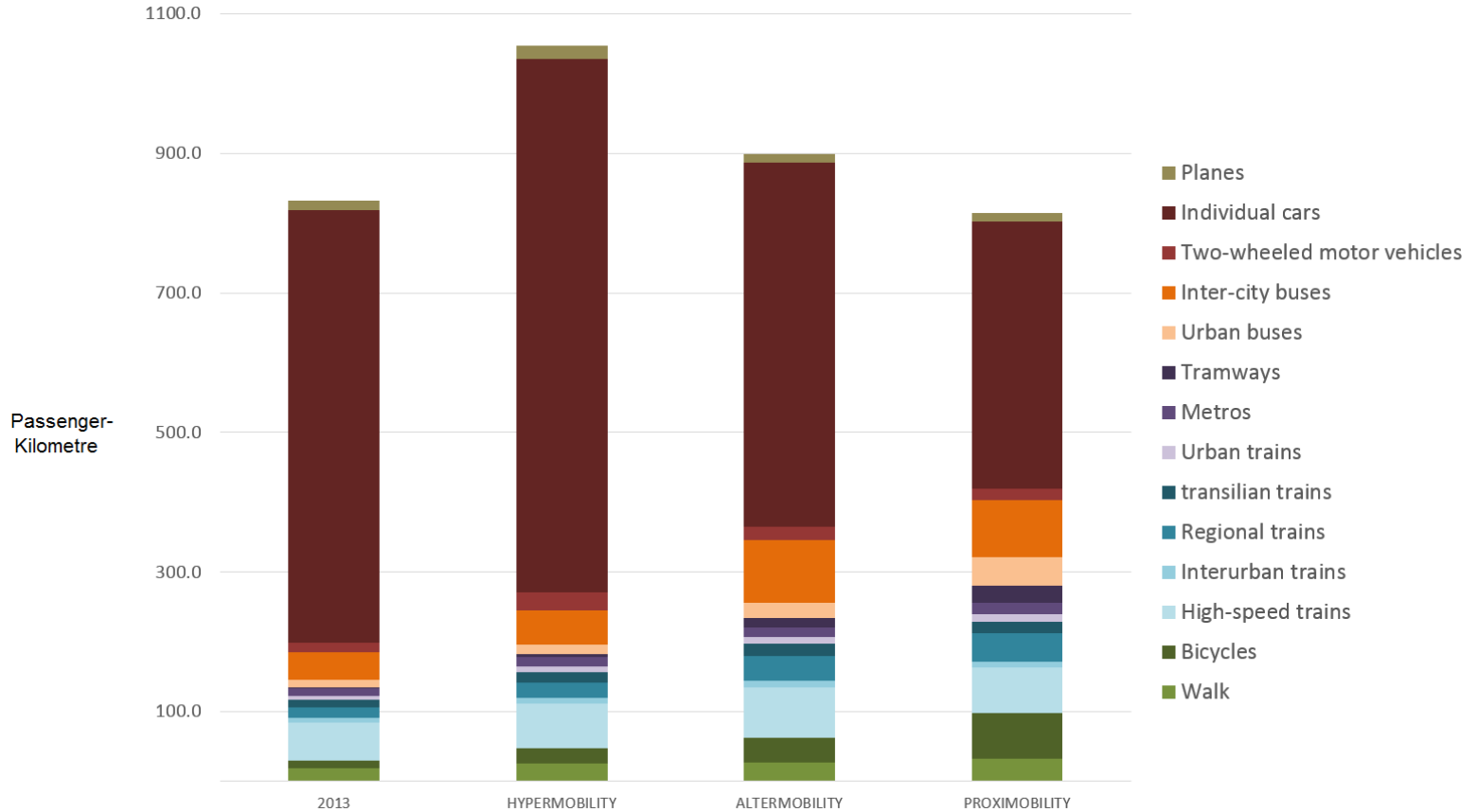


# Modal shares for the three scenarios (ultramobility, altermobility and proximobility)





# Traffic volumes for the 3 scenarios (ultramobility, altermobility and proximobility)





## Some conclusions

- > All predictions of future traffic must consider changing customer behaviors and needs as they evolve rapidly and as technological progress is changing the nature of mobility
- > Highlighting some ways to achieve France's commitments (to divide Greenhouse gaz emissions by 4) allows a better understanding of the need for a political engagement
- > Finally, we can question the place car will have in the future, without trying to give an answer...



**Thank you  
for your attention**

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