Integrated action plan for the city of Saint-Germain-en-Laye

URBACT- Space4People programme

30th of June 2022

I. Introduction to the Integrated Action Plan and the Urbact local group

A. IAP and ULG methodology

The Integrated Action Plan (IAP) was carried out by the services of the town of Saint-Germain-en-Laye and an Urbact Local Group (ULG) made up of the town's inhabitants, town hall personnel and elected officials, as part of the Space4People project of the European URBACT programme.

The local representatives are all members of local Committees, originally set up by the City. Creating the Urbact Local Group was part of the Urbact process, however it was already a systematic approach for the City as part of its public consultation process.

ULG meetings kick off with a brief summary of the discussions from the previous meetings, such as objectives or actions for the IAP, before continuing the discussions.
For the preparation of the IAP, the meetings were divided into the three axes : pedestrianisation and traffic calming, parking policy and intermodal hubs. The first meetings focused solely on the first axis, then on the second, and so on. In this context the ULG met very frequently, every week at first, and then twice per month.

The IAP was then edited by the City officers in between meetings, to summarise and develop the ideas based on local and other cities' experience, and suggestions from the ULG members.

As the ULG is set to be a permanent Committee, much like the pre-existing ones, the frequency of meetings will be lower. Currently, other Committees meet every three months, and at least four times per year. Because of its unique quality - gathering representatives from all Committees - the ULG will likely also be gathered in the context of major city projects.

B. List of ULG functions and expertise

ULG members	
Elected officials	Deputy Mayor in charge of roads, networks and mobility
	Deputy Mayor for economic activities
	Municipal Councillor for Active Mobility
City officers	Director General of City Services
	Deputy Director General of Services for Sustainable Development
	Urban Mobility Officer
	European projects Chief Officer
Local representatives	Representative of the local Council for Sustainable Development
	Representative of the Digital Council
	Representative of the Cycling Committee
	Representative of the Advisory Committee on Traffic and Road Safety
	Representative of the Municipal Commission for Accessibility
Local government representative	Director of Urban Development of the Saint-Germain Boucles de Seine Agglomeration Community

II. Context of the city and definition of the initial issues

The expected urban intensification with real estate and urban projects, accompanied by The arrival of the Tram-Train "T13" in the city requires a review of the use of the car in order to advance sustainable mobility in the city, but also the municipal strategy for the organisation of traffic and parking, which determines the quality of the urban environment.

The city is currently undertaking a number of developments that will be factors in the densification of the city by 2030 :

- Major property programmes,
- Ecoquartier (eco-district) de l'Hôpital, a new health and residential district in the immediate vicinity of the city centre, for which work began in August 2021,
- Bel Air-Fourqueux eco-district ; transformation of a ZUP and a ZAE into an eco-district with rehabilitation of urban slabs, renaturation of the Buzot spring, consolidation of the Fourqueux village centre on the southern edge of Bel Air, reconversion of office ZAEs into mixed programmes (e.g. Batigère project, mixed coworking - coliving - third-party premises - offices)
- Emergence of the campus in the west of the city ; a pivotal station between two T13 stations, a project between city and nature, with 5,000 students by 2025, in a city where education is a priority. It will have multiple functions (teaching premises, offices, i-tech companies, eco-district).
- Coeur des sources project : education, culture and sport in an urban park, start of works in 2024.

However, they will also strengthen links at the municipal, departmental and regional levels - connection of the T13 in phase 2 in 2027, crossing of a new Seine bridge on the Achères/Triel side, as well as the arrival of the Grand Paris Express at the regional level.

Through the Space4People network with Urbact, the city continues to engage in a policy of sustainable and resilient urban development, increasing pedestrian space, reducing and optimising parking in public space, and optimising the service to intermodal hubs.

A traffic and parking study was also launched in November 2021, and like the Urbact programme, it is based on current trends in the sharing of urban space, but also on the local parameters of current and future real estate projects, taking into account the needs of local residents in order to build a sustainable proposal.

The main challenges addressed in this IAP are :

(1) The extension of the pedestrian zone in the city centre, with related issues (deliveries and access control).
(2) The optimisation of existing and newly developed intermodal hubs as multifunctional hubs, contributing to the attractiveness and livability of the city in the context of the opening of the new T13 suburban tramway (spring 2022).
(3) Optimisation of parking management and infrastructure.
(4) Adapting traffic, parking and infrastructure to make more room for active mobility.
(5) limit the impact of the Clos Saint Louis project on existing traffic problems

III. Definition of objectives, targets and indicators

Saint Germain-en-Laye seeks to maintain the attractiveness and liveability of its city-centre, further enhancing them in the rest of the city.

The Integrated Action Plan for the city of Saint-Germain-en-Laye will focus on three components :

(1) Public space configuration and use : better use of public space favouring active mobility and urban life (social, cultural and commercial vivacity). The indicators used for measuring this are : surface of pedestrian area, volume and type of activities, users (residents, visitors, business keepers etc.)

(2) The creation of a network of secondary centers (developed in relation to urban mobility flows) optimally connected to the main center : a balanced network of multifunctional multimodal hubs developed around the stations of T13 and offering optimal access to services and goods for all inhabitants, including mobility impaired people

(3) Traffic flows and parking management : optimised traffic flows and parking management rendering urban mobility a pleasant experience and allowing the maximisation of spaces for people and their activities

Indicators will play a heavy role in determining the effectiveness of implemented actions. Possible indicators that can be used for this purpose include :

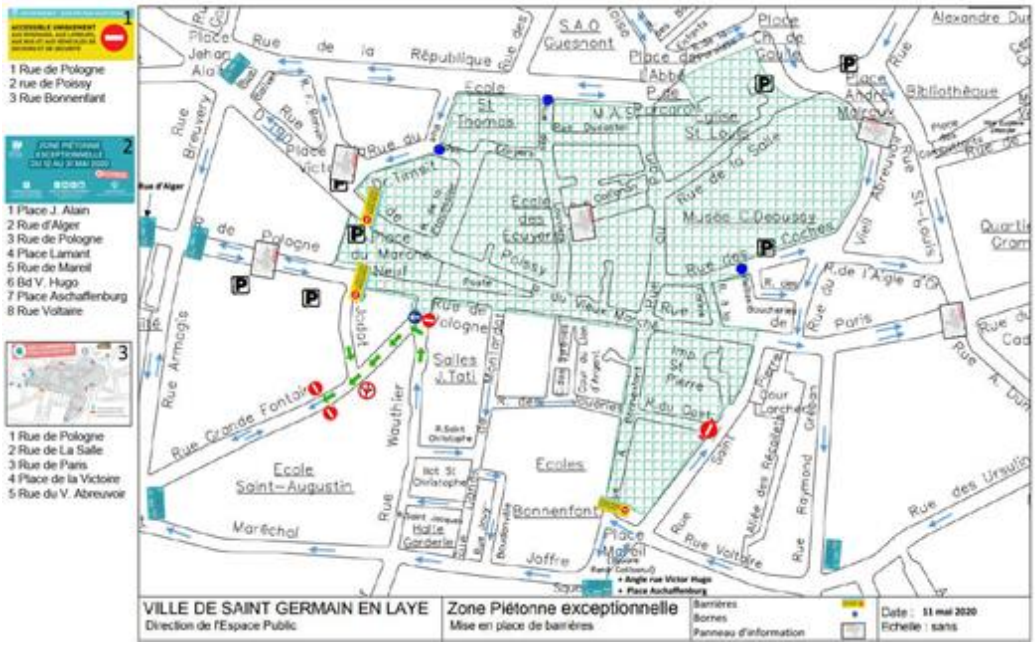
Use
Fluctuation in the use of other modes of transport (effective redistribution or not)
Air quality
Length/width of cycle tracks
Counts
Surveys
Vehicle speed measurement
Security data from the municipal police

IV. Pilot action : extension of the pedestrian zone in the city centre

A. Pedestrianisation in progressive phases

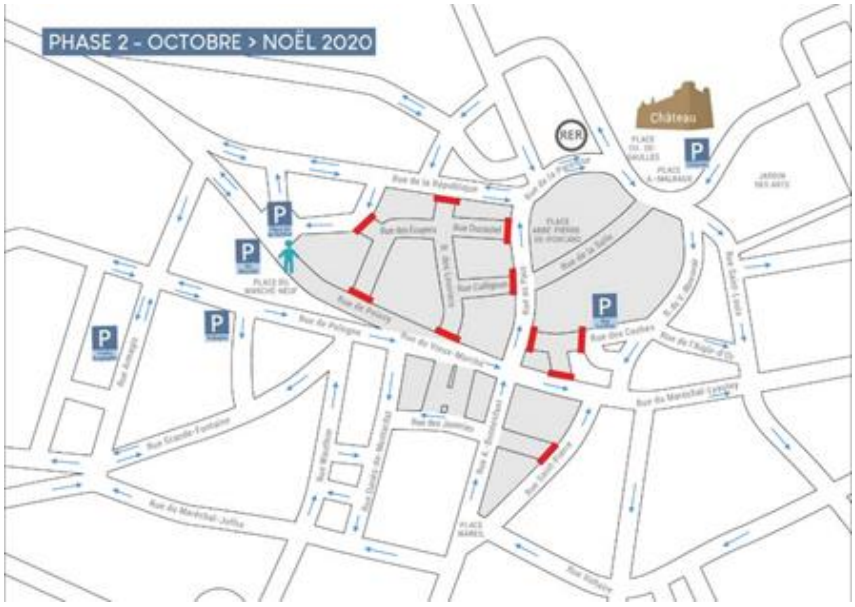
The pilot action was carried out at the end of the first lockdown, in the summer of 2020.

All week-long – Monday to Sunday – pedestrians could walk freely around the main square and surrounding streets, from the end of the confinement on May 11th to June 22nd, during the first stage of the scheme. In its' second stage, the same area was closed off to circulation from Friday to Sunday, while traffic could navigate on other days, until August.



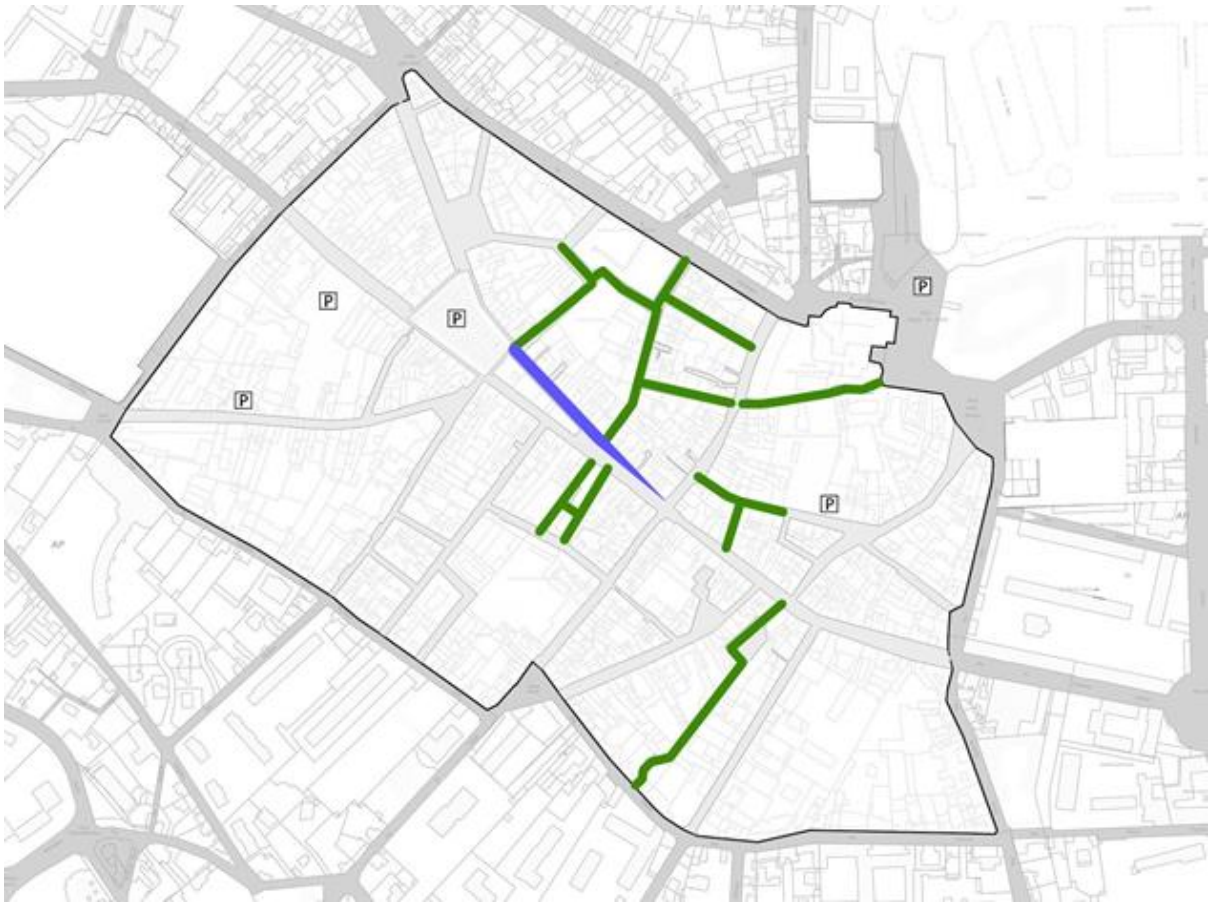
Phase 1 of the pedestrianisation of the hypercenter (May 11th to August 1st)

Inaugurated during the Journées Européennes du Patrimoine (dedicated to cultural heritage) mid-September, and launched early October, a second phase of pedestrianisation was put in place, and is still active today. This phase concentrated the pedestrianisation on certain streets (particularly rue de Poissy) and relieved a few main arteries for circulation (rue de Pologne, rue de Bonnenfant), in response to circulation resuming its flow after the confinement. In both phases, road traffic was cut off by manned barriers at the entry of each extremity of the zone, and cars circulated in the periphery of the zone.



Phase 2 of the pedestrianisation of the hypercenter (October 10th until today)

This pilot action also contributed to the development of the Safely Connected EIT Urban Mobility project last year, and it resulted in the permanent reconfiguration and pedestrianisation of a part of the rue de Poissy (in blue on the picture below).



The middle part of the street that links the new market square to the old market square, was inaugurated in September ‘21.

The eastern section of the street, leading to the old market square, is currently under construction, and will be inaugurated on September 17th (European Heritage Day).

The western section of the street, leading to the place de la Victoire is planned for 2024. This section will not be pedestrianised but rebuilt with an identical design to the rest of the rue de Poissy.

B. A follow-up survey conducted by OpinionWay

A survey on the perception of potential and existing pedestrian areas in the Saint-Germain-en-Laye city centre was conducted from November 20th to November 24th 2020. On a total of 703 responders, 501 were residents of Saint-Germain-en-Laye (SGEL), and 202 were residents of neighbouring cities.

On the whole, residents (85%) and neighbouring residents (73%) are satisfied with the current pedestrianisation of the city, in other words the pedestrianisation from Friday to Sunday of the city center.

Amongst the reasons listed for those in favour of increased pedestrianisation, the main arguments revolve around it evolving the city centre into a more pleasant, calm, accessible to soft mobilities, and more ecological area, as this also implies less noise and circulation of cars.

Indeed, the question around traffic and parking in the centre is the most interesting take-away from the survey, as less responders tend to say they are satisfied with the current situation than for the other themes (shops and attractivity): on average – blending responders from SGEL and neighbouring cities – 53,5% are content about traffic and circulation in the city, and only 37% are content with parking in the city. This leads to some respondents explicitly disagreeing with further pedestrianisation of the city as they believe it will worsen the situation – roughly 15% of SGEL residents, and 23% of neighbouring residents.

On the other hand, while a great majority of responders seem to agree that increased pedestrianised areas in the city might make parking and traffic a larger issue, they also think it is a positive endeavour for the residents (83% and 79%), the local shops (80% and 79%) and the overall attractiveness of the city (79% and 72%).

Lastly, a large majority of responders, both from and around SGEL, opted for the pedestrianisation from Friday to Sunday, as it is currently, against the option of reinstating the Monday to Sunday cycle.

Overall, the survey highlights the approval of a majority of respondents to the increase of pedestrianised areas, and a need for a more accessible, calm and shared public space, despite concerns with traffic and parking management in the city centre.

V. Action plan

A. Framework for the action plan

The Integrated Action Plan for Saint-Germain-en-Laye is organised in three axes. Each axis is made up of action sheets resulting from proposals made by the ULG Committee with the aim of subsequently becoming an operational plan.

1. Axis 1 : Review of pedestrianisation and decongestion of the city centre
2. Axis 2 : Reorganisation and management of traffic and parking
3. Axis 3 : Intermodal hubs and alternative mobility

For each action an action sheet has been prepared, detailing the objective, scope, location and implementation required to achieve it.

A proposal was also made for a timeframe for the implementation of the project, which is under discussion and may be modified at a later date depending on the evolution of other projects and actions of the city.

- The short term corresponds to the arrival of the T13 and the entry into force of the LOM law by 2025.
- The medium term corresponds to the inauguration of the Grand Paris Express by 2030.
- The long term is more in the realm of the prospective at 2050, and concentrates what we would like to see happen in the city, without knowing at this stage the impact of the projects upstream.

A budget estimate should be made in the reflection phase of the implementation framework, when the actions will be studied for future implementation.

The actors involved are also listed : city services, external service providers, public transporters, government institutions (CASGBS, Département, Region) both on the investment/financing side and on the development/operation side.

B. Definitions of actions

Axis 1 : Review of pedestrianisation and decongestion of the city centre

Action 1: Calming of the Désoyer/Pologne/de Paris street	
Axis	1: Review of pedestrianisation and decongestion of the city centre
Specific objective	Maintain traffic flow and have more space for pedestrians and bicycles, taking the example of the Poissy roadworks of redirecting traffic. Remove parking, limit speed, and make the road one-way.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	Directorate of Public Spaces of the city
Description	Following on from the pedestrianisation of the hypercentre, there is a desire to make the city centre quieter, without removing access to motorised vehicles. We can therefore imagine a staggering of zones starting from the hypercentre; a pedestrian zone, then a 20 or calmed zone, followed by a 30 zone in a more distant area. The Rue de Pologne/Paris between the Centre Administratif and Rue Saint-Pierre marks the southern perimeter of the current pedestrian zone, and would therefore make it possible to link the future Clos Saint-Louis district and the hypercentre. Project: The area will remain open to traffic, but - a reduction in the speed limit (20 ?), - a one-way system with traffic redirection - improvements to slow down vehicles - improvements to give more space to pedestrians and cyclists - highlighting of neighbouring pedestrian or meeting areas (Vieil Abreuvoir) using totems ndla: either lower the speed limit (from 30 to 20) or increase the current limit (30) As part of the Clos Saint-Louis project, parking removed between Alger and Armagis.

Action 2. A school street	
Axis	1: Review of pedestrianisation and decongestion of the city centre
Specific objective	Closing a school zone to peak hour traffic (7:30-8:30 and 16:30-17:30), with reopening at off-peak hours
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	Directorate of Public Spaces of the city Municipal Police
Description	The zones could, like the limited traffic zones (ZTL) in Italy, or the "school streets" in Brussels[1] , be closed to traffic according to the time of day, within a radius of 50m around a school (or a school district). Example of Conflans (street closed to traffic) or Saint-Maur-des-Fossés type ZTL, with opening at off-peak hours. On a case-by-case basis (not "one school, one street closed"). Project: - Order for the closure of a street/area within a 50m radius of the establishment to motorised traffic during peak hours X - Appropriate marking and staking - Traffic redirection plan ndla: specific school/neighbourhood to be determined.

Action 3. Reuse of existing car parks	
Axis	1: Review of pedestrianisation and decongestion of the city centre
Specific objective	Relieve the car parks in the city centre. Optimising the use of existing infrastructure, adapting it to new needs. Free up surface parking.
Implementation time	Short term - once the traffic and parking study is completed.

[1] https://www.brusselstimes.com/brussels-2/169502/brussels-30-km-h-zones-5-months-on-less-accidents-city-30

Budget	TBD
Actors involved	Public service delegate for the operation of the car park City Hall Services
Description	A relief car park could be set up, with exceptions for HGVs, deliveries, and people with reduced mobility (e.g. people with disabilities or senior citizens). This would also help to reinforce the priority given to people with reduced mobility in certain parking areas in the city centre. We could start from existing car parks such as the Lisière Péreire, Rotondes, Pompidou, Piscine or the Camp des Loges back alleys. Under-used car parks can be changed: the Pompidou car park could be turned into a priority car park for shopkeepers and/or visitors to the Maurice Denis Museum, depending on demand.

Action 4. Electric shuttle service	
Axis	1: Review of pedestrianisation and decongestion of the city centre
Specific objective	Reduce motorised traffic in the city centre. Improve public transport services to railway stations. Improving accessibility of the last mile.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services CASGBS
Description	By linking railway stations to residential areas, the **electric shuttle bus** currently being tested makes it possible to serve the last mile and discourage the use of private cars in the city centre. We could start again from this model by increasing the frequency of passage to 10 minutes and by making it possible to get on by simply waving to the driver (no predetermined stops on the route) like the

	"diabline" in Aix en Provence, and the night shuttle currently in service (fixed route but stops according to the demand) The interest of the shuttle depends on the city centre and whether or not it is completely pedestrianised: either it adds motorised traffic or it becomes a relief solution.

Action 5: Reuse of the underground corridor of the RER station	
Axis	1: Review of pedestrianisation and decongestion of the city centre
Specific objective	Improve pedestrian traffic flow at the RER station and the T13 Château station.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	RATP City services
Description	**The underground corridor between the RER station and the future Tram 13 station**, next to the Piscine, could be used to access the relief parking. To do this, a dialogue is necessary with the RATP, because at this stage you can only use it if you have a Navigo pass. Action required: 1) if the Piscine car park becomes a relief car park, or if the station centre is made inaccessible to cars other than public transport (PEM study) 2) in any case because there is the question of the link between the Town Hall and the Swimming Pool for pedestrians.

Action 6. Digital signposting	
Axis	1: Review of pedestrianisation and decongestion of the city centre
Specific objective	To improve the visibility of under-used car parks and to improve the flow of motorised traffic.

Implementation time	The city is currently in dialogue with JCDecaux.
Budget	TBD
Actors involved	External service providers (such as JCDecaux) City services
Description	The development of digital technology is a good tool to address the problem of traffic congestion in the city centre when looking for a space. The city has had digital information boards installed this year. It also has some dynamic signs for the surrounding car parks. We could imagine **optimising the signposting, with a digital variant** to facilitate the transit of these vehicles and communicate on subscriptions by developing a smartphone application, for example.

Action 7. Car rental service	
Axis	1: Review of pedestrianisation and decongestion of the city centre
Specific objective	Reduce motorised traffic in the city centre. Limit surface parking to give space to pedestrians, bicycles and green spaces.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services Public service delegate for the operation of car parks
Description	In the same vein, a **car rental service** and car sharing would free up space in the hypercentre. For example, the company Getaround is currently marketing car-sharing.[2]

[2] See also the feedback from Brussels with the Cambio car-sharing system coupled with the development of cycling:
https://evenements.courrierinternational.com/vers-la-mobilite-de-demain/comment-lessor-du-velo-developpe-le-recours-a-la-voiture-partagee-a-bruxelles/?fbclid=IwAR29bkW5qAM0FA5lKx7Bm-HWzDS4B1QaHztbguEfD_aj9ST4L_-EuiFBmU0_aem_AcuKzE-IbvNQXgDfuOnd1bDiYv5pfBtTVn8zArBwErzEDKT1JXesL42wpItN8AXEL8F1xfYlhBUmu63XyObrGmSsGR-6mioRpmxuYKqhaKVPXikGRnjJPkf7HmeyyC9L7qiqwSo8vnxz8UXseur35kKA

	We could discuss with our service provider Indigo to see if we could allocate spaces to car-sharing: the Château car park is never full, nor the Lisière Péreire car park), in line with the Relay label. Indeed, many city dwellers who use walking, cycling or public transport on a daily basis only need their car at weekends or on holiday. The car-sharing system would allow them to avoid owning a car (as the rental cost is lower than the maintenance and insurance costs) and thus free up parking spaces.

Axis 2: Reorganisation and management of traffic and parking

Since November 2021 and until June 2022, the city has been preparing the study of a new traffic and parking master plan for its territory to rethink its current organisation and accompany the changes in mobility as well as the city's structural projects.
The elements of this action plan will make it possible to feed the reflection on this master plan and to define complementary actions, and vice versa.
Objective(s) for parking? To prioritise the use of multi-storey car parks while guaranteeing a certain degree of autonomy for its users (related services). Improving the rotation of local parking lots and deliveries.

A. Major issues identified by the ULG group

People with reduced mobility have a **lack of visibility in car parks and** therefore prefer surface parking.
The town of Saint-Germain-en-Laye is at the heart of a motorway junction: several departmental and national roads cross it. **Traffic on these roads is very dense, and there** is also a lot of off-road traffic in the rest of the town. This lack of fluidity creates safety problems and noise and air pollution.
A significant proportion of car traffic in the central part of the city is through traffic from outside the city (as opposed to residential or shopping traffic); the traffic study currently underway should make it possible to specify its characteristics and to take measures to avoid it.
A significant part of the morning and evening traffic is related to the accompaniment of children to school.
In some parking areas, there are difficulties in rotation, because of **so-called "suction cars"** that prevent other vehicles from parking, by occupying the spaces on a long-term basis.
There is a need to encourage the **transfer of users from surface to underground car parks** (or from public to private space). Measures are already in place but do not seem to be sufficient, such as attractive pricing and free 30 minutes.
The organisation of car parks also needs to be reviewed. Some **car parks in the city are not used to their full capacity**, so there is a significant loss of space. For example, the Pompidou car park is underused, and the Michel Péricard car park is waiting for the arrival of the future Tram 13 to be fully used.
Moreover, the surface car park at the Piscine is in a blue zone, but there is a **fear of a Park and Ride effect** with the arrival of the T13. In other words, there is a fear that people from surrounding towns will come and park to take the Tram 13, as the Piscine car park is already saturated. Considering an underground car park at the swimming pool (long-term vision)
The **CASGBS electric shuttle** that serves the city centre and the Grande Ceinture station may not be calibrated to the best possible use. The route, communication and frequency of the CASGBS shuttle should be studied in relation to other uses that may emerge.
The city's bus station is located on Rue de la Surintendance. It is also a **drop-off zone**, which is often used by buses, thus saturating the local traffic.

There is an increased demand from residents **for charging points** for electric cars, especially in residential areas.

B. Proposed measures to encourage the prioritisation of car parks

Action 8. Preferential pricing in car parks	
Axis	2: Reorganisation and management of traffic and parking
Specific objective	Facilitate access to car parks for all. Encourage the use of multi-storey car parks.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	Public service delegate City services
Description	The city could introduce a **preferential rate for people with reduced mobility** in its car parks. The Gare de Lyon car park, for example, which is managed by Indigo (which also manages most of the car parks in Saint-Germain), has a special rate for people with reduced mobility, at least for season tickets. However, the surface car park remains the most accessible to PRMs, so a preferential rate could also be applied to other specific situations (residents, students, etc.).

Action 9. Secure car parks	
Axis	2: Reorganisation and management of traffic and parking
Specific objective	Make underground car parks more welcoming and pleasant to encourage their use.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services

	Public Service Delegate for the organisation and management of the car park (e.g. Indigo)
Description	In off-peak periods and in the evenings in particular, the lack of lighting, signs, maintenance or unsanitary conditions in some car parks can be a factor of insecurity and therefore a deterrent to use. It is therefore necessary to work with the car park operators to improve these points.

Action 10. Increasing underground parking space	
Axis	2: Reorganisation and management of traffic and parking
Specific objective	Increase the supply of indoor facilities to compensate for the saturation of the surface supply.
Implementation time	Ongoing - work started in August 2021.
Budget	TBD
Actors involved	City services Public Service Delegate for the organisation and management of the car park (e.g. Indigo)
Description	New development projects should be used to add parking facilities. The **new private underground car parks built as part of the** development of the Clos Saint Louis district are an opportunity to optimise use and relieve the occupation of other underground car parks.

Action 11. Pilot action	
Axis	2: Reorganisation and management of traffic and parking
Specific objective	Make the pricing of parking garages more attractive than that of surface parking.
Implementation time	Short term - once the traffic and parking study is completed.

Budget	TBD
Actors involved	City services Public Service Delegate for the organisation and management of the car park (e.g. Indigo)
Description	In the same way that preferential rates could be created for PRMs, those who can use public car parks could be encouraged to do so through a **pilot scheme**. For example, the city of Saint-Quentin-en-Yvelines grants 2 hours free use of public car parks. This action required a parallel harmonisation of tariffs between the surface and the structure.

Action 12: Installation of charging points for electric vehicles	
Axis	2: Reorganisation and management of traffic and parking
Specific objective	Increase the supply of electric charging stations.
Implementation time	Ongoing - five terminals are planned for 2022.
Budget	TBD
Actors involved	City services Public Service Delegate for the organisation and management of the car park (e.g. Indigo) Ile de France Region
Description	In view of the high demand for the installation of electric charging points (BRVE), the installation of these points in structures and on the surface would be an additional incentive for electric vehicle owners. On the ground, recharging is slow and long. Above-ground charging is different and allows for accelerated charging. There is therefore less rotation projected for indoor facilities, which makes it necessary to install (additional) surface charging stations.

Action 13. Extension of the residential tariff zone

Axis	2: Reorganisation and management of traffic and parking
Specific objective	Relieve municipal car parks and surface parking.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services
Description	The extension of the residential rate on surface parking lots in the centre deserves consideration.

Action 14. Participation of shop-keepers	
Axis	2: Reorganisation and management of traffic and parking
Specific objective	Transfer customers from shops to multi-storey car parks and increase the number of customers.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services
Description	To encourage underground parking, it could be proposed that **shopkeepers contribute to the cost of parking**. The town of Isle-sur-la-Sorgue, for example, has introduced this measure for the end-of-year celebrations in 2019. Retailers also need to adapt and encourage the use of indoor parking facilities. On the other hand, terraces can also be installed in front of restaurants, as in the case of Soprano and Bon Accueil, to accommodate more customers, at the expense of parking spaces.

Action 15. Low Emission Mobility Zone (ZFE-m)	
Axis	2: Reorganisation and management of traffic and parking

Specific objective	Reduce car traffic, especially in the city centre.
Implementation time	Long term
Budget	TBD
Actors involved	City services
Description	In a more forward-looking scenario, there is also the possibility of creating a low-emission mobility zone « Zone à faible émission mobilité ZFE-m » (such as the communes of the inner suburbs within the Greater Paris metropolis) or a toll system, similar to the "Congestion Charge" in London, or even closing the city centre to car traffic.

Action 16. Digitisation of information on the electric shuttle	
Axis	2: Reorganisation and management of traffic and parking
Specific objective	Encourage the use of the electric shuttle.
Implementation time	The current shuttle service will be discontinued, but this action could be used for another shuttle service.
Budget	TBD
Actors involved	City services CASGBS
Description	Improved communication of timetables with digital tools such as QR codes or a geolocation service for the **CASGBS electric shuttle**, as well as an increase in the frequency of the shuttles, will make it possible to serve more users in the area around the RER station, the shopping centre and the Lisière Péreire station.

Action 17. Electric shuttle service to relieve car parks	
Axis	2: Reorganisation and management of traffic and parking
Specific objective	Encourage the use of relieving car parks/parking facilities on the outskirts of the city centre.

Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services
Description	Another shuttle could be set up to serve the relief car parks at the stations to the city centre (without bypassing public transport or the T13), for example between the Péricard car park and Place Jehan Alain.

Axis 3 : Intermodal hubs and alternative mobility

A. Issues identified by the ULG group

Introduction of regulations within a 500m perimeter around the T13 stations and especially around the park-and-ride facilities financed by Ile-de-France-Mobilités (IDFM).
Need for secure parking for all modes (cars, bicycles, alternative mobility): both above and below ground.
Change in user habits.
Transport hubs should be hubs for changing between modes and not just hubs for motorised vehicles.
Choice of management method for self-service bicycles or other modes.
Room for "real" parking if it is not shared : car-sharing encourages less parking, and less parking encourages car-sharing. This is a virtuous circle to be encouraged.
Cycle network to be developed to link the centres of attraction, and to integrate school flows: to be the subject of a specific analysis during the traffic and parking study and the next cycling committee.
The reduction in vehicle speed is necessary but has an impact that varies according to the user (PRM); it must be offset by optimising public transport services.
Sharing space and prioritising modes.
The lack of safety for cyclists (space shared with car traffic) which is an obstacle to the use of bicycles. Moreover, few children and young people use bicycles in the city, especially to go to school, college or high school.
Pedestrians point to a lack of cohabitation with bicycles.

B. Proposed measures to encourage the use of active mobility and public transport

Action 18. Self-service bicycle service	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Encourage the use of bicycles in the city.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services IDFM

Description	Project: Provide access to a bicycle rental service (medium/long term) near the RER/T13 station (Veligo type). Note: a short-term rental service was set up last year with the OTI and Green On without much success: the service was discontinued after one year (rue Henri IV).

Action 19. 30 km/h city	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Homogenise the speed of the city with neighbouring cities. Slow down motor vehicles.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services
Description	Limit the speed of cars by implementing 30 km/h zones or 30 km/h zones : - Slow-down facilities for motorised vehicles: plateaus at regular intervals, narrowing, radar, etc. Dedicated infrastructure for bicycles and safety - 10 km/h roads

Action 20: Secure bicycle parking	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Encourage the use of bicycles.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services CASGBS IDFM
Description	Current bicycle parking facilities are not secure, and the town of Saint-Germain-en-Laye suffers from theft in its bicycle parking.

	The installation of secure shelters such as La Ruche/Velo Boxx/Altinnova provides additional choice for residents, particularly for those who cannot park their bikes at their place of work or residence.

Action 21. Bike learning programmes for young people	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Improve the cohabitation of modes and the sharing of public space.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services (Children's Department) Municipal Police
Description	Implement bicycle/road-sharing learning programmes in schools : bicycle permit, "Savoir Rouler à Vélo". This would help to calm down school districts in particular.

Action 22. Optimisation of public transport	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Encourage the use of public transport and active mobility.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services CASGBS
Description	Improving the service to the city centre with public transport and frequency by limiting the waiting time for users to a maximum of 10 minutes to compensate for the lower speed of cars.

Action 23. (Positively) discriminating infrastructure	
Axis	3: Intermodal hubs and alternative mobility

Specific objective	Encourage the use of alternatives to the car around railway stations.
Implementation time	Short term - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services
Description	Facilitate the flow of pedestrians and active mobility (cycling) as alternatives to car use at multimodal transport hubs (PEM) with, for example, a 20 zone and/or markings for motorised vehicles.

Action 24. Drawing up a cycling master plan	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Improve the cohabitation of modes and the sharing of public space.
Implementation time	Ongoing - as part of the traffic and parking study.
Budget	TBD
Actors involved	City services CASGBS IDF Region
Description	Increase in the number of cycle paths with the CASGBS cycle plan, the RER-bike network of the IDF region and the development of cycle paths by the city. Creation of a cycling master plan to accompany the CASGBS projects and serve as a support point for the city's developments. Develop a continuous exclusive right-of-way network, and link stations, cultural venues, schools and medical centres.

Action 25. Bringing the city up to standard (cycle lanes)	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Improve the cohabitation of modes and the sharing of public space.
Implementation time	Medium term

Budget	TBD
Actors involved	City services
Description	Take advantage of the renovation of urban roads to integrate cycle tracks in accordance with the LAURE law.

Action 26. Secure parking	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Ensure safe access to parking for all those who need it.
Implementation time	Medium term
Budget	TBD
Actors involved	City services
Description	Designing an offer that allows all residents without private bicycle space to have a secure space.

Action 27. Bicycle-specific infrastructure	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	To make the city more accessible to bicycles (electric and mechanical).
Implementation time	Medium/Long term
Budget	TBD
Actors involved	City services
Description	Reunify the districts by resolving the black spots of discontinuity for soft mobility by means of footbridge or tunnel type developments (for example at the RN 13/Priolet Street junction). This work is extremely expensive and would require financial contributions from other levels of government.

Action 28. Multimodal signage	
Axis	3: Intermodal hubs and alternative mobility

Specific objective	Encourage the use of bicycles for the last mile.
Implementation time	CT - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services
Description	Multimodal signage at the PEM multimodal exchange hubs (bus, RER, bicycle, shuttle) and information on bicycle rental and the time between pedestrian and bicycle landmarks.

Action 29. Adapting to the arrival of the T13	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Encourage the use of bicycles for the last mile.
Implementation time	Ongoing - under the new public service delegation, which will be effective from January 2023.
Budget	TBD
Actors involved	City services CASGBS
Description	Adapt public transport with the arrival of the T13: review the bus network to avoid duplication with the T13, and reconsider public transport needs. The economic and operating model of the electric shuttle also needs to be reviewed: it cannot be free, but there are other possibilities, such as setting up a pilot scheme for a free shuttle at the weekend (and paying during the week) with free parking for users. On the other hand, perhaps the economic model of an autonomous shuttle would work?

Action 30. Communication	
Axis	3: Intermodal hubs and alternative mobility

Specific objective	Showing the progress of the city to the inhabitants.
Implementation time	Short term
Budget	TBD
Actors involved	City services
Description	Recurrent communication on cycling projects (network, cycling plan): exhibitions in the town hall's administrative centre and at the Maison des projets (association premises managed by the town hall).

Action 31. « Alternative » school transport	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Allow continued access to schools by car but limit the space for drop-off cars in the car park.
Implementation time	Medium term
Budget	TBD
Actors involved	City services
Description	Organise transport to schools, colleges and high schools to reduce the use of private vehicles for drop-off (development of public transport such as "school buses" from the city entrances, making cycling in the city safer, etc.).

Action 32. Develop MaaS	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	To allow continued access by car into the city but to limit the amount of parking space for cars.
Implementation time	CT - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services
Description	Car rental service (MaaS) to be developed/borrowed from the economic

	model without the company, and to be encouraged by the city : different types: private rental company, rental between individuals, car station (Autolib), free floating. Rental services could be offered around hubs. The company Sixt currently has spaces in the Poland car park (subscription). Encourage the virtuous circle of car-sharing and parking demand.

Action 33. Improve signage for active modes	
Axis	3: Intermodal hubs and alternative mobility
Specific objective	Improve the cohabitation of pedestrians and bicycles.
Implementation time	CT - once the traffic and parking study is completed.
Budget	TBD
Actors involved	City services
Description	Addition of vertical signage on routes shared by bicycles/pedestrians to specify speed limits (10 km/h) and the behaviour to adopt. For example, an application is possible on the streets of Poissy, Vieil Abreuvoir, and other pedestrian streets.

VI. Framework for implementation

This section will be the subject of future ULG meetings. It will depend on the decisions taken in the framework of the traffic and parking study which is currently underway.

VII. The financing plan

- Own funds
- REACT EU Sustainable Mobility (ERDF) - 40% funding for the extension of the city centre pedestrian zone (already applied for)
- Departmental & regional funds (e.g. for the development of the cycle path network)
- Recovery and Resilience Facility
- EIT Urban Mobility
- Connecting Europe Facility (CEF) for transport
- Climate Resilient and Smart Cities Mission
- Horizon Europe Climate, energy and mobility
- European Urban Initiative (ex UIA)
- INTERREG Europe 2021-2027 programme

VIII. Risk analysis

- Worsening of the pandemic context

In the context of a health crisis, the city's capacity to adapt makes it possible to limit the risks. Although there will inevitably be a new hierarchy of projects, this does not radically change the mode of governance.

- Shifting power and political priorities

Depending on the results of the municipal elections, the new local government may support an agenda that is not shared by the previous government. However, it is expected that the IPA plan will go to the City Council soon to be formally approved and brought into line with other city strategies and plans.

- Unavailability of planned funds

Faced with this risk, the city can prepare other partnerships, review the financial project (business model), call for subsidies from local (CASGBS) or departmental (CD78) and regional (IDFM) organising authorities or call on the local community to co-finance certain projects (community action, call for volunteers....), optimise the activities of the actions to reduce costs.

- Competing interests slow down processes

The preparation of the IPA plan is supported by the ULG Committee. Whether it is a question of divergent interests within the Committee or with the inhabitants of the city, for example, the Committee itself will be an important tool for clearly communicating the objectives and ideas of the action plan.

- Insufficient staffing (number of people, missing skills, etc.)

As with possible funding problems, the city can call on the local community to provide physical support for its actions. In addition, the city can also call on external advice, and combine this with different solutions.