PUBLIC TRANSPORT & MOBILITY
ILE DE FRANCE REGION
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Summary

Overview of the current public transport network

Trends and challenges in mobility

Key actors

Urban & Mobility Plans

Public transport projects by 2030

New mobility experiences
Overview of the current public transport network
The Île-de-France context

Region Île-de-France:

One of the 13 French regions which represents:

2% of the metropolitan territory
19% of the metropolitan population

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<thead>
<tr>
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<th>Île-de-France</th>
<th>France</th>
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<tbody>
<tr>
<td>Population (millions)</td>
<td>12</td>
<td>64*</td>
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<tr>
<td>Surface (km²)</td>
<td>12 000</td>
<td>544 000*</td>
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* Hors départements d'Outre-mer

Source: Insee 2014
Mobility challenges

Population distribution
12 million inhabitants, spread around Paris and along the main valleys
A very dense core: 21,000 inhab./km² in Paris (100 km²), urban area still dense (3,700 inhab/km², 2,800 km²) and rural areas on the edge
New towns developed in the 60’, contiguous to the dense area

Jobs distribution
6,1 million jobs, focused on the Western inner core
Current network: suburban railways

Regional Express Railway
5 lines going underground through Paris

Transilien (suburban trains)
8 lines terminating at one of Paris main train stations
Current network: metropolitan railways

Metro

16 lines within a 10 km radius from Paris center. One of the oldest and densest networks in the world

Streetcars

9 lines, including 2 circle lines in progress (5 km and 10 km from Paris center)
The main road network: radials axes and 3 rings
Trends and challenges in mobility
Transport modal share in 2010

<table>
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<th>Mode</th>
<th>Share</th>
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<tbody>
<tr>
<td>Public transport</td>
<td>38.7%</td>
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<tr>
<td>Car</td>
<td>20.2%</td>
</tr>
<tr>
<td>Motorized 2 wheels</td>
<td>0.7%</td>
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<tr>
<td>Bike</td>
<td>0.2%</td>
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<tr>
<td>Other</td>
<td>3.8%</td>
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<tr>
<td>Walking</td>
<td>40.9%</td>
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Trips volume: 41,113,000
Distance travelled*: 180,544,000 km

Evolution of time travelled / day by IDF inhabitants

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<tr>
<td>Min/day</td>
<td>76</td>
<td>76</td>
<td>81</td>
<td>84</td>
<td>92</td>
</tr>
</tbody>
</table>

Evolution of car mobility / home location

Évolution de la mobilité automobile selon le lieu de résidence

Source: EGT 2010 STIF - OMNIL - IEA - Traitements IAU idF.
**Networks & figures (2015)**

Regional trains: 1,411 km / 448 stations
1.4 billion journeys

Subway: 16 lines, including 1 fully automated
217 km / 302 stations
1.5 billion journeys

Tramway: 8 tramway lines
180 stations / 105 km
267 million journeys

Bus: 1,449 lines / 24,660 km
30,785 bus stations
1.4 billion journeys

**Trip share for Public Transportation modes**

- **Metro**: 36%
- **Buses**: 31%
- **Streetcars**: 4%
- **RER & suburban trains**: 29%

Transport & Mobility in Ile-de-France Region
Key actors
Key actors - Roads

**State (DRIEA / Dirif)**
1 110 km of highways and national roads in Ile-de-France (3 %)

**Ile-de-France Region**
Strategic orientations but no responsibility for the road network. Lever for action through financing, incitation and coordination.

**Départements**
9 620 km of departemental roads (25 %)

**Municipalites / EPCI**
27 387 km of roads and streets (72 %)
Key actors – Public Transport

Specific status for Île-de-France: global transport policies are defined at a regional level (PDUIF)

Île-de-France Mobilités is the Public Transport Authority. It defines new infrastructures (except for Grand Paris Express), contracts with public transport operators, and defines the pricing policy.

Île-deFrance Mobilité manages transport operator activities through public service contracts: expected route, level of service, etc…

Entity dedicated to the Grand Paris Express Network studies and works
Urban and mobility planning
3 Key planning documents

Masterplan of Île-de-France Region (Schéma directeur de la région Île-de-France – SDRIF): 
**Goals:** give an answer to current challenges (economic and cultural globalization, urban growth and environmental issues). *Integrated planning.*

Mobility planning (Plan de déplacements urbains d’Île-de-France - PDUIF): 
**Horizon 2020 – Political frame for the development of person and goods mobility**

New Greater Paris (Nouveau Grand Paris - 2013): 
Greater Paris Express and global modernisation of the network (tram lines, reserved lanes, rolling stock…)
**Goal:** balance 20 years of chronic under-investment for the Île-de-France public transport network
Regional masterplan (SDRIF 2013-2030)

4 different scale
One focus dedicated to transport planning
Pacification and sharing of street spaces
2030 network : 41.5 billions € of investment

- The Grand Paris Express project: 3 new loop metro lines
- RER E West extension
- 3 tramway lines
- 3 light-train lines
- many metro or tram extensions and upgradings, to connect with the Grand Paris Express
Issues:

• The PDUIF must ensure a sustainable balance between the needs of mobility, the protection of environment and health and the financial needs

Mobililty

- Ensuring the mobility needs of people and goods:
  - According to the different scales of mobility
  - For various motives
  - For all

Environment, Health, Quality of Life

- Reducing environmental nuisances (pollution, greenhouse gases, noise)
- Improving road safety
- Improving the quality of life
- Controlling energy consumption and reducing the dependence on fossil fuels

Financing

- Ensuring the financial sustainability
- Identifying the sources of financing for all the actions of the Regional Urban Mobility Plan whatever the scope
- Looking for efficient measures

• This balance shall facilitate the attractiveness of the Paris Region and guarantee the social cohesion
Objectives & Targets:

In a context of increase of mobility: + 7% due to the urban development of the region forecasted by the urban master plan.

Car traffic must be reduced. Priority must be given to PT and alternative modes of transport.

Mobility targets have been calculated in order to reach a decrease of greenhouse gas emissions of transport modes by 20% until 2020.
The Paris Region SUMP : « PDUIF »

Actions : 9 challenges ...

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<th>Changing the mobility conditions</th>
<th>Changing the behaviour</th>
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<tr>
<td>1. Acting on the urban forms and urban development</td>
<td>8. Convincing the key players and stimulating the will to act together</td>
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<td>3. Restoring walking as a major item in the mobility chain</td>
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<td>4. Making cycling more attractive</td>
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<td>5. Changing the conditions of use of the individual motorized modes</td>
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<tr>
<td>6. Making the whole mobility chain accessible</td>
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<td>7. Rationalizing the delivery of goods and encouraging the modal transfer</td>
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Greater Paris Express lines
The « Grand Paris Express» project

• Driver-less metro, mainly from suburb to suburb
• 124 mi (200 km) of new infrastructures – 35 billion €
• 68 new stations
• 55 to 60 km/h average operating speed
• Connected with most of the regional and metropolitan PT lines, airports and other regional strategic centres
• Expected traffic : 2 million passengers daily, desaturation of radial lines expected
• Developed by a dedicated company : The Société du Grand Paris (SGP)
Other concrete actions
Low Emission Zone on the Greater Paris

- **Low emission zone voted by the Greater Paris**, on the area inside the second ringroad (A86)

- **6 classes of vehicles (0 -> 5)**, ranked according to level of emissions of local pollutants (defined at a national level)

- **Progressive prohibition of more pollutant vehicles**: class 5 (2019), 4 (2021), 3 (2022), 2 (2024) => 0 emission objective by 2030
So far, the Greater Paris has no legal authority to settle the LEZ => each municipality is responsible for its territory (half of the 79 municipalities concerned)

Context of short-term municipal elections (march 2020)

More pollutant cars often owned by low income households => national and local subsidies to help acquire less pollutant vehicles (new and second-hand)
A greener bus fleet

- Ile-de-France Mobilités (PTA) goals:
  - 30% of green bus (full electric, hybrid and biogas) by 2020;
  - 100% for the denser areas by 2025

- First contracts recently signed: 800 vehicles (400 M€) with HeuliezBus, Bolloré and Alstom, on the denser area

- New command to come for 640 vehicles, on less dense areas
New Velib’ on a larger perimeter

- 1200 stations of bike sharing to 1400, 15,000 bikes
- 200 additional stations
- 20 additional town members (in blue on the map): total of 55
- Classic and electric bike
- 100,000 trips / day (August 19)
“Véligo” : 6 months electric bike rentals

- **10,000 electric bike for rental**, (up to 20,000 if high demand)

- **250 rental points** on the whole Region

- **40€/months during 6 months** => goal to incite users to buy their own bike at the end of the rental, “test period” for people hesitating regarding the price
Electric vehicles

- **Subsidies from different administration** (state, region, metropole, etc…) for acquiring an electric vehicle

- **Charging infrastructure** : developed by public and private actors. Great challenge with the end of Autolib’ (car sharing) to reactivate the charging points

- **Different schemes** :
  - Concession (Paris)
  - Call for private investments (Metropole, Grand Lyon)
  - Charging points owned by local authorities
Roads for the Future

GRAND PARIS
LES ROUTES DU FUTUR
CONSULTATION INTERNATIONALE

• 4 international teams

1/ Périmètre existant
2/ Période transitoire, expérimentale, événementielle
3/ JO 2024
New Deal 2024

4/ ‘the day after’ [JO]
5/ le Grand Boulevard 2030
6/ le Grand Boulevard 50/50 New Deal 2050