Transport and land-use planning
Lessons from Paris

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International Transport Forum
Urban planning and travel behavior

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Introduction

• A consensus on the need to coordinate transport investment and urban planning to increase use of public transport, walking and cycling ((Banister, 1999; Cervero and Kockelman, 1997; Desjardins, 2017)

• How to coordinate? By network, hierarchy or shared vision (Rode, 2019, Geerlings and Stead, 2002)

• Example of Paris: a shared vision linking public transport and urban development but, no regional strategy on “mobility”
Key-data on public transport network in Paris Region

• Ile-de-France region has 12.2 million inhabitants in 2021, of which 2.2 million are in Paris. The others are spread over more than 1,200 municipalities in Ile-de-France. The three departments of the inner suburbs have a total of 4.6 million inhabitants.

• The train and RER lines cover 1,503 kilometres in 2019, and the metro 206 kilometres. Since 2009, only the tramway network has been extended, from 42 to 116 kilometres. The number of bus lines has remained at around 1,500. For the overall public transport network, the commercial offer has been slightly more extensive since 2010 (except for the years marked by the COVID pandemic or strikes).

Source: Institut Paris Région
Key-data on public transport network and mobility in Paris Region

- In 2018, 43 million journeys were made each weekday in Paris Region. This compares with 41 million in 2010, an increase of around 5%, which is mainly due to the growth in the Paris Region population since mobility per person has remained stable. 9.4 million journeys are made by public transport on a working day, which represents a 14% increase compared to 2010 and an increase in their modal share.

- Car journeys decreased by 5% across Paris Region and thus saw their modal share fall. 13.2 million journeys by private car take place outside Paris, i.e., 9 out of 10 car journeys. Car journeys are mainly made in the outer suburbs, where the car is the dominant mode. Motorised two-wheeler journeys have fallen sharply.

- Active modes as a whole have grown by almost 9% (8% for walking and 30% for cycling). 17.2 million trips are made exclusively on foot. This does not, however, the totality of the use of this mode of travel since journeys by public transport also necessarily involves trips by foot.

- Source: INSEE, Omnil and EGT H2020-Île-de-France Mobilités-OMNIL-DRIEA / Résultats partiels 2018
Main features of the metropolitan strategy

Source: Société du Grand Paris
Schéma directeur de l’Ile-de-France (2013)

Source : Institut Paris Région
A less hierarchical decision-making process?

Source: Institut Paris Région
Territorial development contract
ZAC Seguin-Rives de Seine, Pont de Sèvres
© Ph. Guignard – Val de Seine Aménagement, septembre 2018

ZAC Léon Blum Îlot E, Issy RER
© AS Architecture-Studie

Écoquartier du Fort d’Issy, Fort d’Issy-Vanves-Clamart
© Apur - David Bourreau

Coeur de ville, Vitry Centre
© phguignard@air-images.net

ZAC Gare des Ardoines, Les Ardoines
© Société du Grand Paris – Vailie et Pistre – Gaëtan Le Penhuel Architectes

ZAC Chantereine, Le Vert de Maisons
© Eric Morency

Source : APUR
Critics from academics and experts
A political and social consensus, after a conflict

Project from the State 2008

Project from the Region 2008
Figure 1. Maps of the municipalities served by the GPE

Table 3. Number of housing start between 2009 and 2018

<table>
<thead>
<tr>
<th></th>
<th>Between 2009 and 2013</th>
<th>Between 2014 and 2018</th>
<th>Evolution in percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inner suburbs</td>
<td>83746</td>
<td>127897</td>
<td>+ 52 %</td>
</tr>
<tr>
<td>Outer suburbs</td>
<td>121751</td>
<td>158200</td>
<td>+ 30 %</td>
</tr>
<tr>
<td>Suburban municipalities served by GPE</td>
<td>75461</td>
<td>117602</td>
<td>+ 56 %</td>
</tr>
<tr>
<td>Suburban municipalities non served by GPE</td>
<td>130036</td>
<td>168495</td>
<td>+ 30 %</td>
</tr>
</tbody>
</table>

Source: INSEE, calculations made by the author.
Social movement against densification

Source : https://www.nogentais.fr/cartographie-de-la-surdensification-de-nogent/
Debates over urban sprawl

Source: 20 minutes

Source: Sénat, Rapport Berson, 2016
Conflits on the transformation of highways

Inauguration 1967. Source: Le Parisien

Source: Le Parisien, 2016
Exhibition on « Routes du futur »

Source : Pavillon de l’Arsenal, Ville de Paris, 2019
Three lessons

• A shared vision, without a « good » governance

• A long-term choice to build Paris Region around railways network

• No consensus on mobility