Urban development, transport investments and connectivity in the Ile-de-France region

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Some facts of the Ile-de-France region in 2015

Some history: urban and transport planning from the 60’s to the 90’s

The result: 2015 situation regarding transport and mobility

The future: the new Ile-de-France urban master plan for 2030
Some facts of the Ile-de-France region in 2015
Presentation of Ile-de-France

Administrative levels
- 1 Regional Council
- 8 ‘Départements’ (counties) of which the City of Paris
- 113 inter-municipalities
- 1,281 municipalities

> 12,000 km²
> 12 million inhabitants (19% of French population)
> 6 million jobs
> 29% of French GNP
Urbanisation, transport and environment: coherent master plans at the different geographical scales (2015)

Documents established by
- Regional council
- Co-elaboration Region and State
- STIF (public transport authority)
- Municipalities or inter-municipalities
- State
STIF is the public transport authority for the Île-de-France region:

- Definition and organisation of public transport services
- Definition of fare policy, contractual relation with operators, financial balance of the system
- Planning and monitoring the extensions of the network
- Defining the quality standards for intermodality, accessibility

STIF brings together
Some history:
urban and transport planning from the 60’s to the 90’s
1965 : Region of Paris urban master plan

**Context**
- Economic expansion
- Demographic increase
- Anarchical development of urbanisation in the suburbs, congestion in the centre, dormitory suburbs

**Objectives**
- Creating new urban centres: renovated centres in the existing suburbs, new ones in the sectors of extension
- Promoting development along preferential axes
- Creating unity of the urban region to provide a freedom of choice for employment, leisure and institutions

**Governance**
- The plan, elaborated by the national administration, is not mandatory.
- No regional level
- Creation of national public bodies for the development of new cities

1960 : 8,5 millions inhabitants
1965: Region of Paris urban master plan

**Measures**

- Creation of 5 new cities located between 15-50km from the centre of Paris
- Definition of a green belt around the inner suburbs to prevent urban sprawl
1965: Region of Paris urban master plan

**Public transport** for trips to Paris and inside Paris

- Creation of **mass transit radial lines**

**Car** for trips within the suburbs and towards Paris

- Creation of **motorways** (radials and rings)
1976: Region Ile-de-France urban master plan

**Context**
- Oil crisis (1973)
- Slower demographic increase
- First difficulties of implementation of the 1965 plan

**Governance**
- Creation of a regional level (still under the State regulation)
- The elaboration of the regional master plan is mandatory

**Objectives**
- Same objectives as the 1965 plan

1975: 9,7 millions inhabitants
Measures

- Suppression of some motorways: no additional radial motorways towards and inside Paris and natural zones
- Public transport mass transit lines: reuse and transformation of existing lines
1994: Region Ile-de-France urban master plan

Context
- European union regulations
- Environmental challenges

Objectives
- Securing European and international influence of the region
- Correcting territorial, social and economic disparities
- Preserving rural and natural areas
- Complementarity with the neighbour regions, controlled increase of Ile-de-France

Governance
- Decentralisation of state competences towards local authorities
- Regional council (elected representatives) since 1986
1994 : Region Ile-de-France urban master plan

Measures

- Confirmation of the multi-poles organisation of the region but new poles are identified
- Exchanges inside the region and with the outside should be facilitated

Centres of international stature
Sectors of economic and urban redevelopment
New cities
Regional poles
Inner suburbs poles
Important cities in the outer suburbs
PUBLIC TRANSPORT NETWORK FOR 2015

Measures: a public transport network organised in 3 levels

- Main network: mass transit railway lines
- Extended metro network and creation of a ring line in the inner suburbs
- Tramway lines and BRT
1994: Region Ile-de-France urban master plan

MOTORWAYS NETWORK FOR 2015

Measures:
- Priority is given to the achievement of two levels of ring motorways
- Creation of underground motorways in the central metropolis to cope with congestion
The result: 2015 situation regarding transport and mobility
Inhabitants per hectare in 2010

- < 5
- 5.1 - 30
- 31 - 60
- 61 - 120
- 121 - 300
- 301 - 420
Number of jobs accessible in less than an hour (2013)

By public transport

By car
Households motorization: mirror of the evolution of individual mobility

4.9 millions of private cars

Decrease of motorization in the central metropolis

- Since the 90’s for Parisians
- In the inner suburbs in the 2000’s

Multi-motorization in the outer suburbs

- 40% of households own 2 cars or +
Walking is the main mode of transport!

After an important increase, car trips have remained stable over the past ten years.

Public transport is more and more used.
Important increase of trips outside Paris

Daily trips all modes, all purposes in millions

Daily trips in millions (walk excluded)

- Paris
- Paris – Inner suburbs
- Paris – Outer suburbs
- Inner suburbs
- Inner – Outer suburbs
- Outer suburbs
Development of mobility areas around secondary poles

Proportion of daily trips of inhabitants remaining inside their mobility areas

Including commuting: 63% on average
Excluding commuting: 69% on average
Environmental challenges

Green house gas emissions
- Road traffic responsible for 32% of Île-de-France emissions
- Objective: division by 4 before 2050, diminution by 20% by 2020.

Air quality
- Quality objectives are not respected.

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Annual average concentrations (2010)
The future: the new Ile-de-France urban master plan for 2030
The evolution of population: lots of unknowns

**High scenario in France**
- 2.1 children / woman
- Migratory balance = 150000 / year, decrease of mortality

**Low scenario in France**
- 1.8 children / woman
- Migratory balance = 50000 / year, high mortality

- 15.6 millions inhabitants
- 12.2 millions inhabitants
Easier national and international relations

Public transport system: better connections, more hierarchy

Optimisation of local trips
Strengthening existing cities and geographical equilibrium

More geographical equilibrium between housing and employment

Strengthening multi-centres organisation
- particularly around the stations of mass transit lines and Grand Paris Express metro project

Developing employment while ensuring economic diversity

More density and diversity of urban functions
Preserving and valorising

A renewed relation between city and nature

Open spaces valorized
- biodiversity
- agriculture

Preservation of ecological continuities

Borders to limit urban extension
Ile-de-France urban master plan for 2030: main objectives

- Linking and structuring
- Strengthening existing cities and geographical equilibrium
- Preserving and valorising
Authorized locations for new housing

In the central urbanized area

Along public transport network

In other urban poles
The sustainable urban mobility plan for 2020: targets for modes shares

**2001**
- Cars and motorbikes: 15.9
- Walking and cycling: 12.3
- Public transport: 6.8

**2010**
- Cars and motorbikes: 16.1
- Walking and cycling: 16.6
- Public transport: 8.3

**2020 SUMP objectives**
- Cars and motorbikes: 15.8
- Walking and cycling: 18.2
- Public transport: 9.9

*Global increase: +7%
- Cars and motorbikes: -2%
- Walking and cycling: +10%
- Public transport: +20%

*Millions of daily trips*
The new Greater Paris public transport projects: planning transport supply for a life less dependent on private car

Existing mass transit network
- More reliability, optimization of operation
- Extension of RER E Grand Paris Express
- 4 new automated metro lines
- 205 km, 72 stations

Extension of metro lines

Extension and creation of 10 tramway lines

BRT projects lines
Thank you for attention!

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