

Transport and land-use planning Lessons from Paris

Xavier Desjardins

Professeur Sorbonne Université

International Transport Forum

Urban planning and travel behavior

Hybrid event

Hosted by the Russian Ministry of Transport

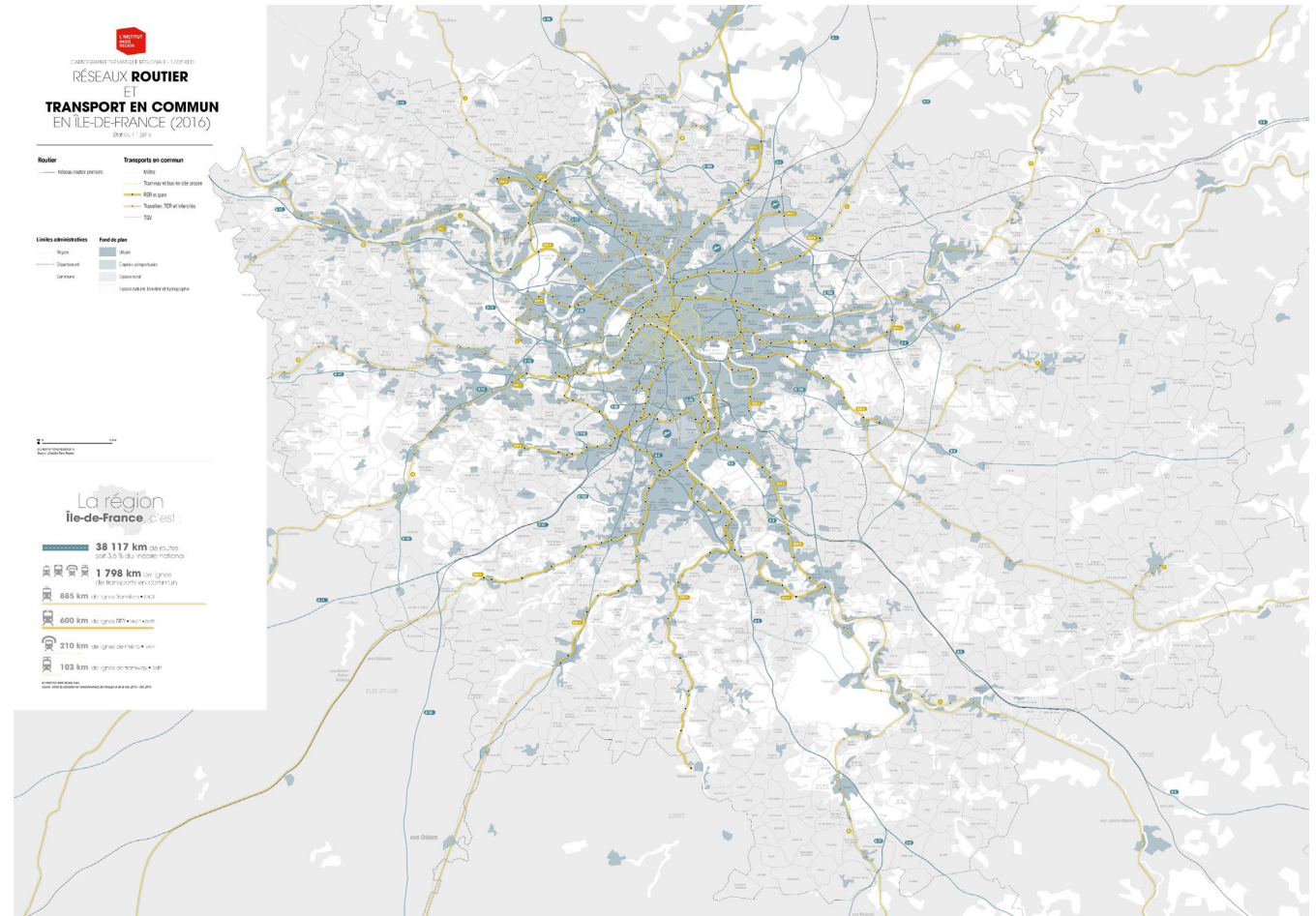
17-18 November 2021

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

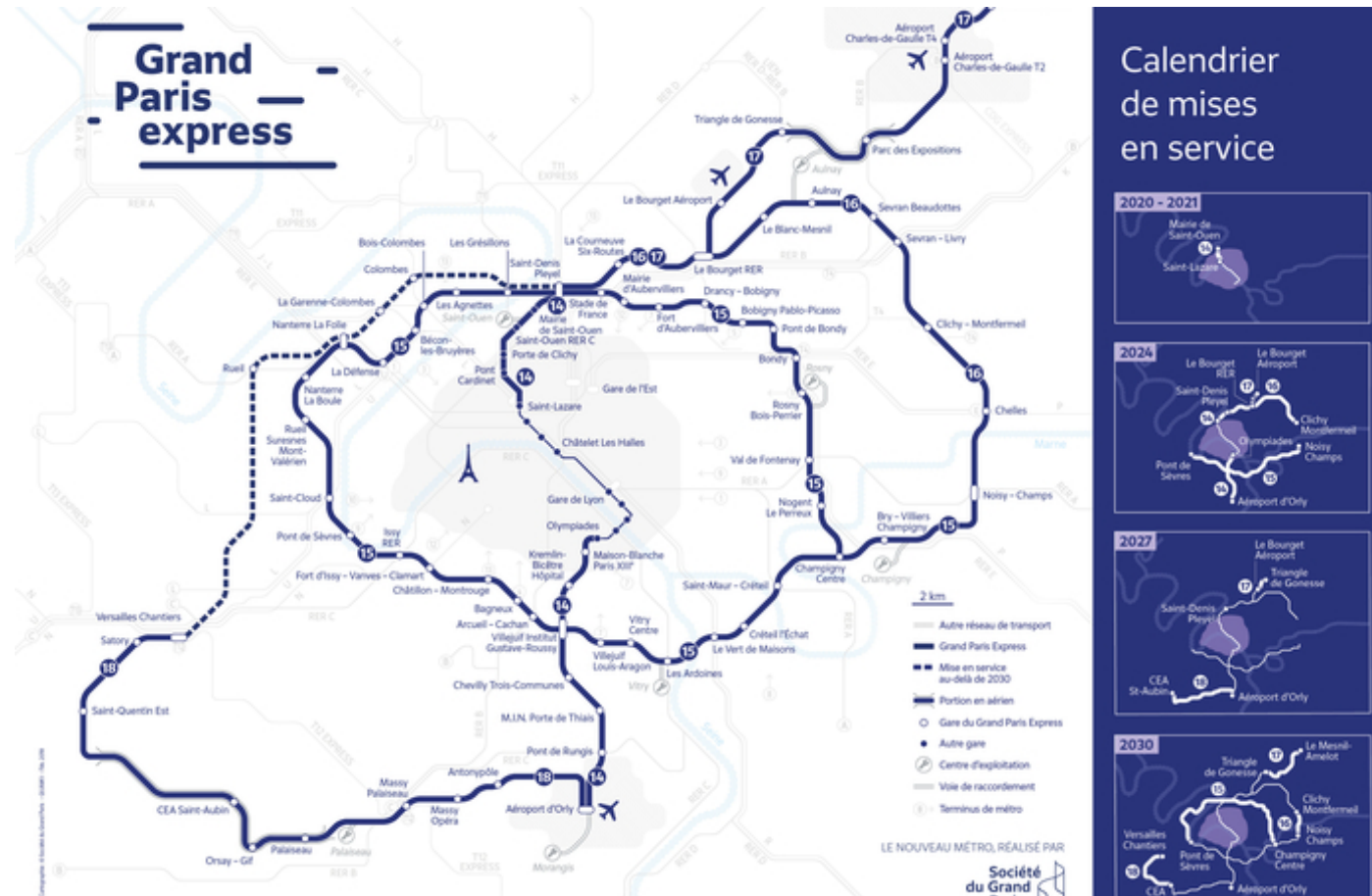
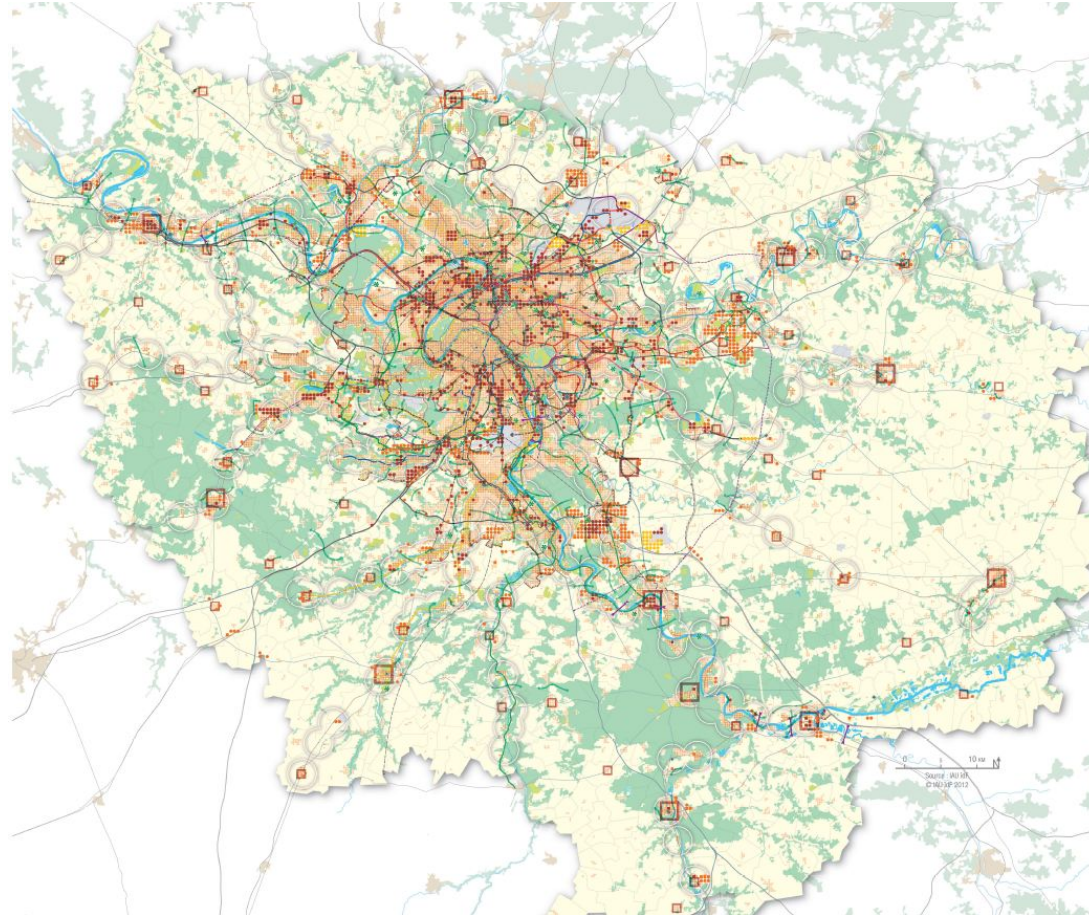
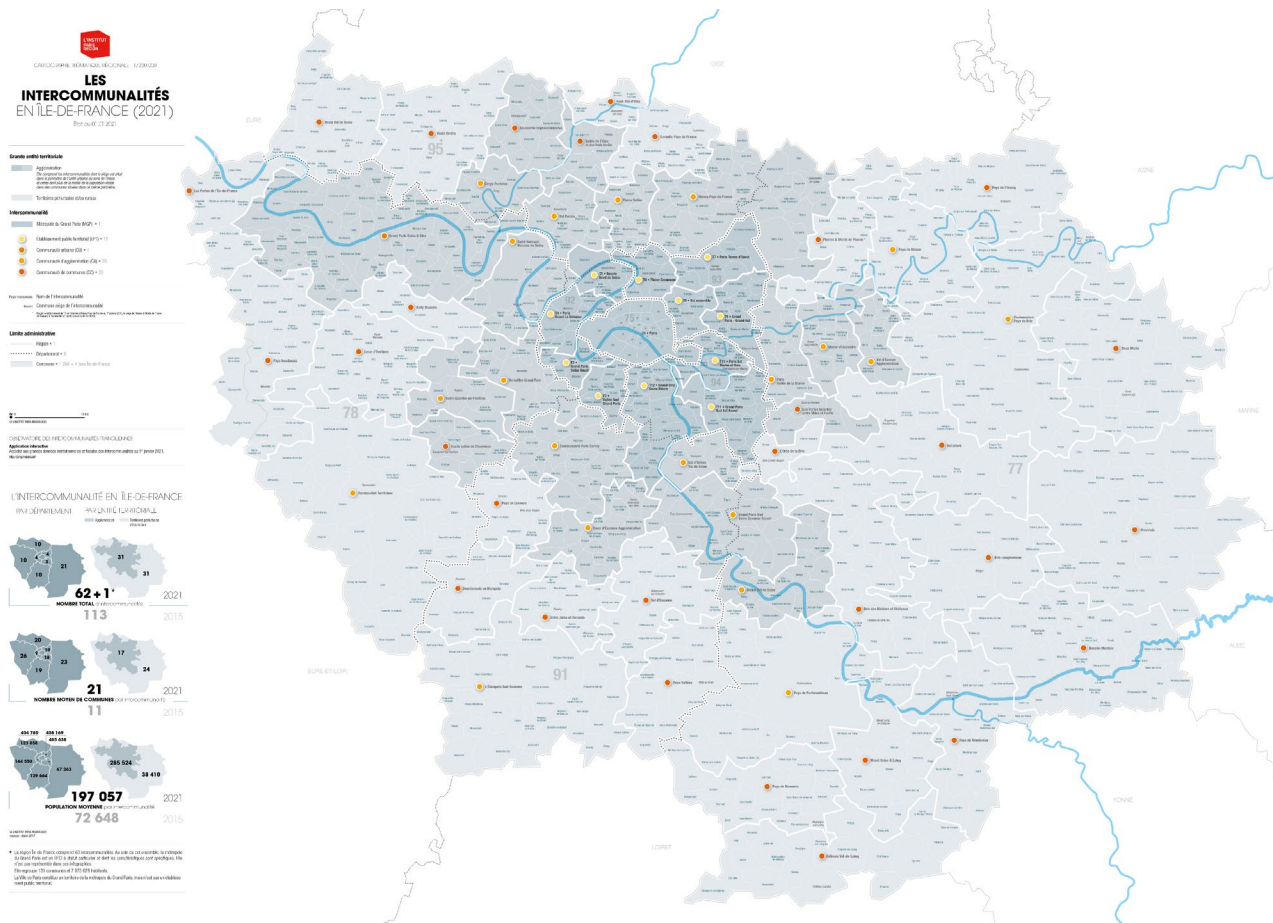


Schéma directeur de l'Ile-de-France (2013)



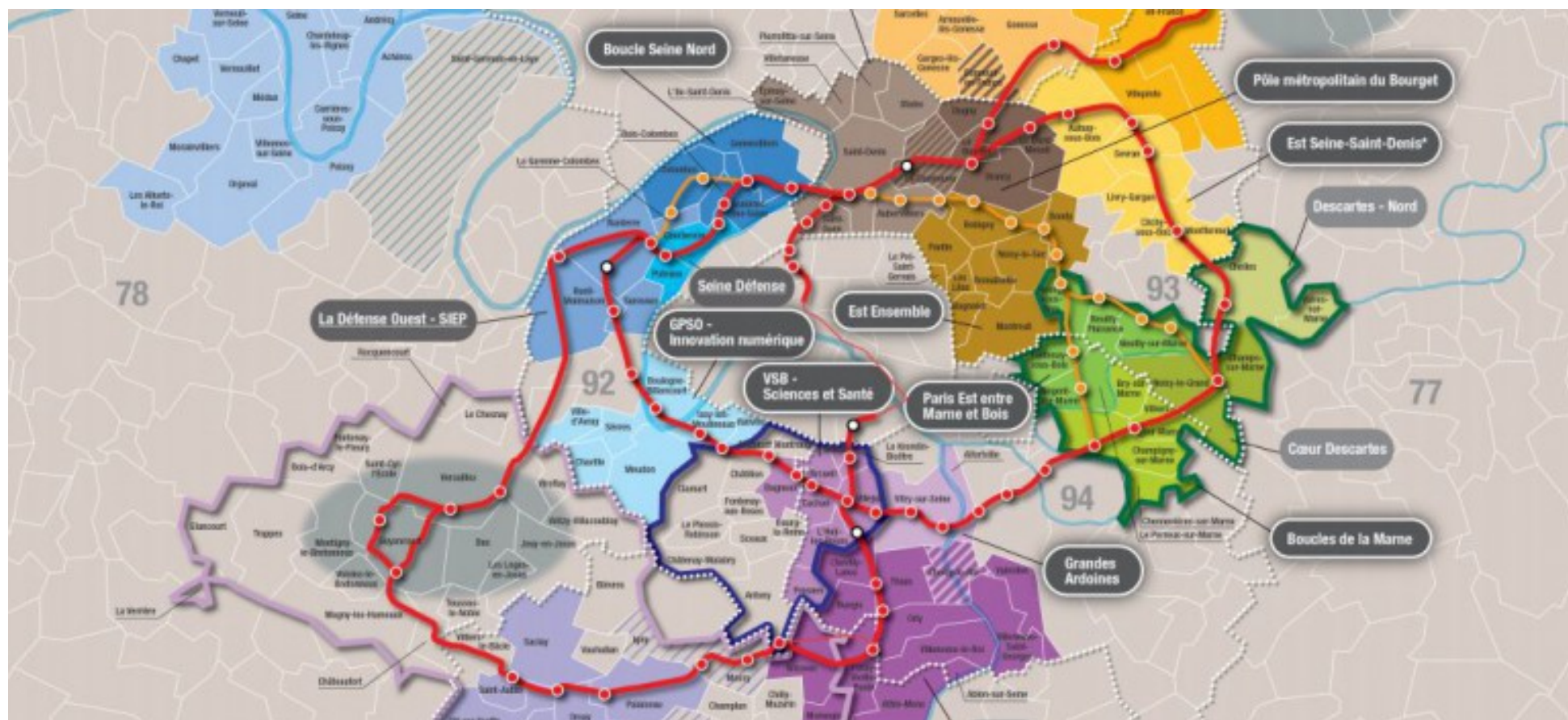
Source : Institut Paris Région

A less hierarchical decision-making process?



Source : Institut Paris Région

Territorial development contract



Source : préfecture de région

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-Studio

Écoquartier du Fort d'Issy, Fort d'Issy-Vanves-Clamart



© Apur - David Boureau

Coeur de ville, Vitry Centre



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ZAC Gare des Ardoines, Les Ardoines



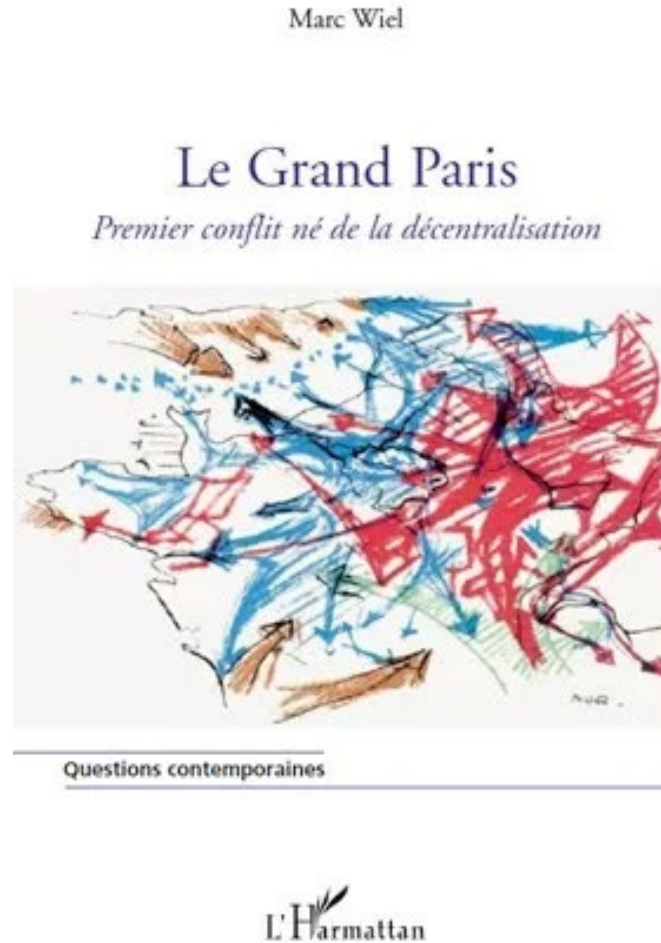
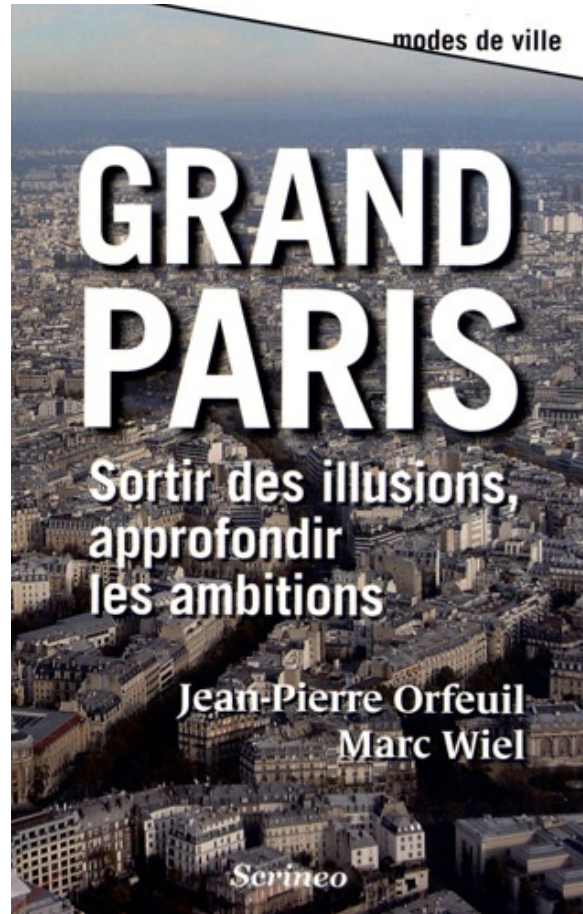
© Société du Grand Paris – Valode et Pistre – Gaëtan Le Penhuel Architectes

ZAC Chanteraine, Le Vert de Maisons

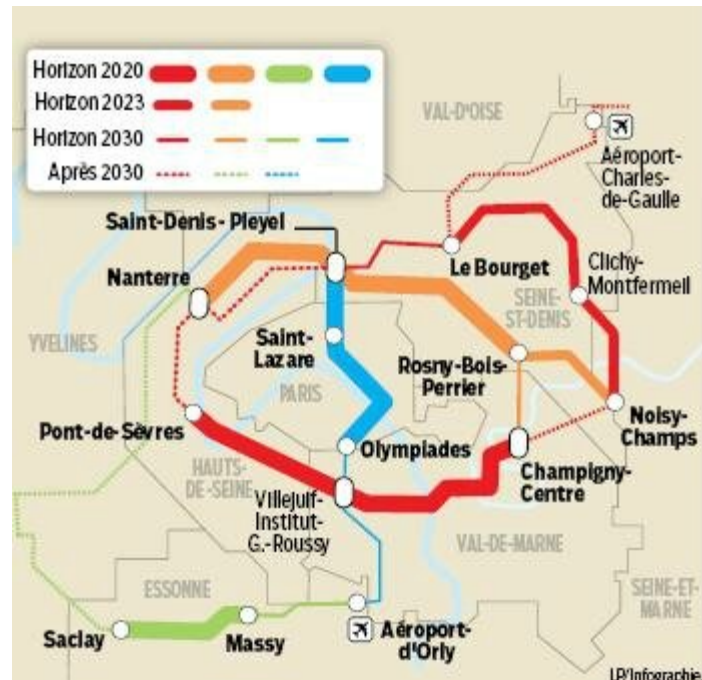


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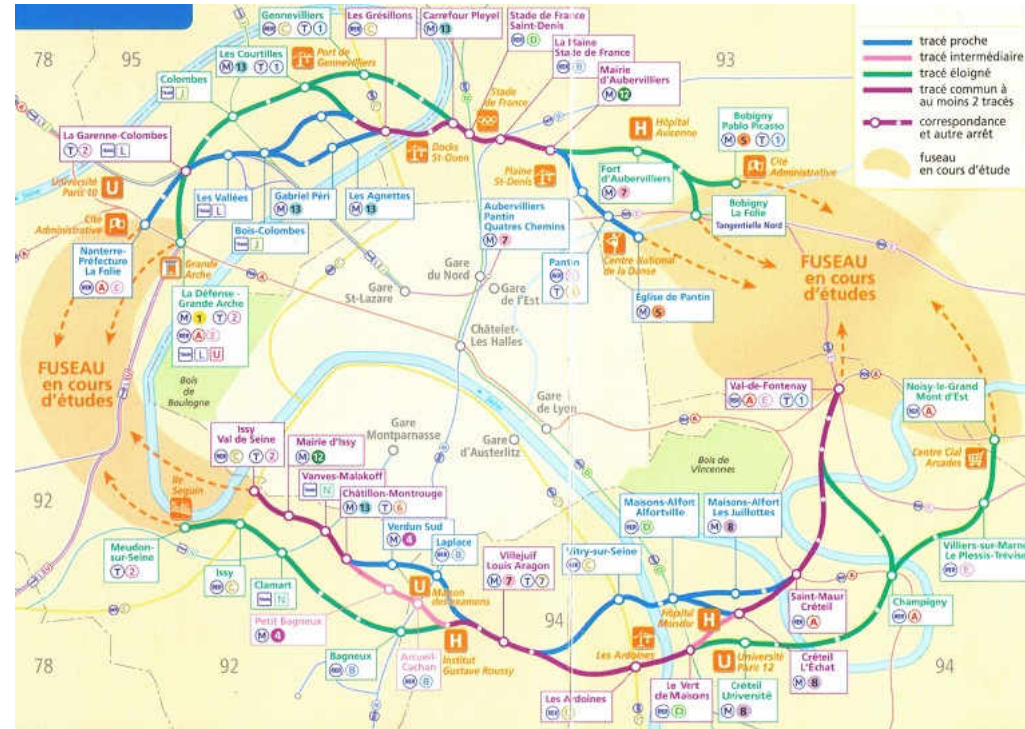
Critics from academics and experts



A political and social consensus, after a conflict

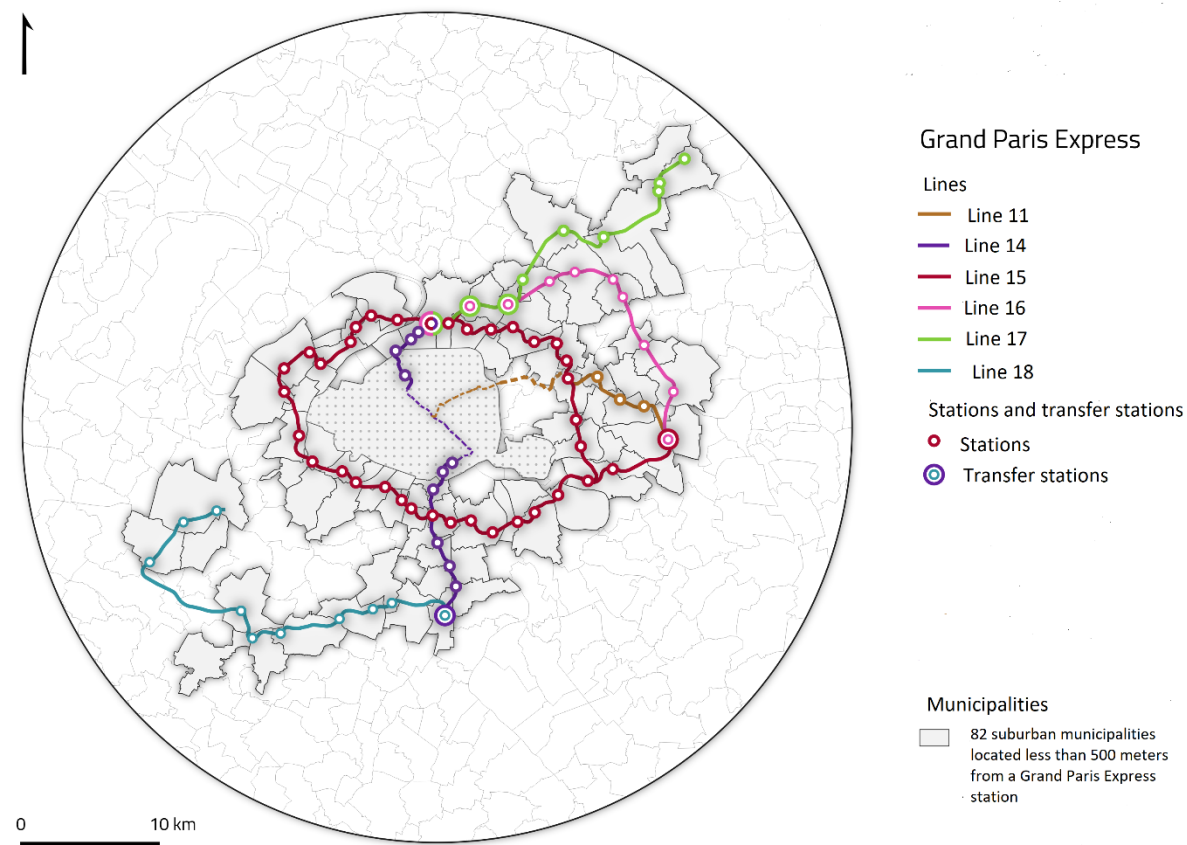


Project from the State 2008



Project from the Region 2008

Figure 1. Maps of the municipalities served by the GPE



Source: IGN 2021 and Société du Grand Paris.

Table 3. Number of housing start between 2009 and 2018

	Between 2009 and 2013	Between 2014 and 2018	Evolution in percentage
Inner suburbs	83746	127897	+ 52 %
Outer suburbs	121751	158200	+ 30 %
Suburban municipalities served by GPE	75461	117602	+ 56 %
Suburban municipalities non served by GPE	130036	168495	+ 30 %

Source: INSEE, calculations made by the author.

Social movement against densification

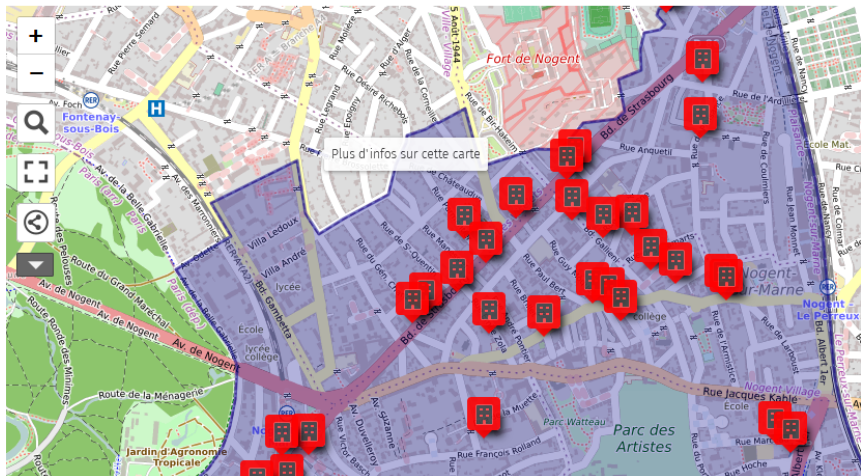


CARTOGRAPHIE DE LA SURDENSIFICATION DE NOGENT

Il paraît qu'il n'y a presque pas de nouvelles constructions immobilières à Nogent ?

Cette [cartographie](#) (en construction) montre les projets immobiliers récents et en cours à Nogent. Aidez-nous à l'améliorer en [complétant les informations](#) ou en [signalant un nouveau projet](#).

[Voir la carte en plein écran](#)



Source : Le parisien, 2016

Source : <https://www.nogentais.fr/cartographie-de-la-surdensification-de-nogent/>

Debates over urban sprawl



Source : 20 minutes



Source : Sénat, Rapport Berson, 2016

Conflicts 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