

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

ITF- TPRI Roundtable  
Integrated Transport Development Experiences  
of Global City Clusters  
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L'autorité organisatrice de vos transports en ile-de-france

**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



## Administrative levels

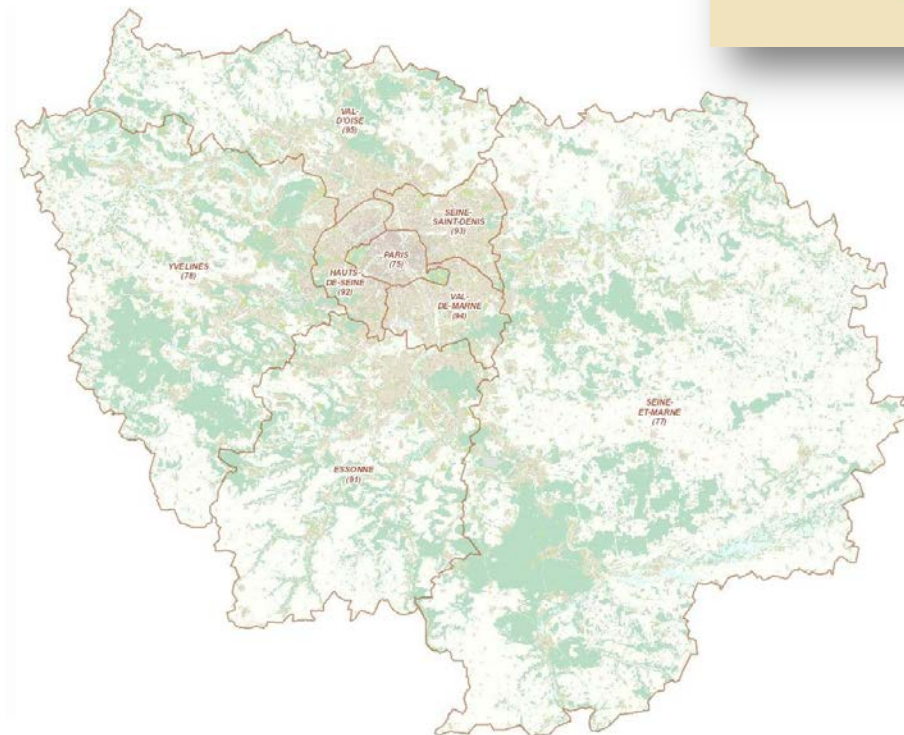
- 1 Regional Council
- 8 'Départements' (counties) of which the City of Paris
- 113 inter-municipalities
- 1,281 municipalities

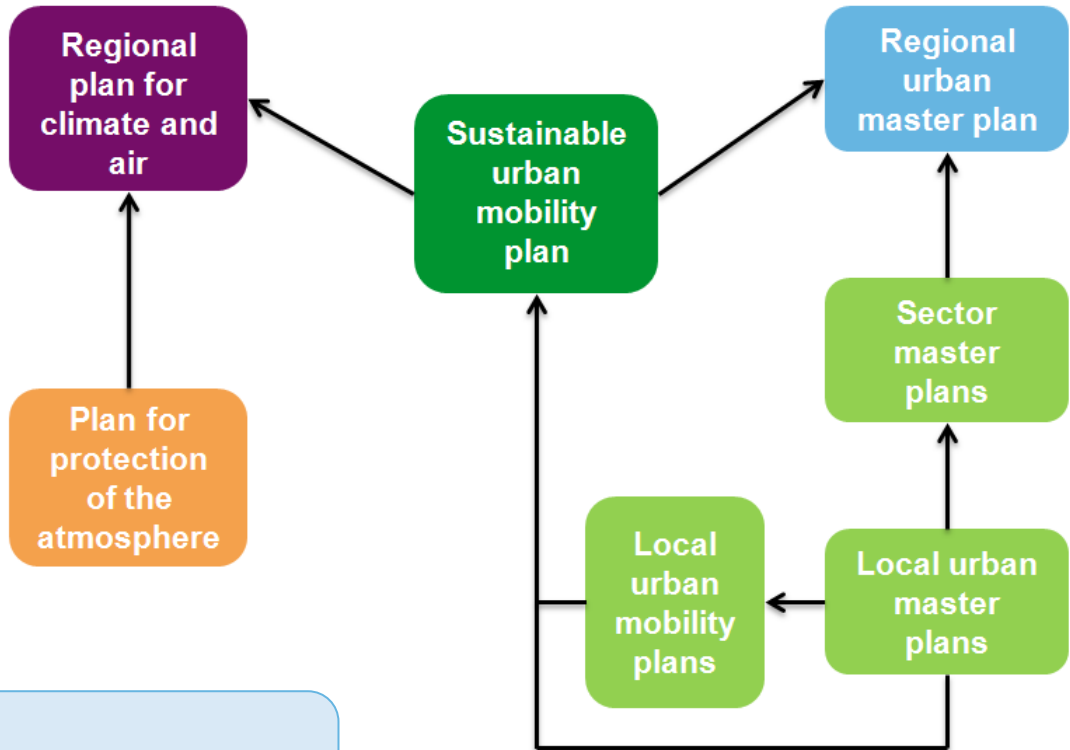
> 12,000 km<sup>2</sup>

> 12 million inhabitants  
(19 % of French population)

> 6 million jobs

> 29% of French GNP





## 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

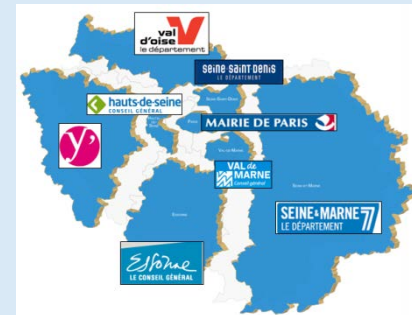
STIF brings together



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

**1960 : 8,5 millions inhabitants**

## Context

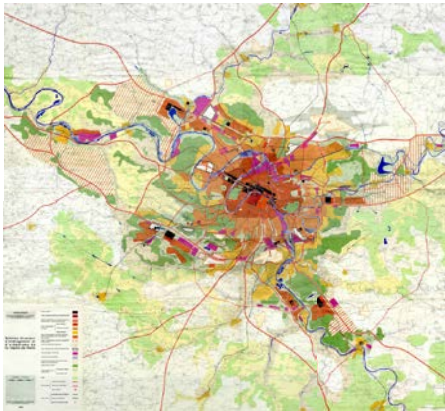
- Economic expansion
- Demographic increase
- Anarchical development of urbanisation in the suburbs, congestion in the centre, dormitory suburbs

## 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







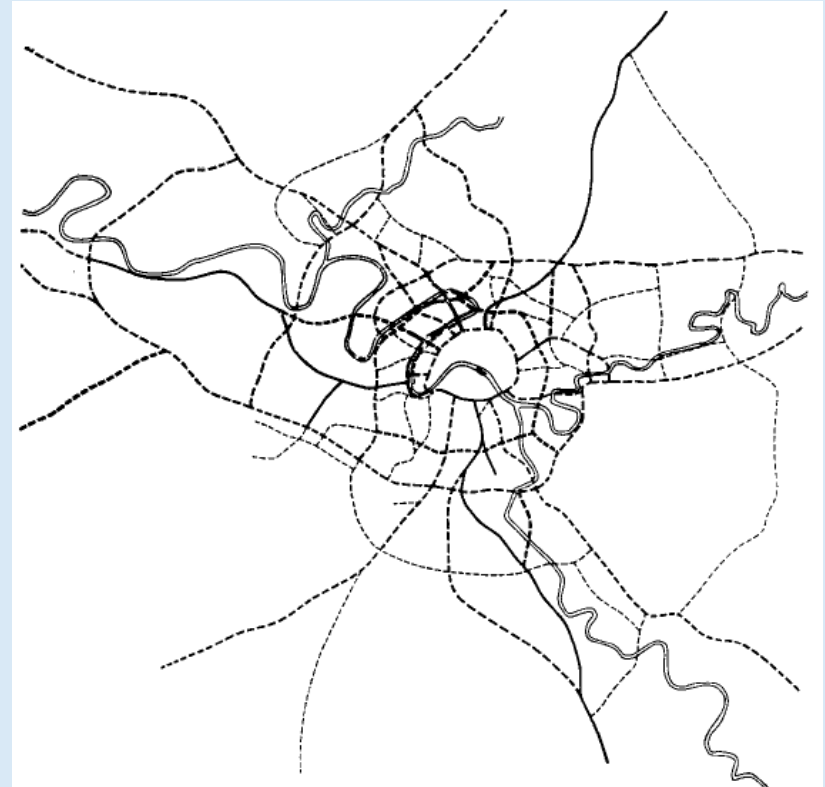
**Public transport** for trips to Paris and inside Paris

→ Creation of **mass transit radial lines**

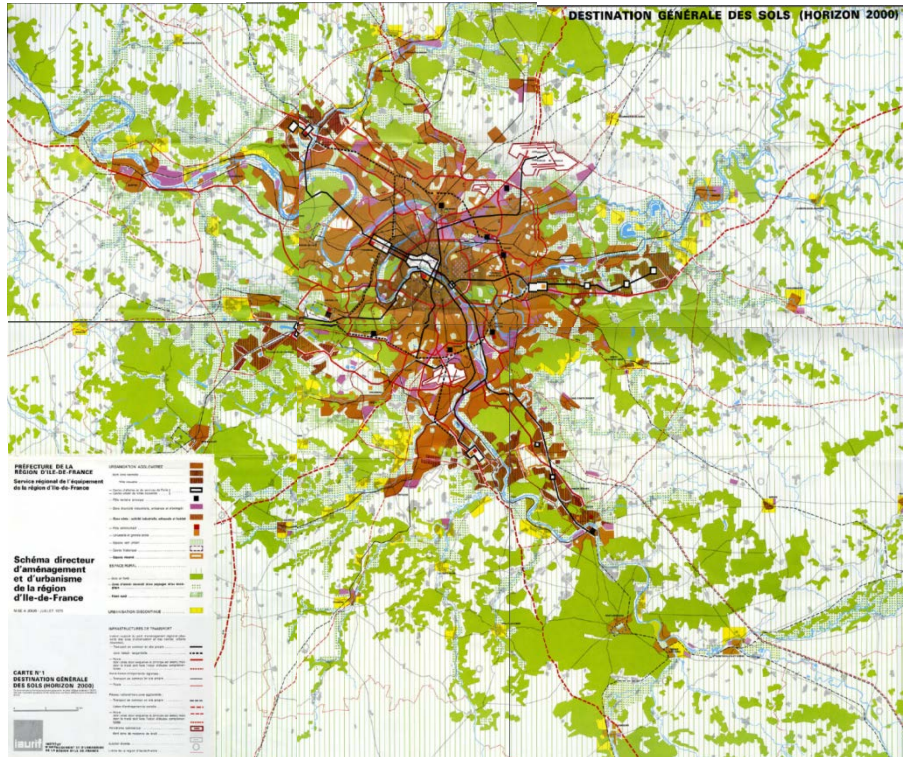


**Car** for trips within the suburbs and towards Paris

→ Creation of **motorways** (radials and rings)



**1975 : 9,7 millions inhabitants**



## Context

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

## Governance

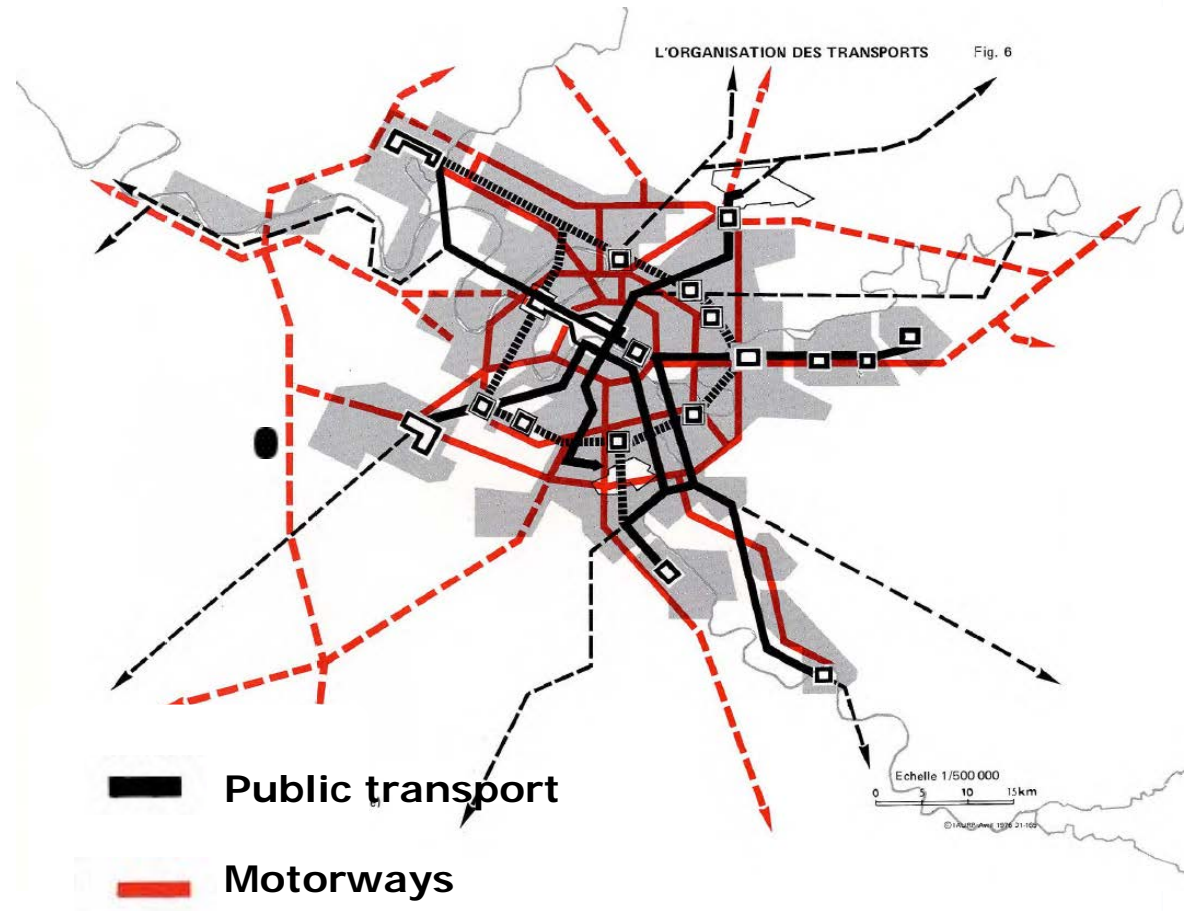
- Creation of a regional level (still under the State regulation)
- The elaboration of the regional master plan is mandatory

## Objectives

- Same objectives as the 1965 plan

## 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



1990 : 10,7 millions inhabitants

## Context

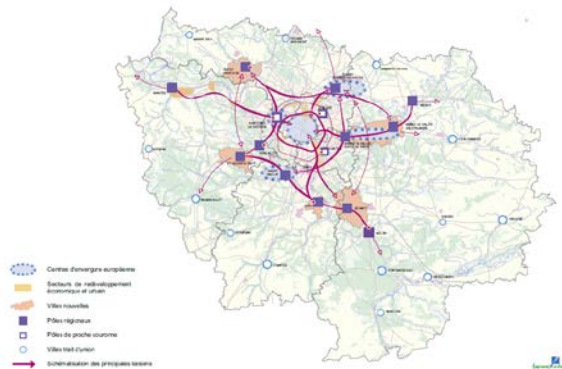
- European union regulations
- Environmental challenges

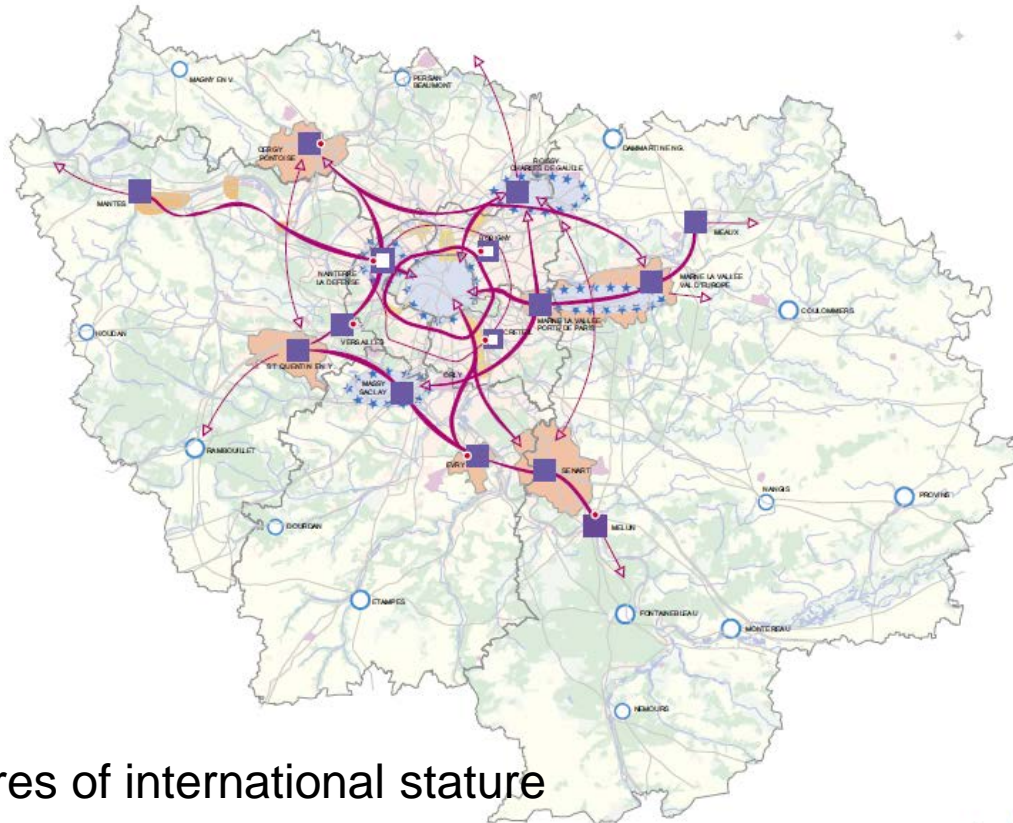
## Objectives

- 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





Centres of international stature



Sectors of economic and urban redevelopment



New cities



Regional poles



Inner suburbs poles



Important cities in the outer suburbs

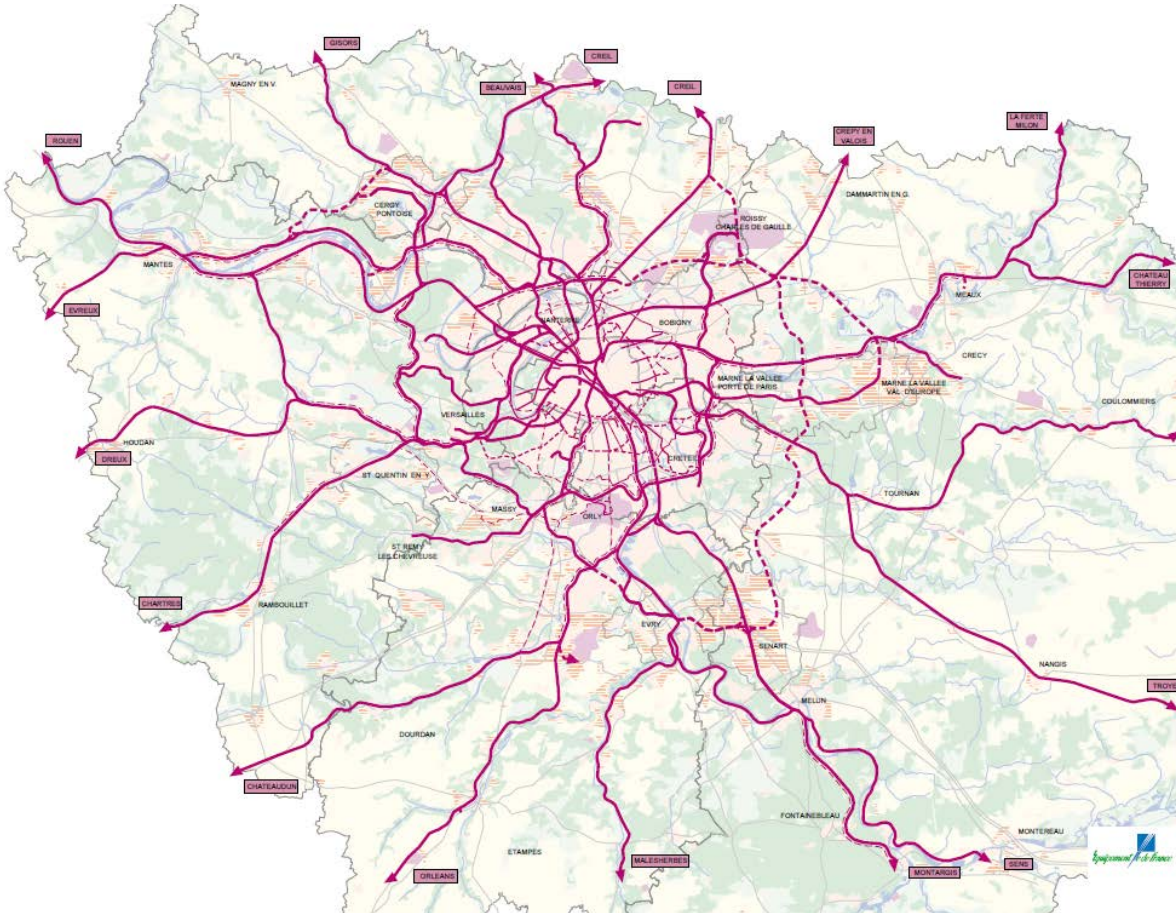
## Measures

- 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

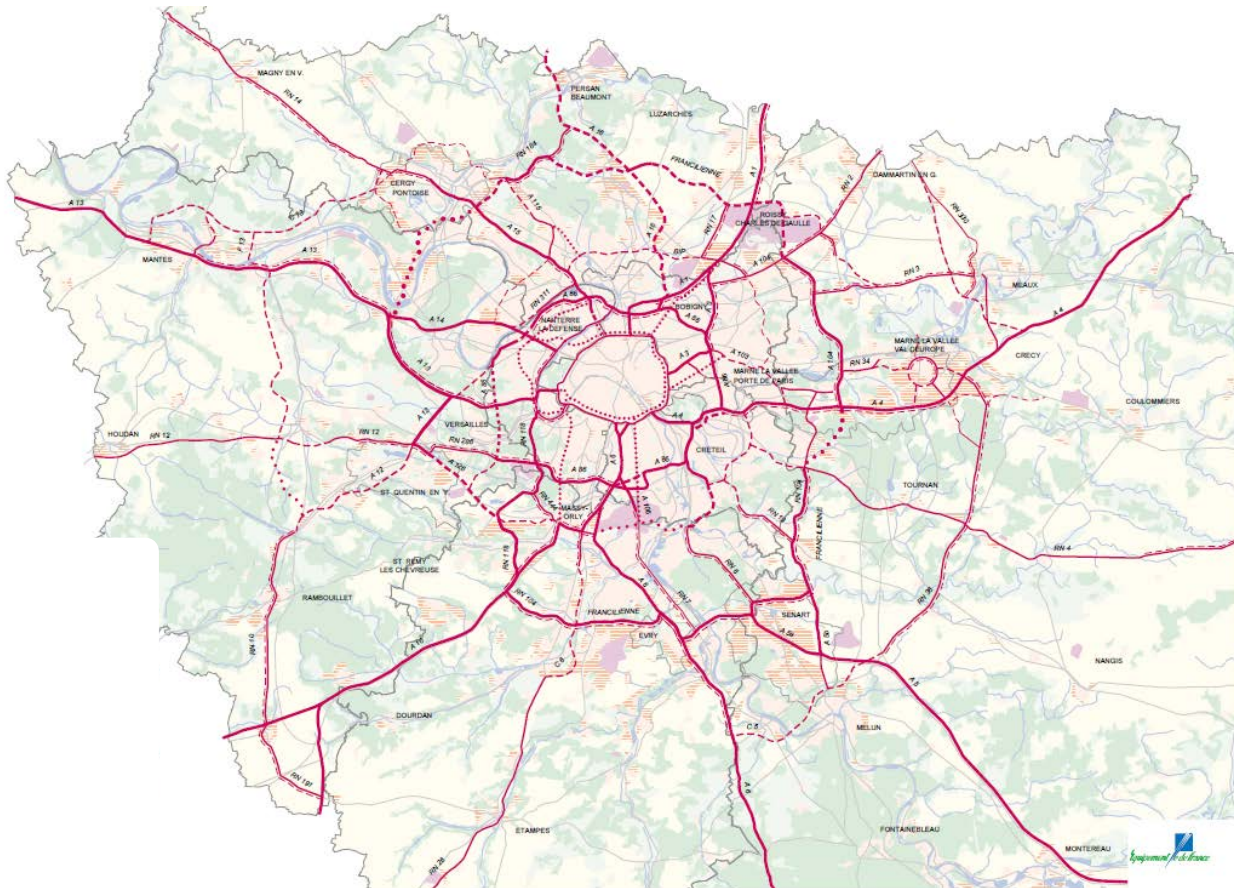
## PUBLIC TRANSPORT NETWORK FOR 2015

**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



## MOTORWAYS NETWORK FOR 2015



### Measures :

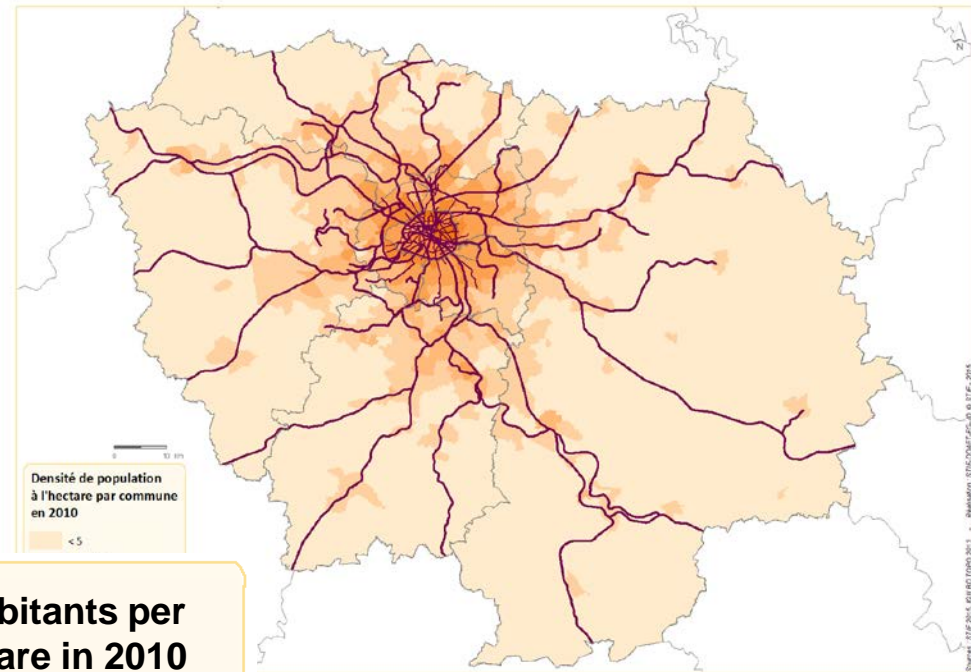
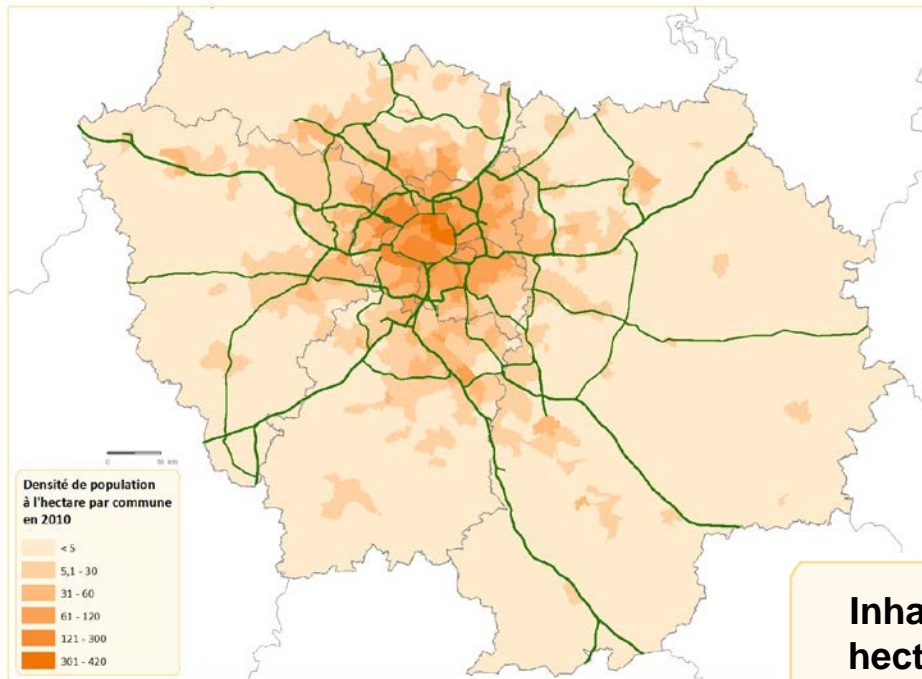
- Priority is given to the achievement of tow levels of ring motorways
- Creation of underground motorways in the central metropolis to cope with congestion



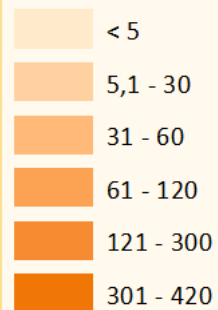
## **The result: 2015 situation regarding transport and mobility**

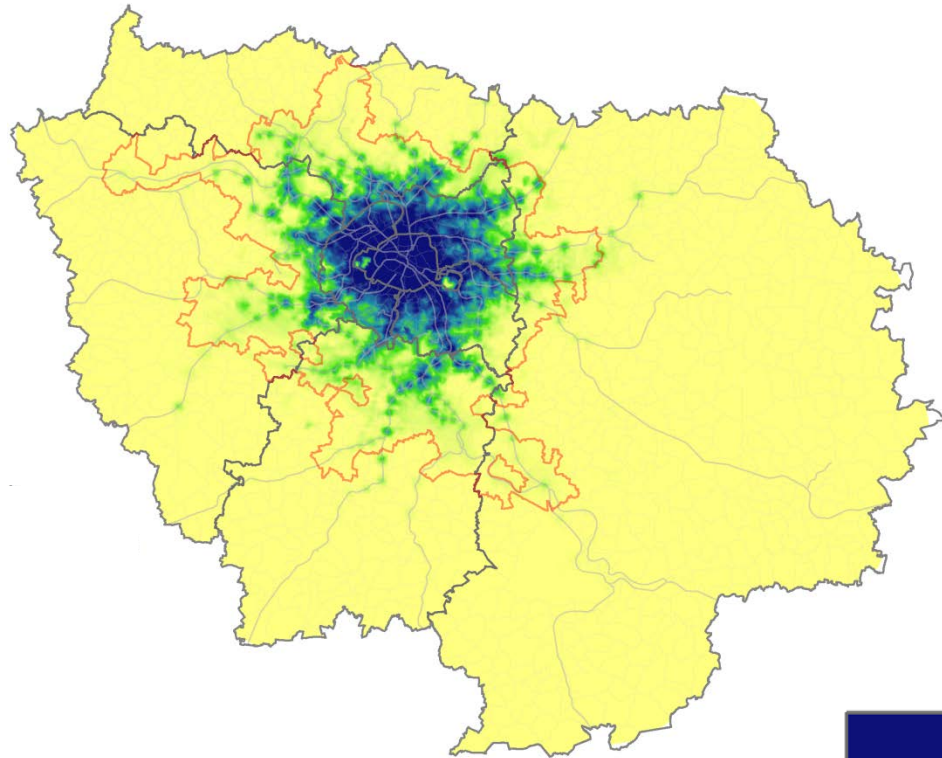
## Motorways

## Public transport

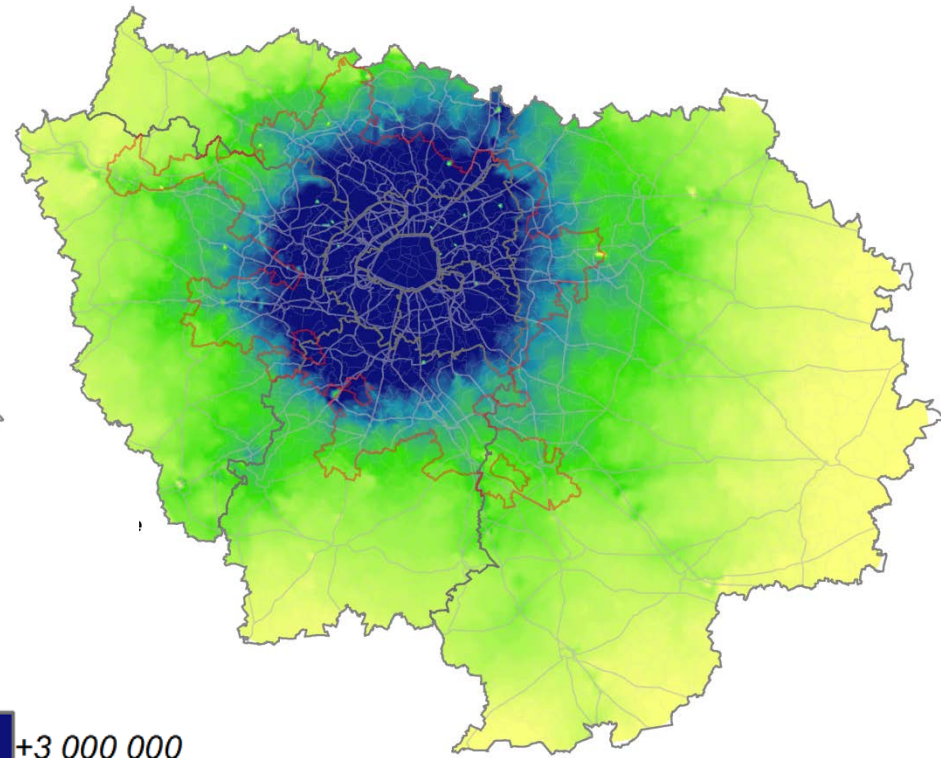


### Inhabitants per hectare in 2010

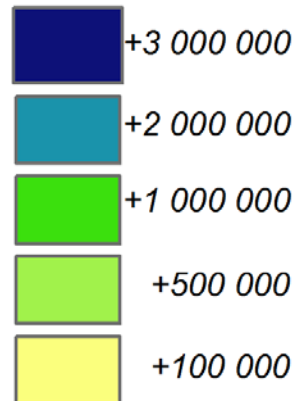




*By public transport*



*By car*



**4,9 millions of private cars**

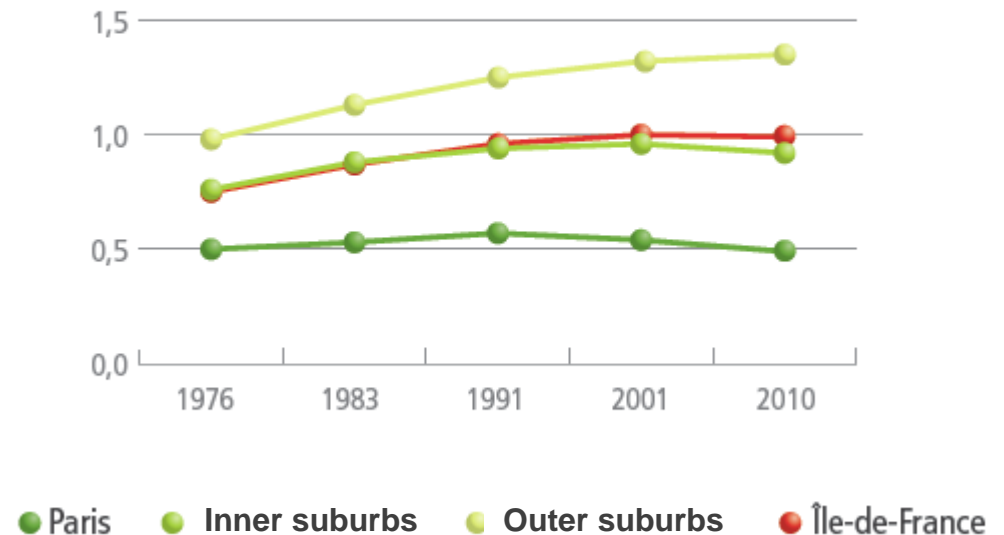
## Decrease of motorization in the central metropolis

- 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 +

**Average number of cars per households**

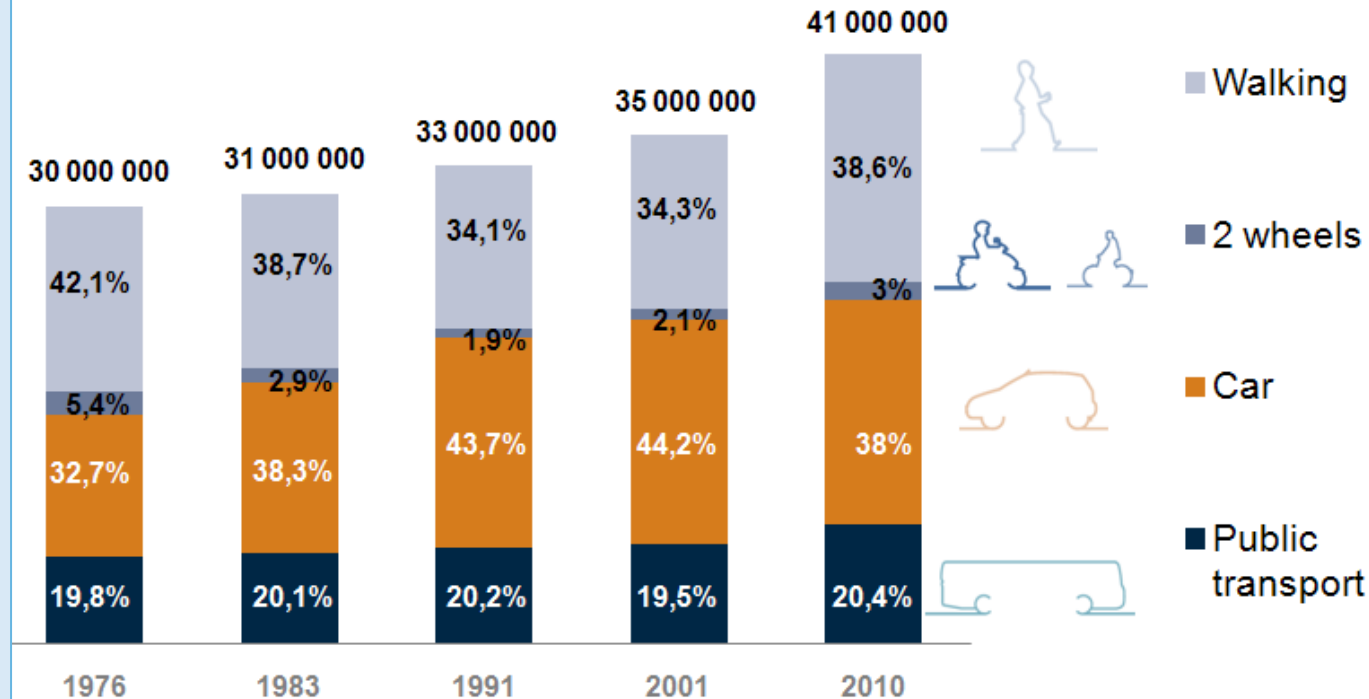


## Number of daily trips and modal shares

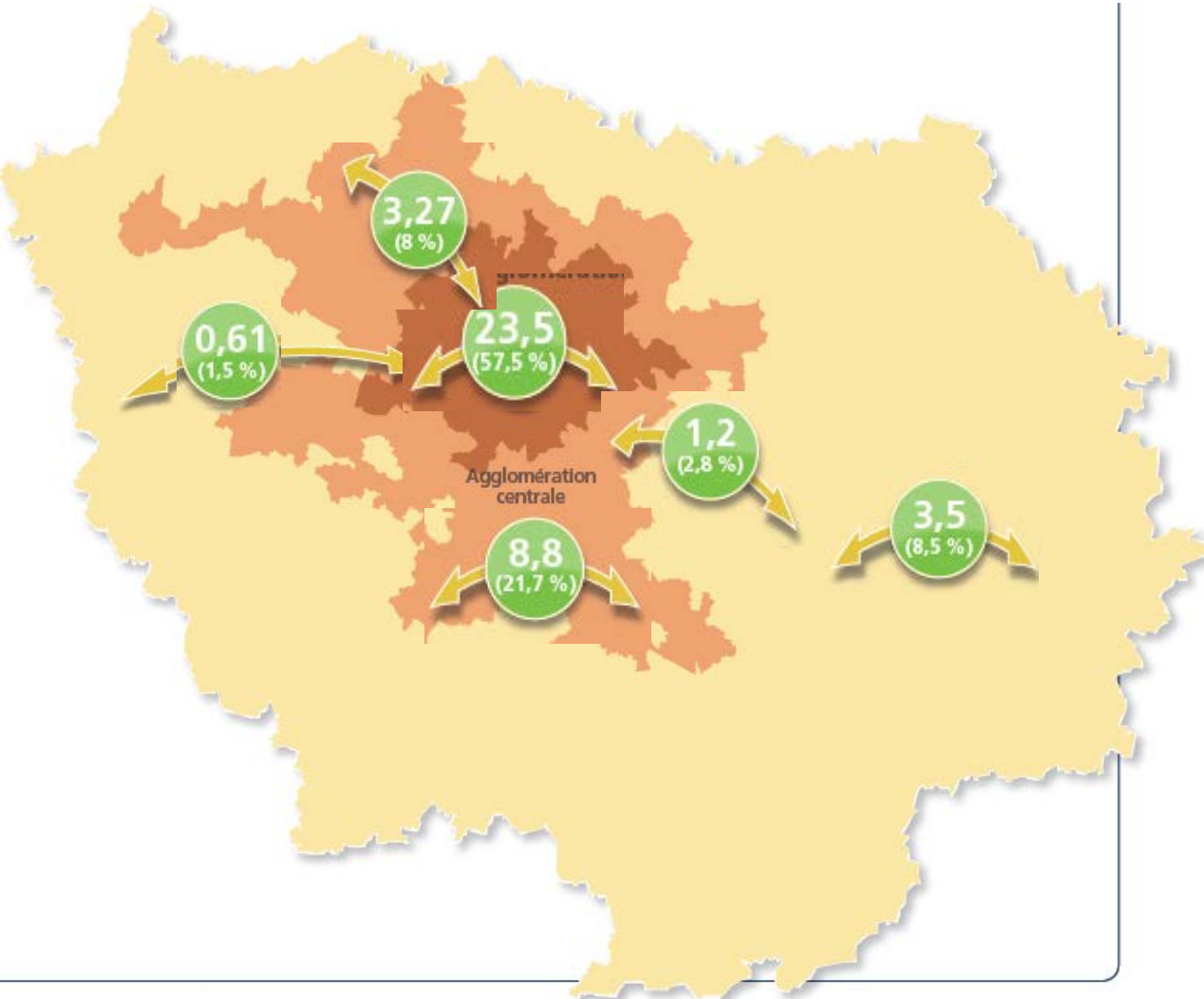
Walking is the main mode of transport !

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

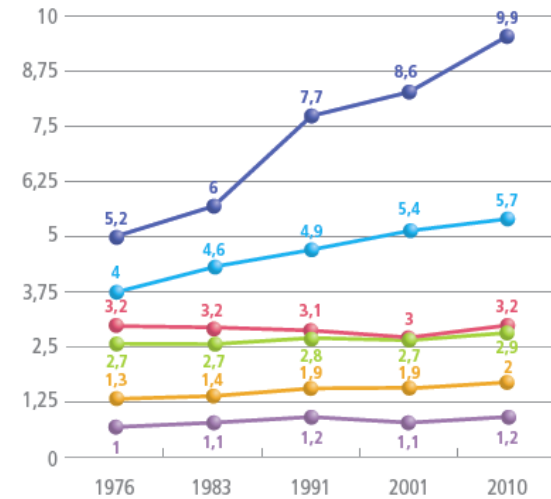
Public transport is more and more used



## Daily trips all modes, all purposes in millions



## Daily trips in millions (walk excluded)

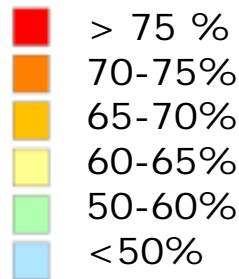
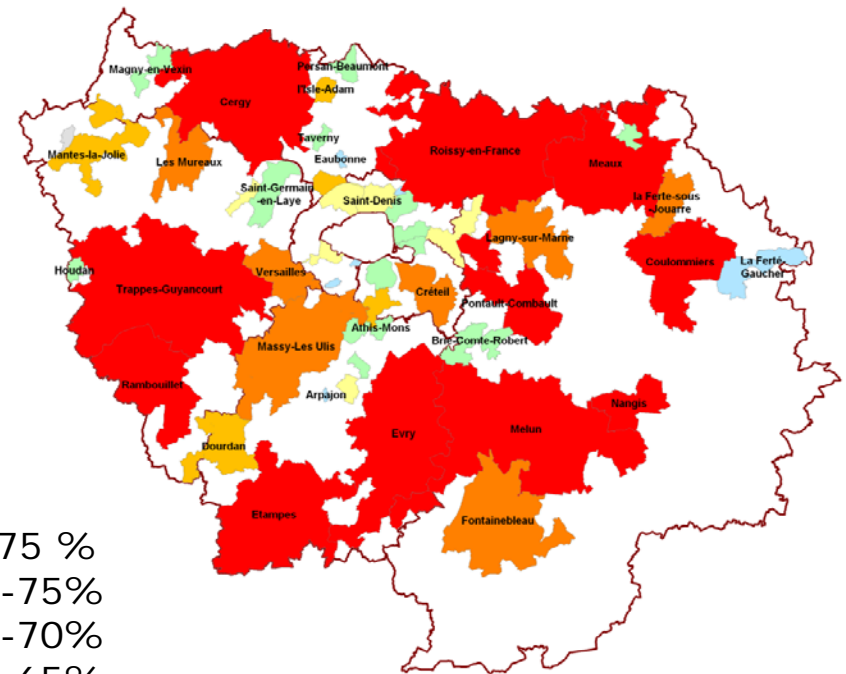
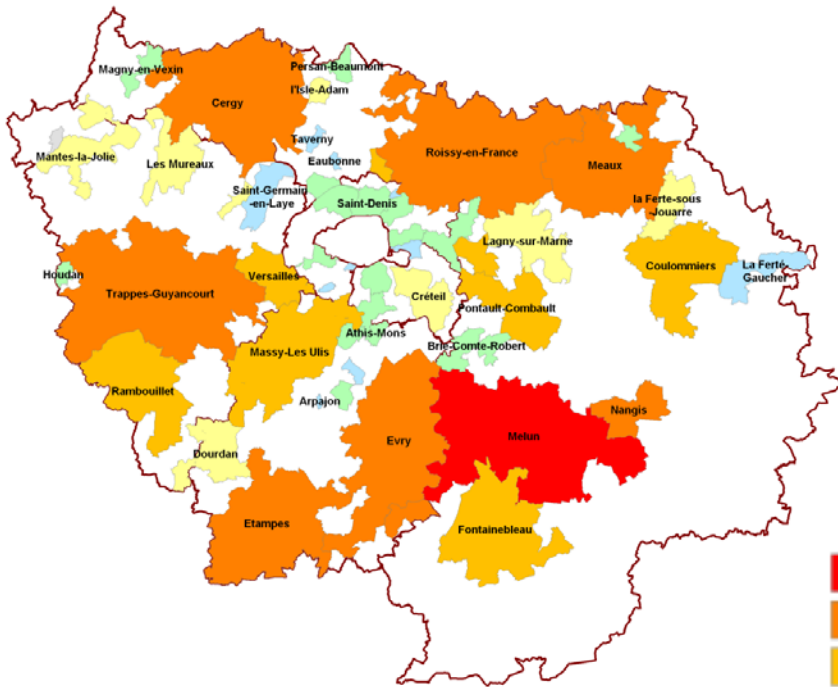


- Paris
- Paris – Inner suburbs
- Paris – Outer suburbs
- Inner suburbs
- Inner – Outer suburbs
- Outer suburbs

## Proportion of daily trips of inhabitants remaining inside their mobility areas

Including commuting : 63% on average

Excluding commuting : 69 % on average



## Green house gas emissions

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

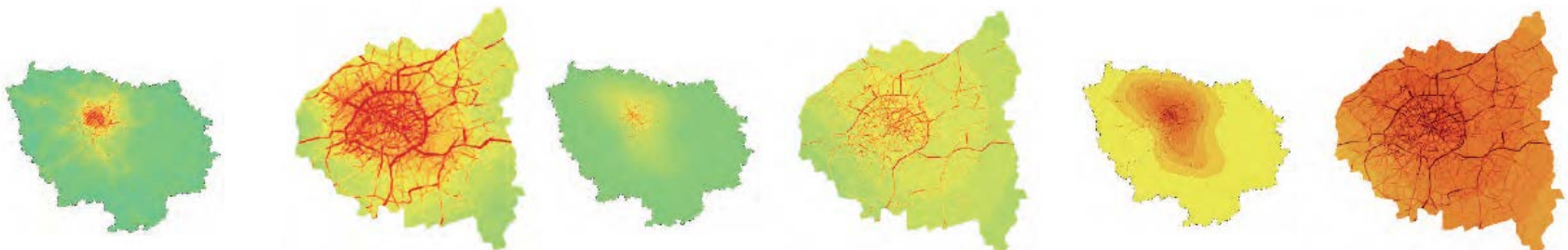
## Air quality

- Quality objectives are not respected.

NO<sub>2</sub>

PM 10

PM 2,5

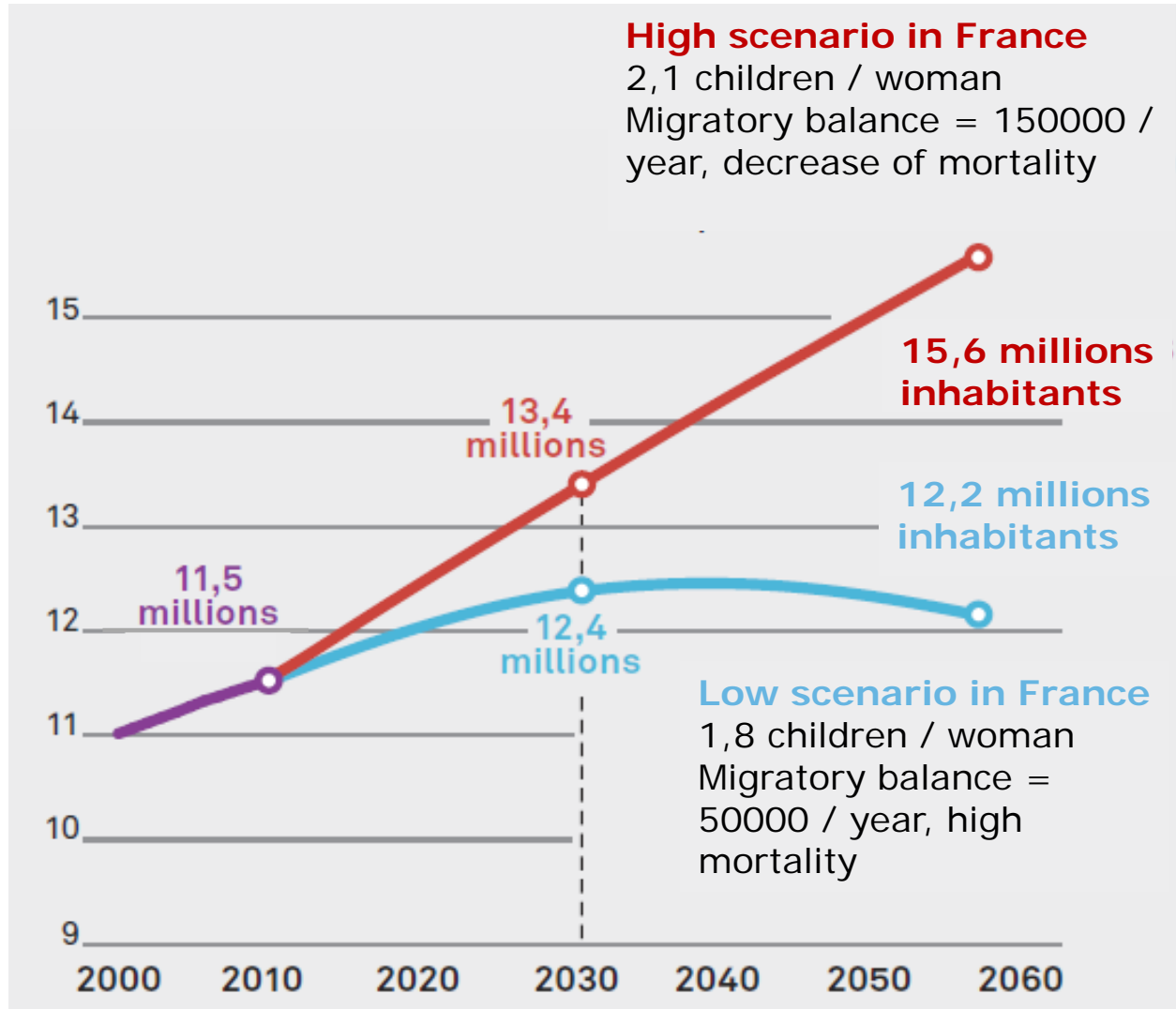


Annual average concentrations (2010)





## **The future: the new Ile-de-France urban master plan for 2030**



**Easier national and international relations**

**Public transport system : better connections, more hierarchy**

**Optimisation of local trips**



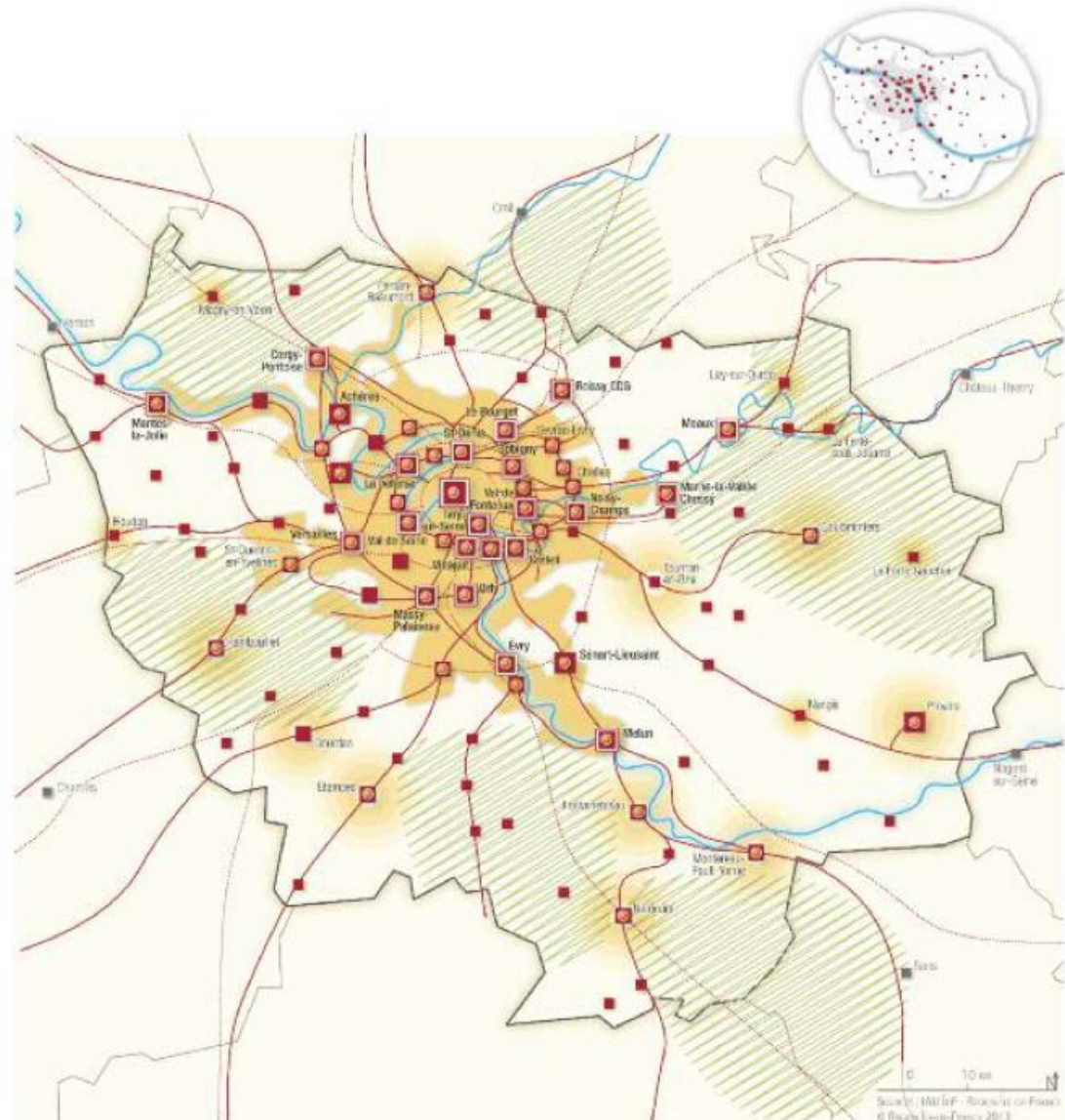
**More geographical equilibrium between housing and employment**

**Strengthening multi centres organisation**

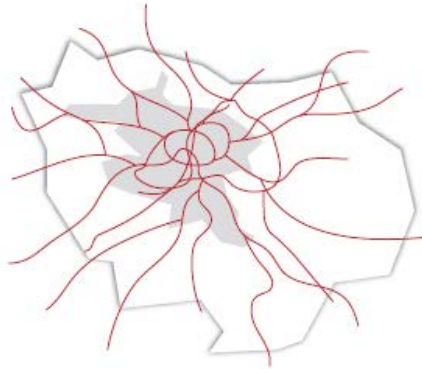
- particularly around the stations of mass transit lines and Grand Paris Express metro project

**Developing employment while ensuring economic diversity**

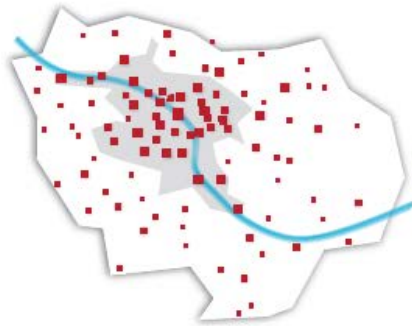
**More density and diversity of urban functions**



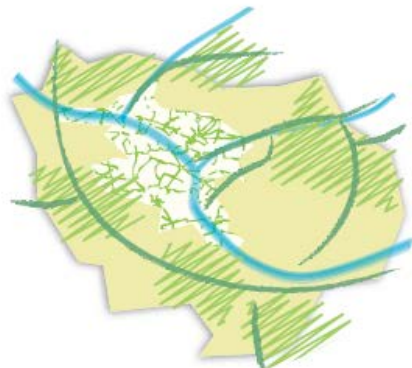




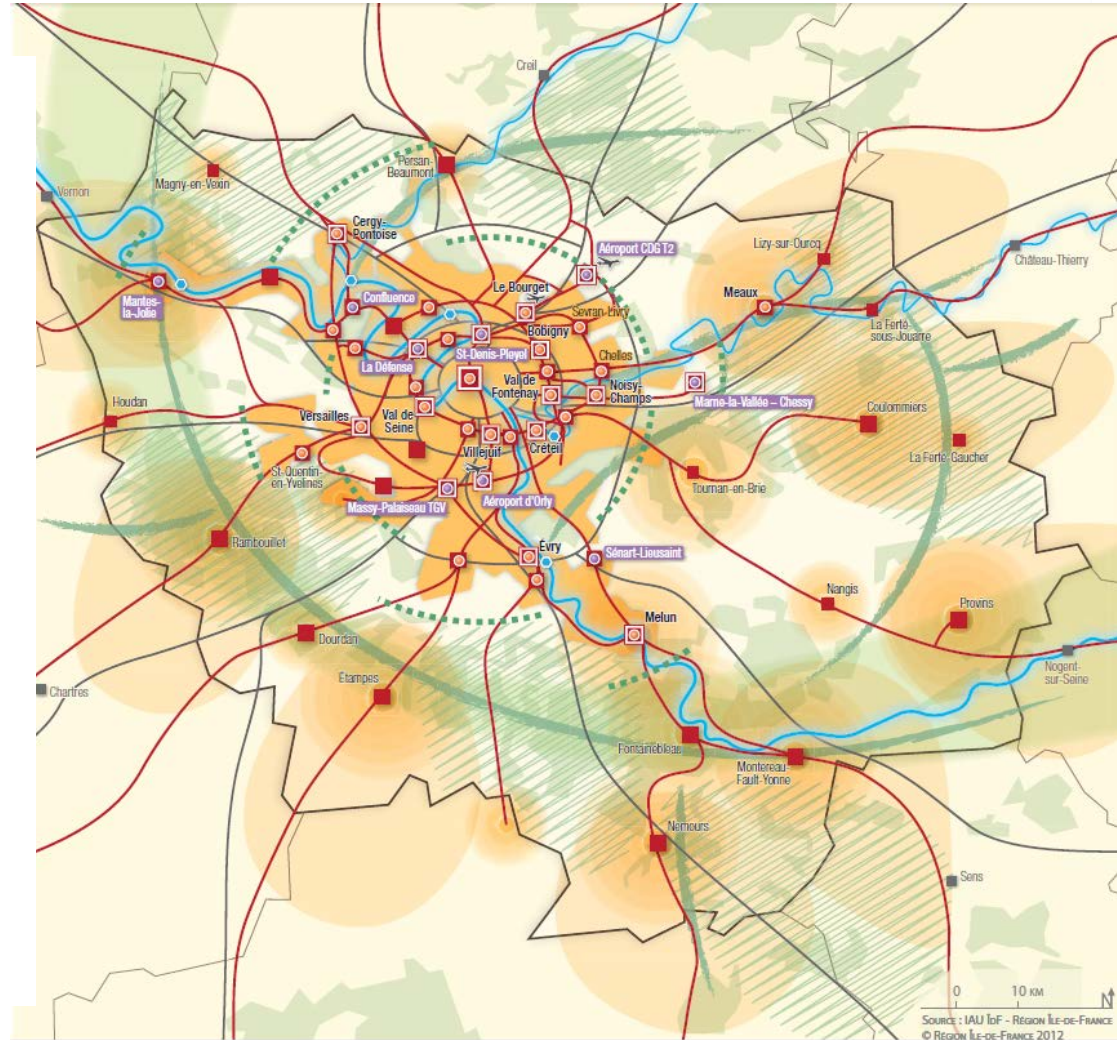
**Linking and structuring**



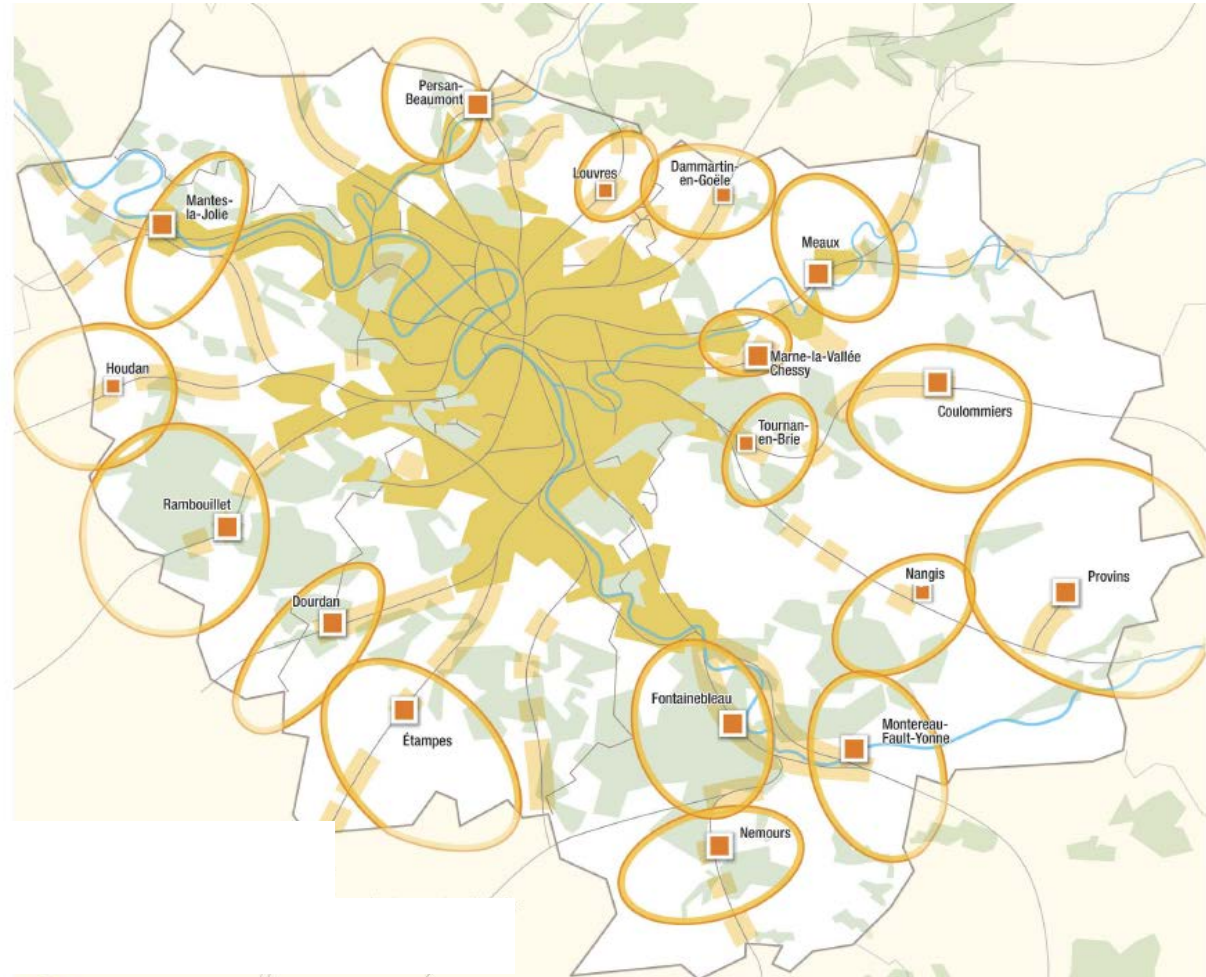
**Strengthening existing cities and geographical equilibrium**



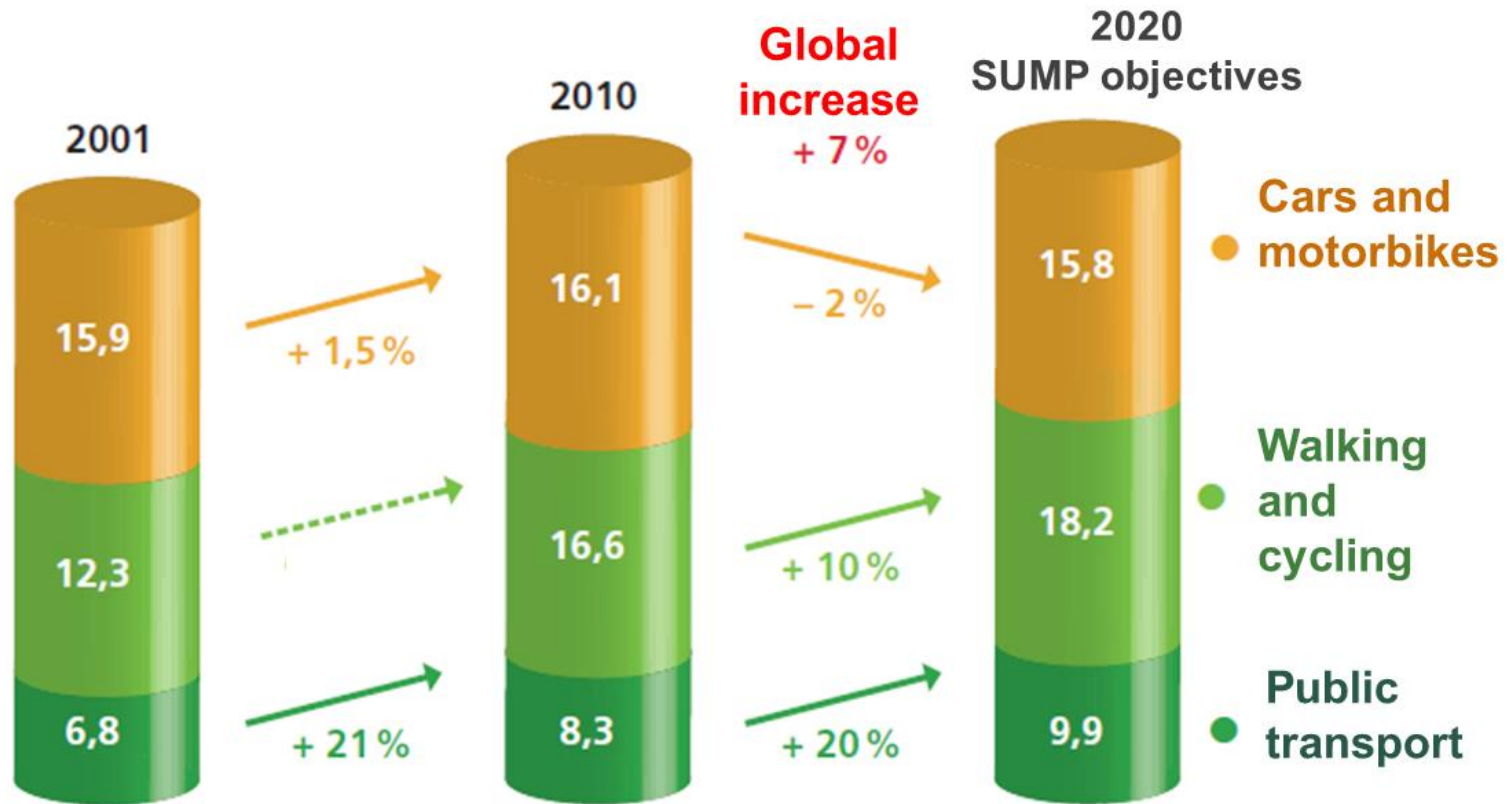
**Preserving and valorising**



## Authorized locations for new housing



-  **In the central urbanized area**
-  **Along public transport network**
-  **In other urban poles**



Millions of daily trips





# planning transport supply for a life less dependent on private car

## The new Greater Paris public transport projects:

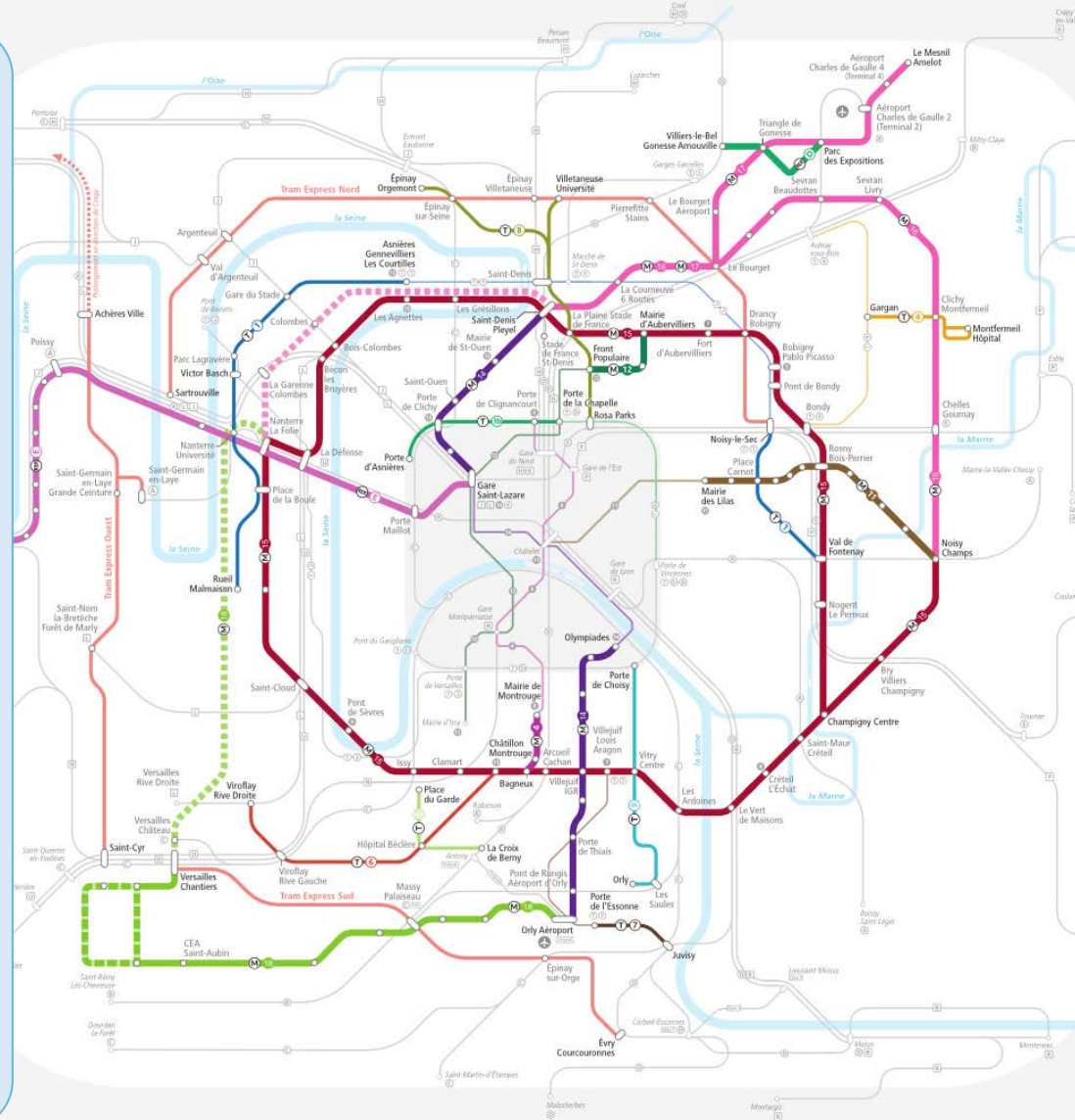
### Existing mass transit network

- 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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