
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 Ile-de-France:

One of the 13 French regions which represents:

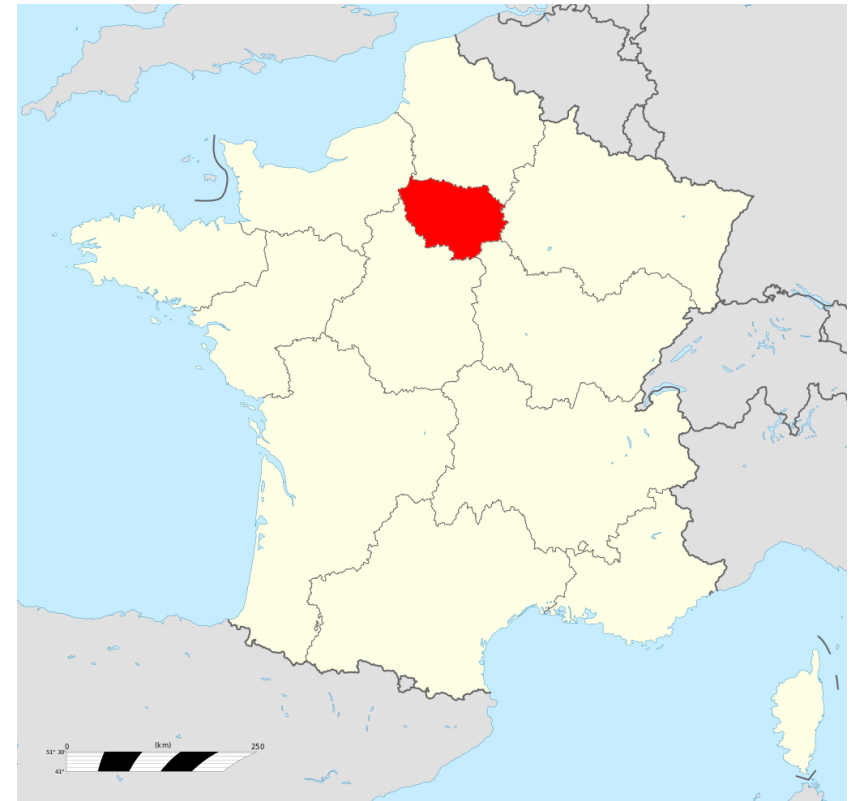
2% of the metropolitan territory

19% of the metropolitan population

	Île-de-France	France
Population (millions)	12	64*
Surface (km ²)	12 000	544 000*

* Hors départements d'Outre-mer

Source: Insee 2014



Mobility challenges

Population distribution

12 million inhabitants, spread around Paris and along the main valleys

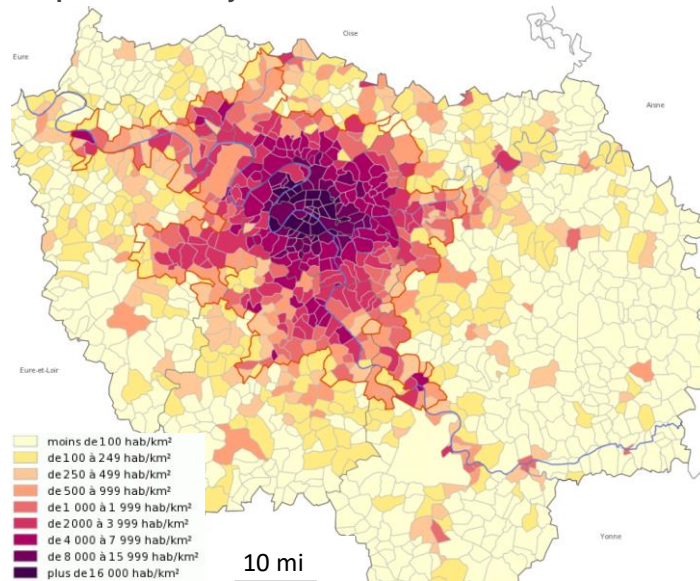
A very dense core: 21.000 inhab./km² in Paris (100 km²), urban area still dense (3.700 inhab/km², 2800 km²) and rural areas on the edge

New towns developed in the 60', contiguous to the dense area

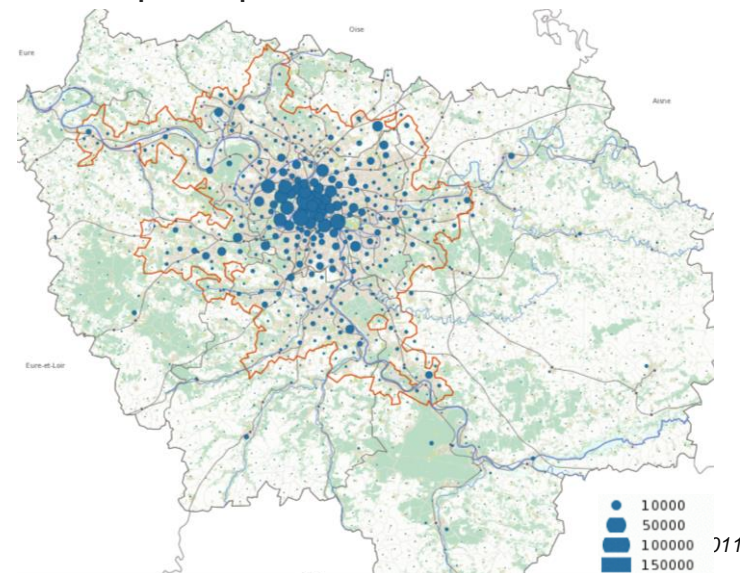
Jobs distribution

6,1 million jobs, focused on the Western inner core

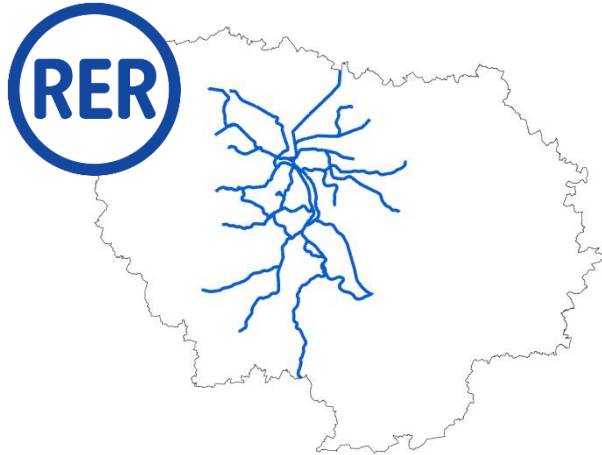
Population density



Jobs in public & private sectors



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

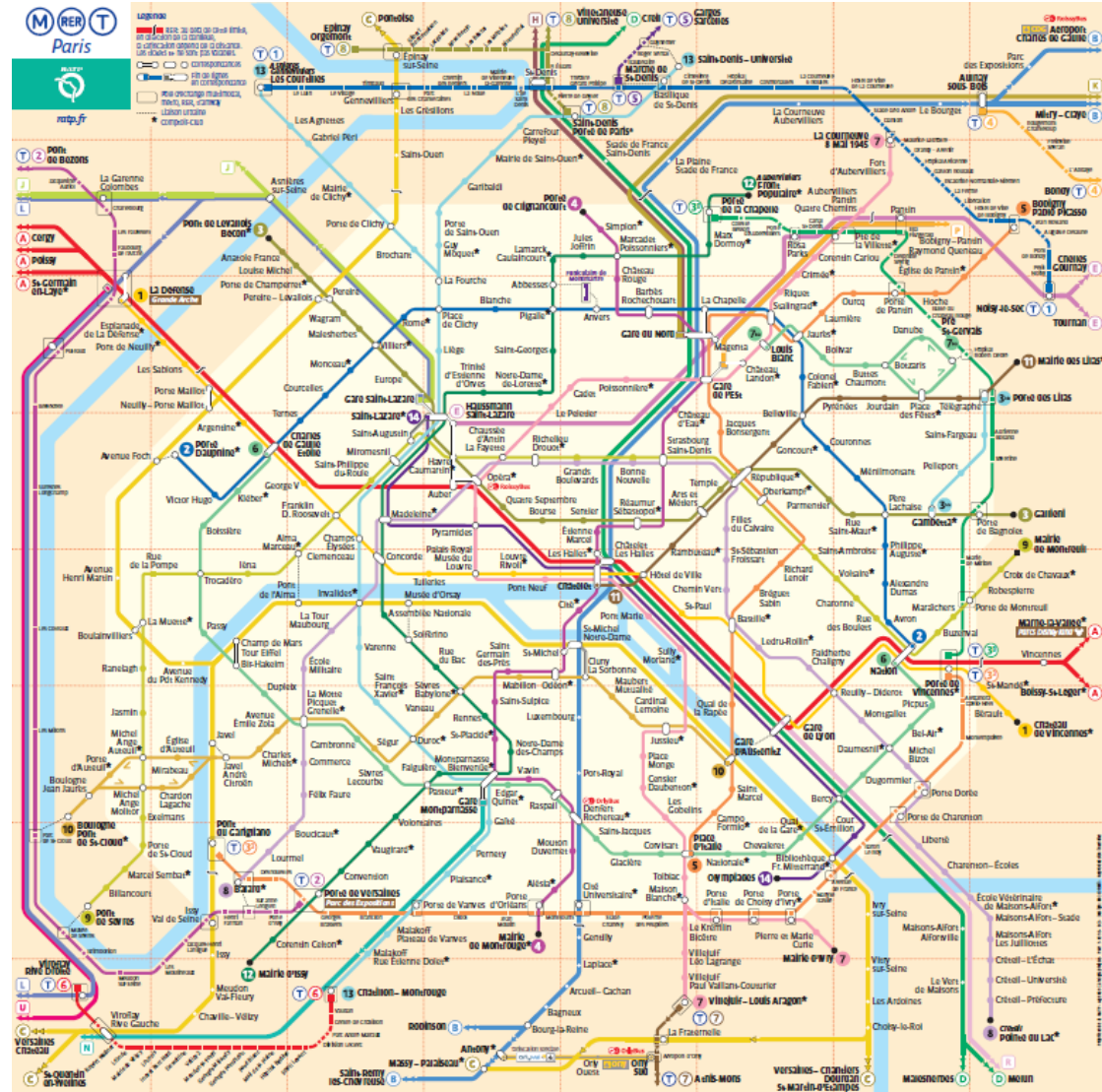


Metro

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)



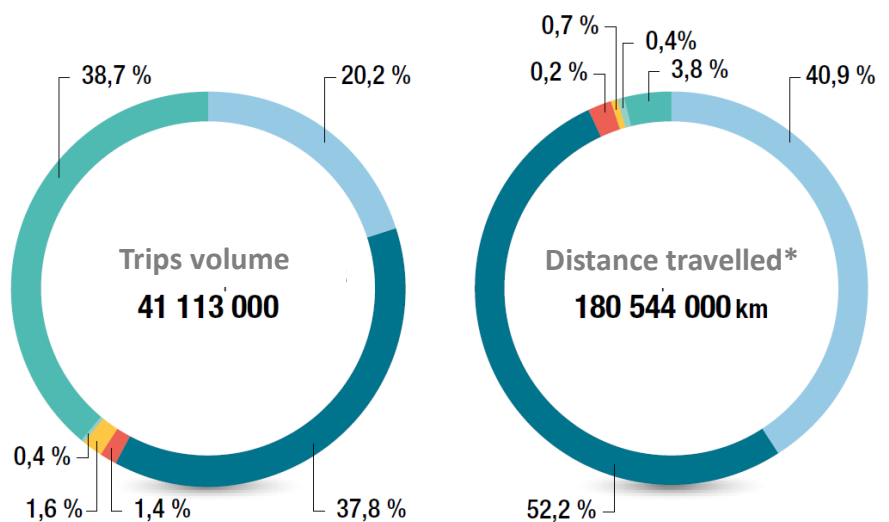
The main road network : radials axes and 3 rings



Trends and challenges in mobility

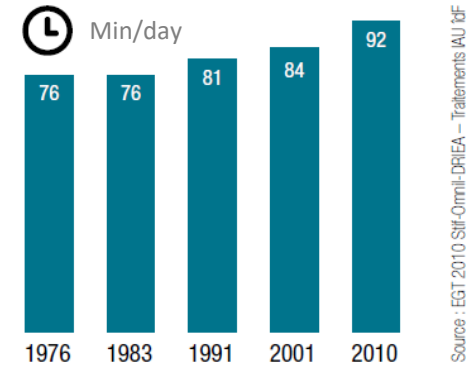
Household Travel Survey – Key figures (2010)

Transport modal share in 2010



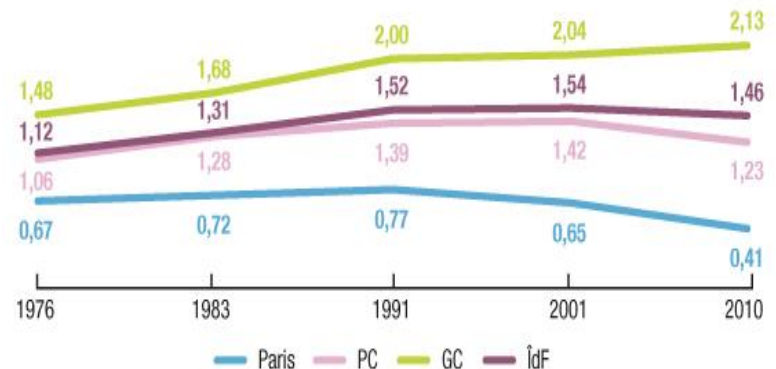
Public transport Car Motorized 2 wheels Bike Other Walking
*Beeline
Source : enquête globale transport 2010

Evolution of time travelled / day by IDF inhabitants



Evolution of car mobility / home location

Évolution de la mobilité automobile selon le lieu de résidence



Source : EGT 2010 STIF - OMNIL - IEA - Traitements IAU îdF.

Public transport capacity at a glance

Networks & figures (2015)

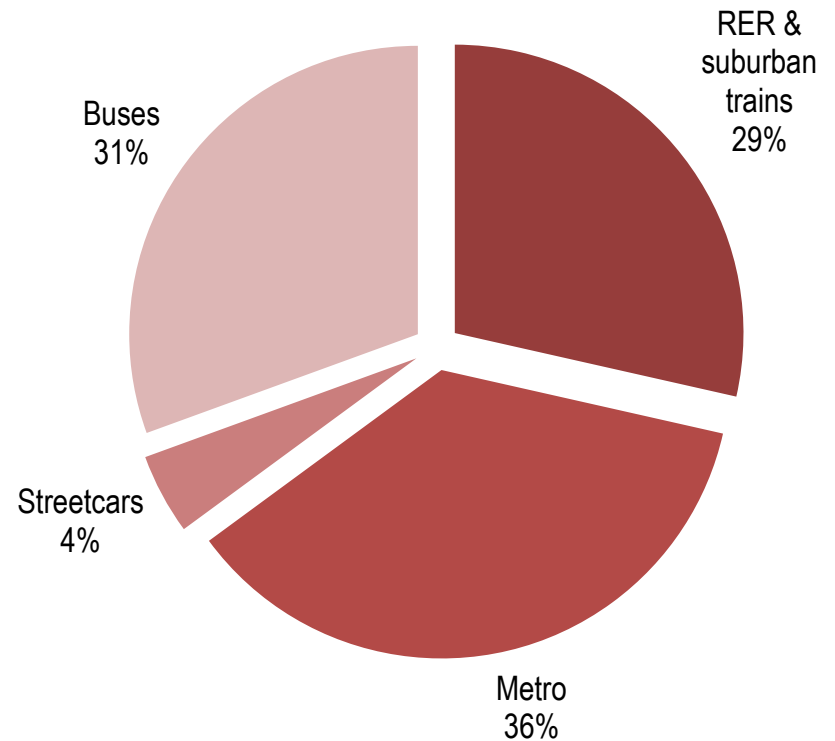
Regional trains: 1,411 km / 448 stations
1.4 billion journeys

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



Key actors

Key actors - Roads



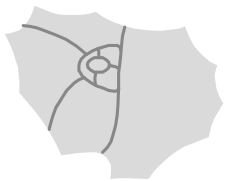
State (DRIEA / Dirif)

1 110 km of highways and national roads in Ile-de-France (3 %)



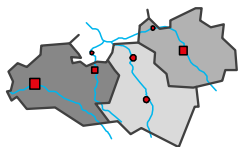
Ile-de-France Region

Strategic orientations but no responsibility for the road network. Lever for action through financing, incitation and coordination.



Départements

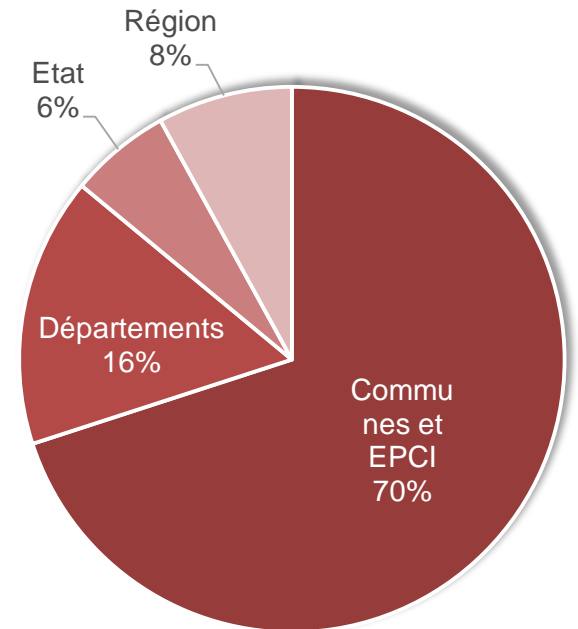
9 620 km of departemental roads (25 %)



Municipalites / EPCI

27 387 km of roads and streets (72 %)

Who pays for the road development and operation



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-de-France 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) :

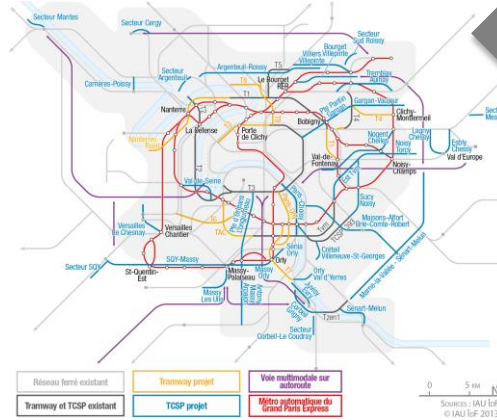
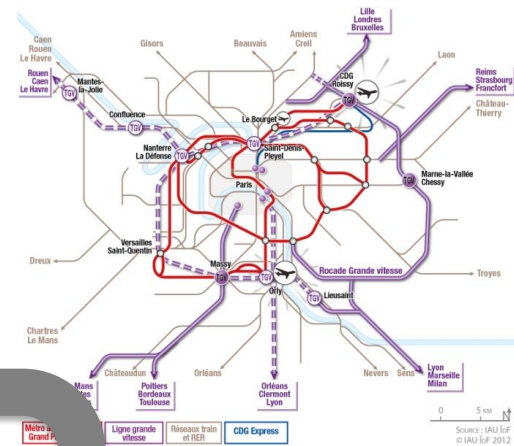
Greater Paris Express and global modernisation of the network (tram lines, reserved lanes, rolling stock...)
Goal : balance 20 years of chronic under-investment for the Île-de-France public transport network

Regional masterplan (SDRIF 2013-2030)

4 different scale

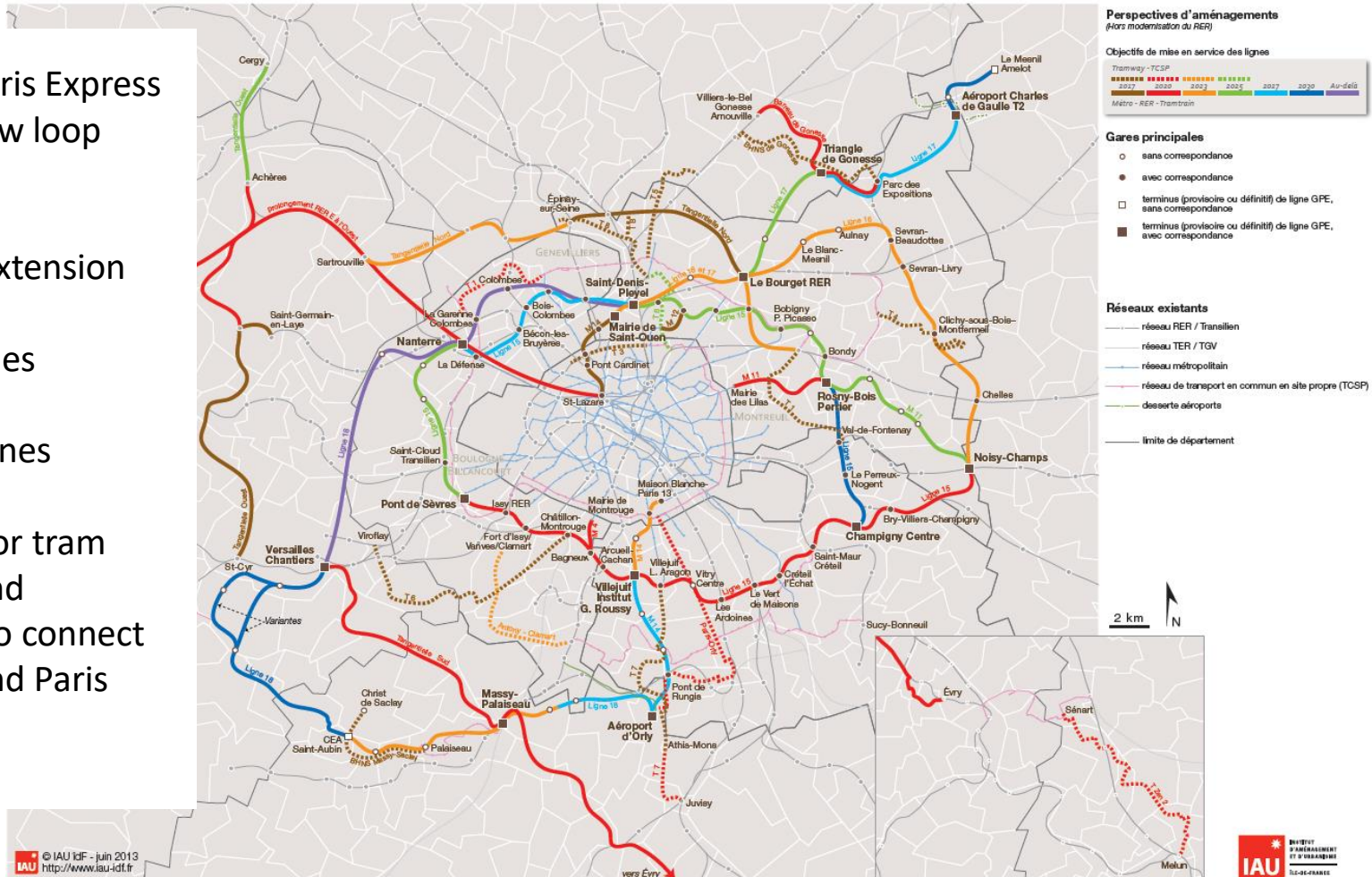
One focus dedicated to transport planning

Pacification and sharing of street spaces



2030 network : 41,5 billions € of investment

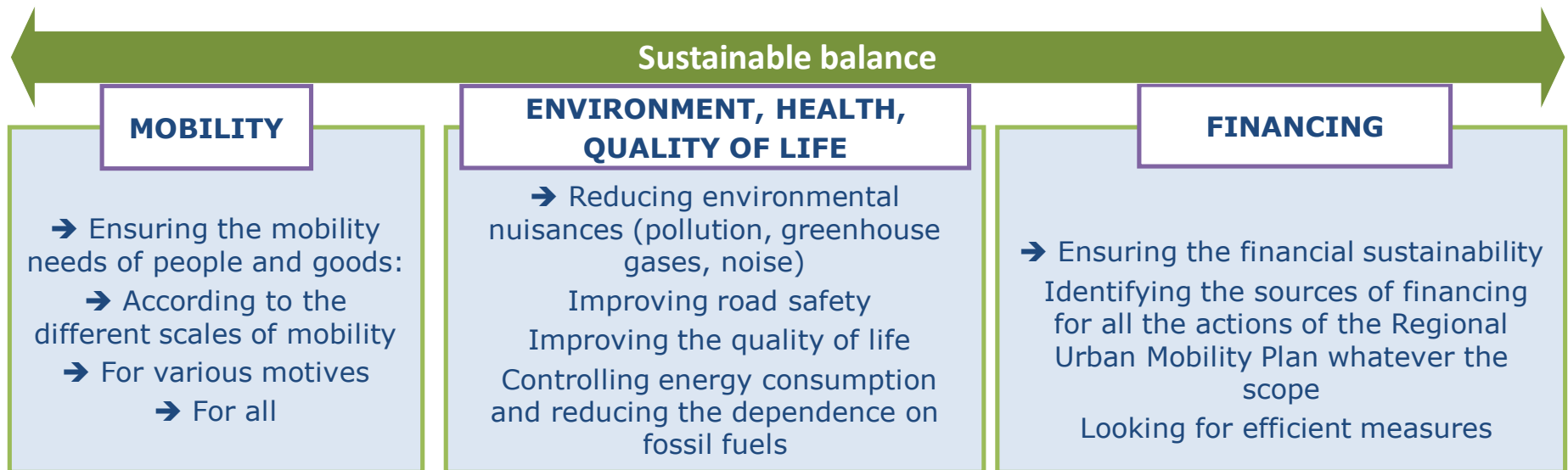
- The Grand Paris Express project : 3 new loop metro lines
- RER E West extension
- 3 tramway lines
- 3 light-train lines
- many metro or tram extensions and upgradings, to connect with the Grand Paris Express



The Paris Region SUMP : « PDUIF »

Issues :

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



- This balance shall facilitate the attractiveness of the Paris Region and guarantee the social cohesion

The Paris Region SUMP : « PDUIF »

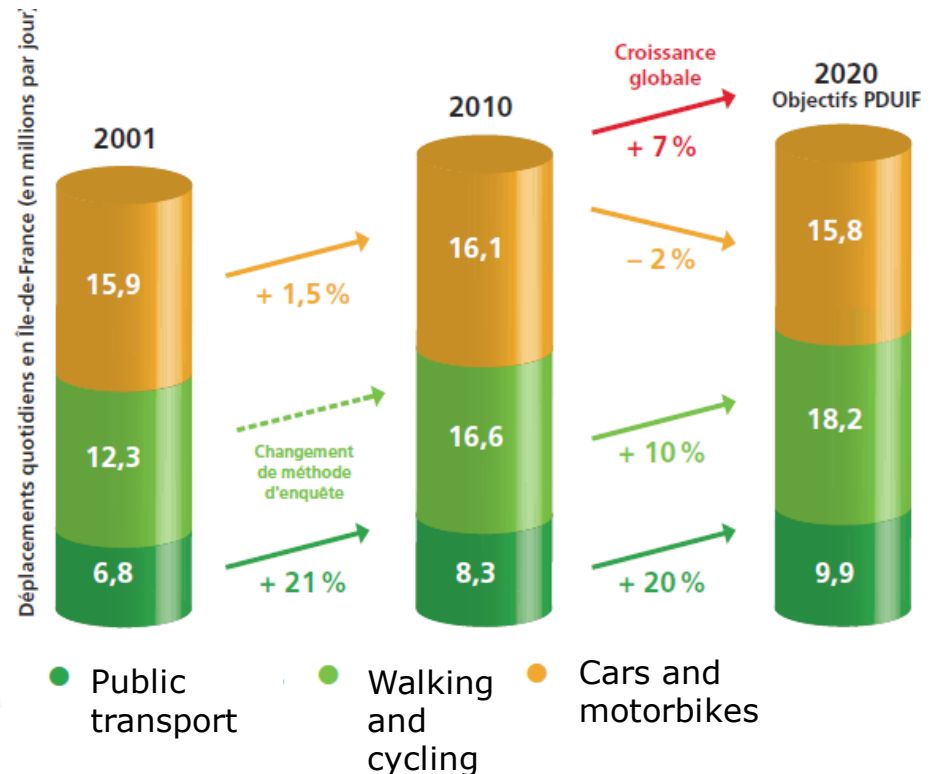
Objectives & Targets:

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

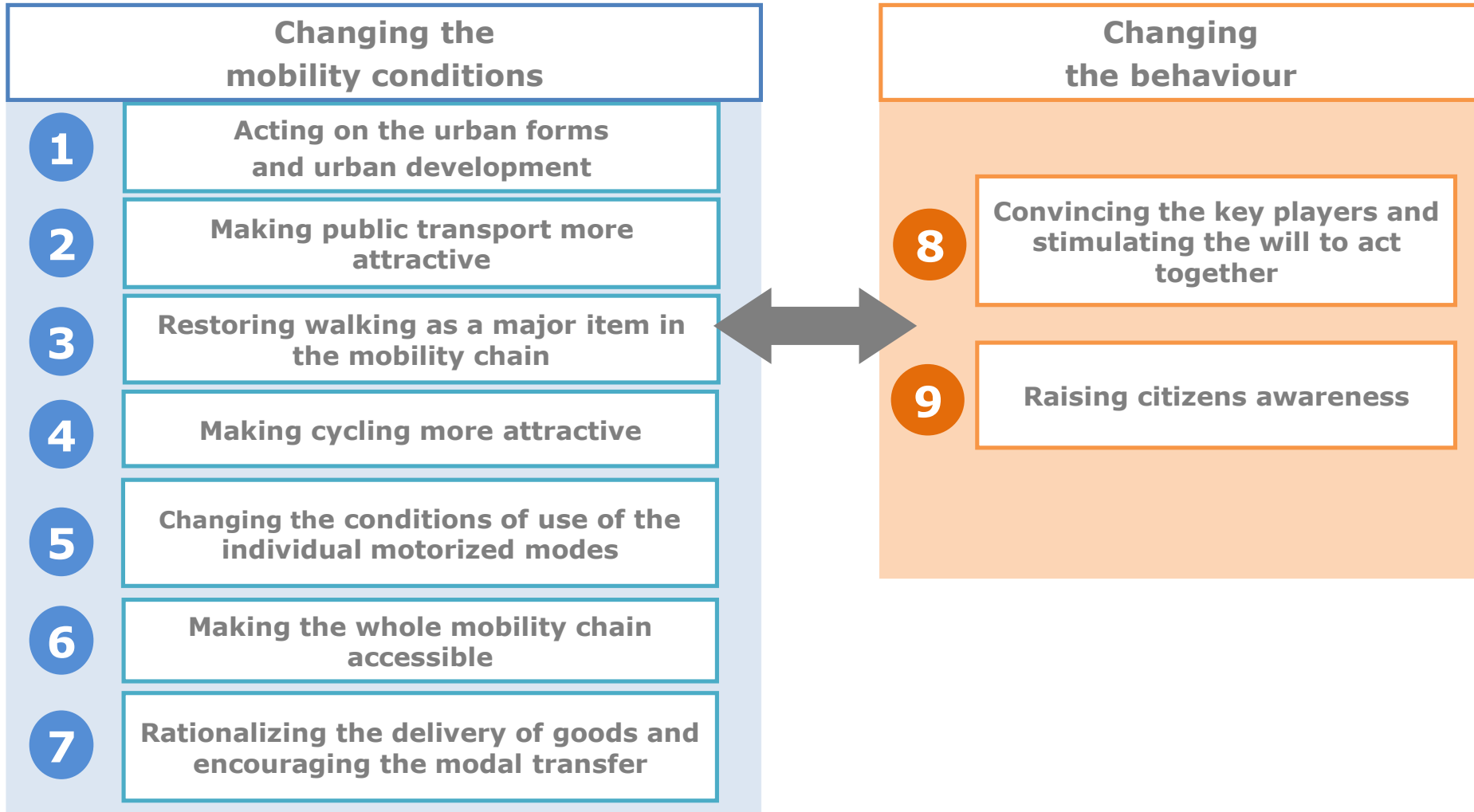
Mobility targets have been calculated in
order to reach a decrease of greenhouse
gas emissions of transport modes by 20 %
until 2020

Mobility targets for 2020



The Paris Region SUMP : « PDUIF »

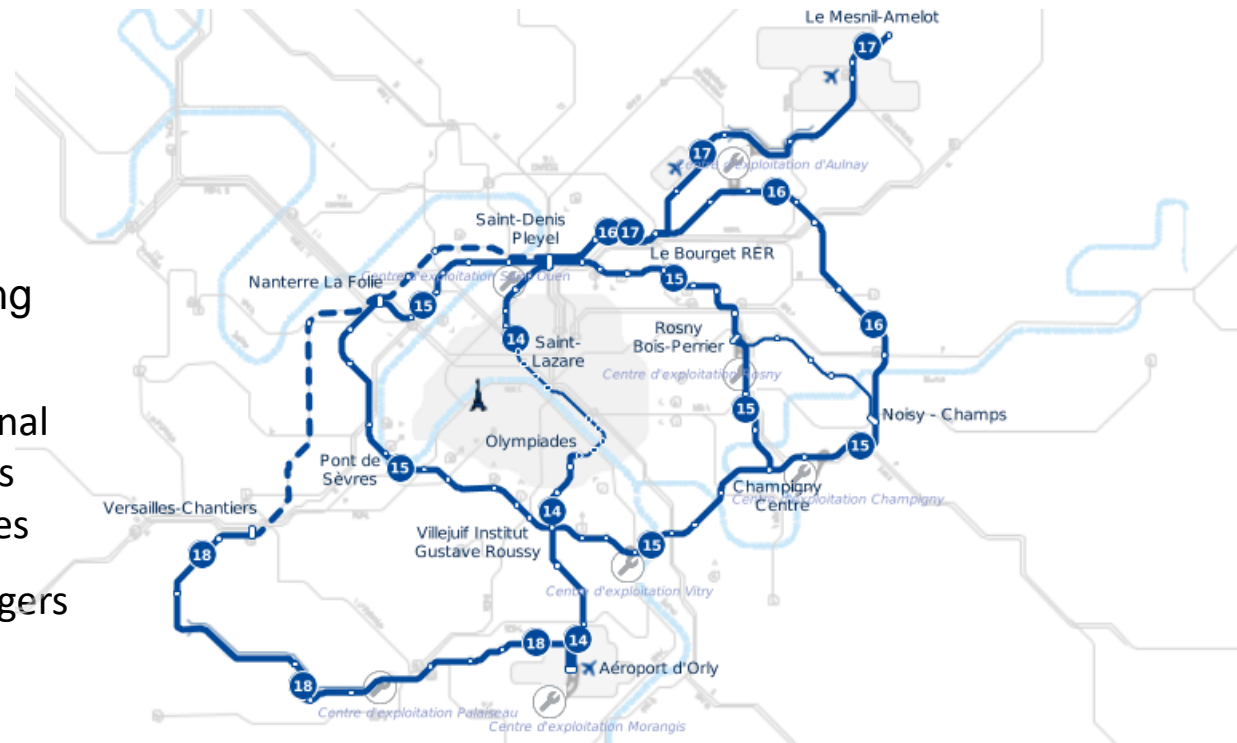
Actions : 9 challenges ...



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)

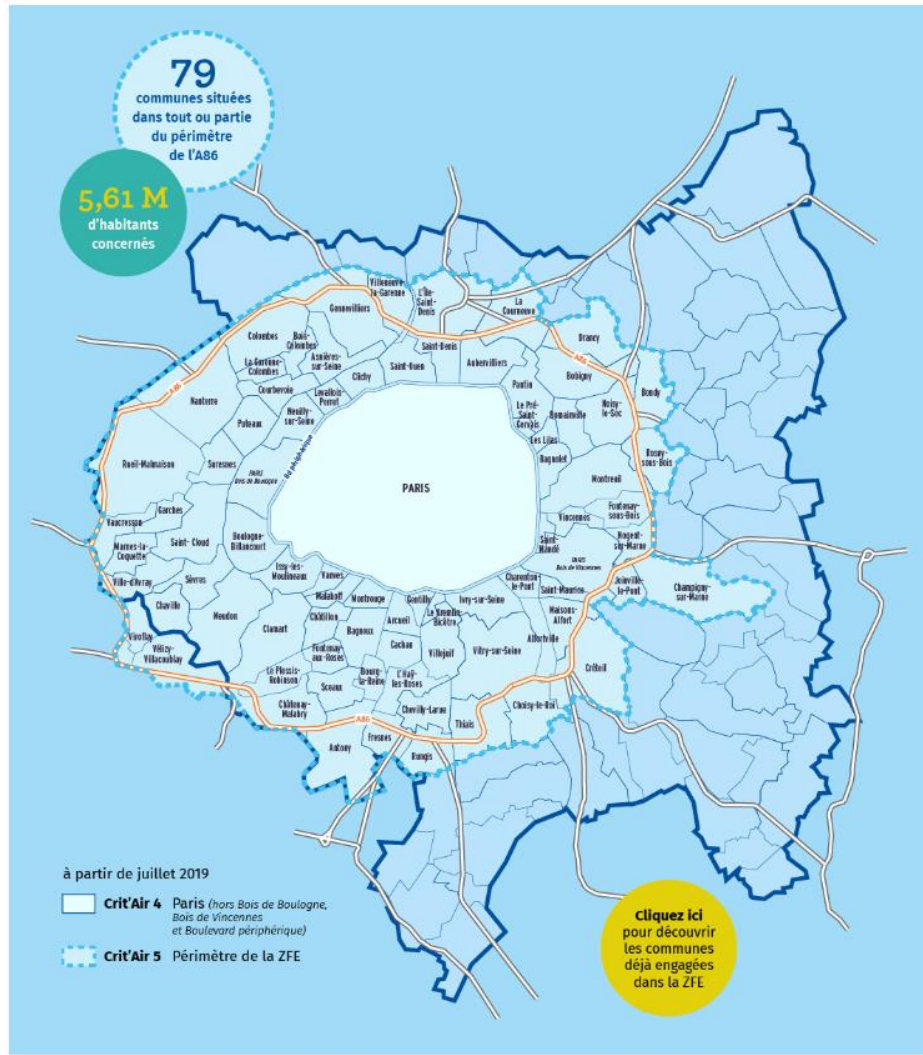


[Société du Grand Paris - Le Grand Paris Express](#)



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

Low Emission Zone on the Greater Paris



- **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**

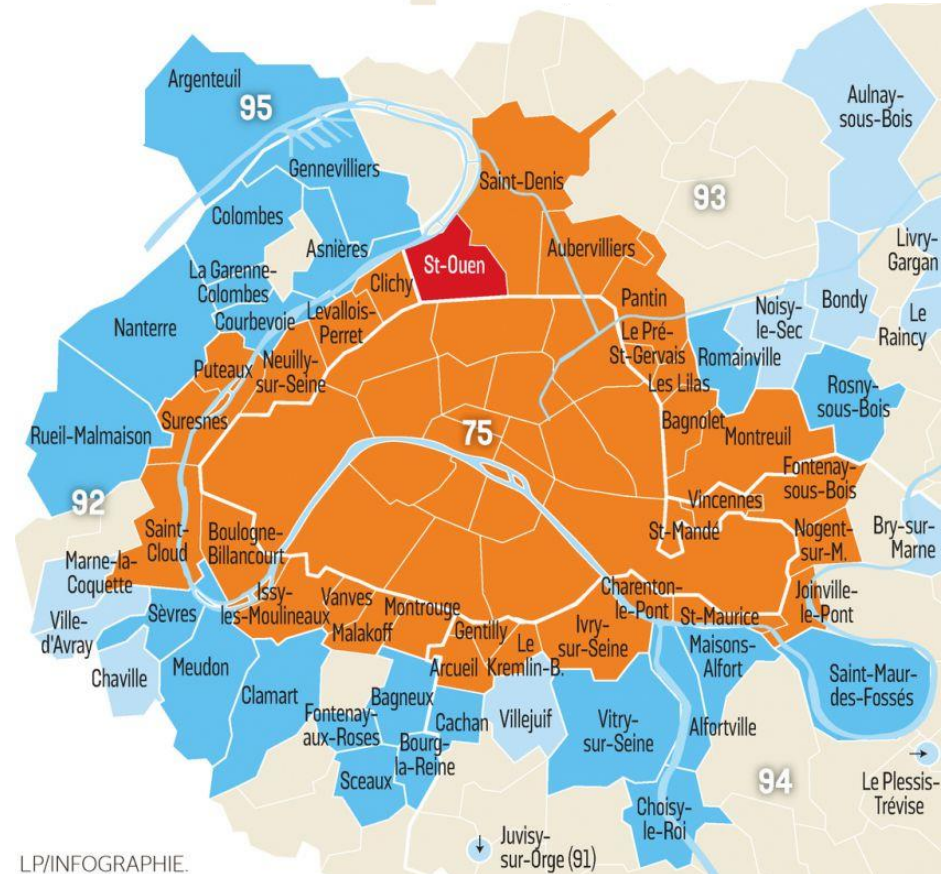
New Velib' on a larger perimeter

❑ **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)**



- Towns already with Vélip'
- Towns with old Vélip' (maybe quit)
- Additional towns with new Vélip'
- Additional towns with new Vélip' (but later)
- Towns not Vélip' member



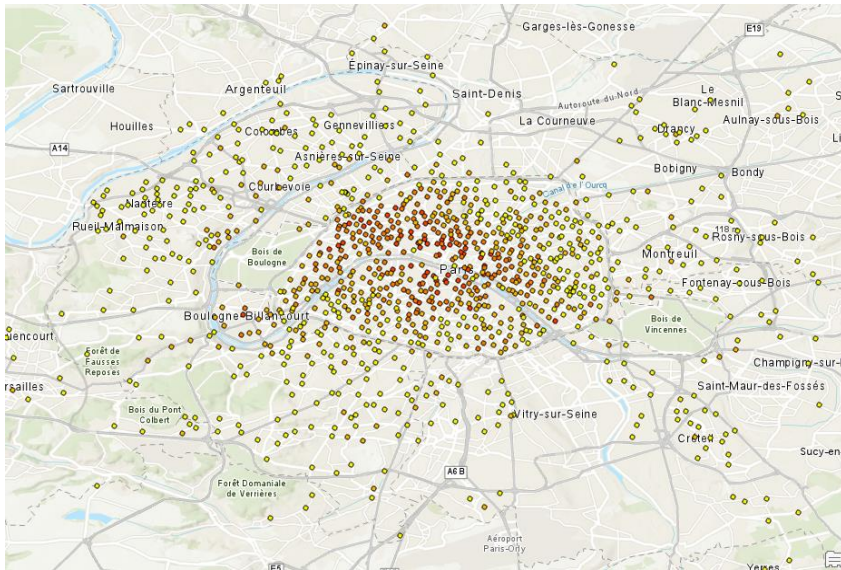
LP/INFOGRAPHIE.

“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

- 4 international teams



GRAND PARIS LES ROUTES DU FUTUR CONSULTATION INTERNATIONALE

