TRANSPORTS POLICIES IN PARIS-ILE-DE-FRANCE REGION

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Content

- Mobility management versus transport infrastructures
- Main infrastructures projects in Paris-Île-de-France by 2030
IAU in a few words

- Semi-public agency, set up in 1960
- Missions: propose planning and development policies for the Region, center for analysis and data collection
- 170 experts in urbanism, demography, economy, housing, transport, environment, energy ...
- Annual budget: 25 millions € (86% from regional grant)

- www.iau-idf.fr
Mobility versus transport infrastructures

- **Mobilité**: demand of trips
  
  -> sustainable, clean, shared, connected, autonomous, intermodal, multimodal, as a service (MaaS)

- **Transport infrastructures**: supply of trips
  
  Contract of plan 2015-2020: 1 billion € / year for transports
Context

- Objective to improve air quality
- Cop 21 agreement on climate
- Law of energetical transition
- Strong constraints on public investissement budgets and strong political will to invest in the « daily mobility »
Regional policies of mobility management

- SUMP (Sustainable Urban mobility plan)
- Regional Plan for air quality
- Regional Plan for roads
- Regional Plan for logistics
- Regional Plan for bikes

-> Promotion of « new mobilities »
  (carpooling, carsharing, transport on demand, active mobilities, SUMP for companies)

-> Financial instruments (toll, LEZ)

-> « Transport oriented development »

-> Public space management (road sharing, parking)
Regional plan for roads

- 500 M€ in 5 years to reduce road congestion and unsafety
- 60 M€ for ITS: smart roads, carpooling, autonomous vehicles, experimentations, etc.

Transport policies in the Ile-de-France Region

10 novembre 2017
MAIN PUBLIC TRANSPORT INFRASTRUCTURES PROJECTS IN ÎLE-DE-FRANCE REGION BY 2030
Projects of upgrading in the short term

- Upgrading of the network by SNCF and the rolling stock (confort, Wifi, safety, cleanliness, etc)
- Master plans for RER/Transilien lines (trains schedules)
- Regional plan for disabled people
- Master plan for coach stations (« cars Macron »)
- Smart city, smart région (smart ticketing, coworking spaces)
- Regional plan to improve intermodality (parc&ride stations)
Public transport projects by stage (to update in dec. 2017)

Source: IAU 2015
Mass transit lines by 2030

Source: STIF 2015
Grand Paris Express (L15, 16, 17, 18, ext L14 and L11) 30 Mds €, 200 km, 68 stations, 250 000 housings

Transport policies in the Ile-de-France Region

Source: SGP

10 novembre 2017
Grand Paris Express: Line 15 south (2024)

3.7 Mds €

75 km, 16 stations

Source: SGP
Grand Paris Express : Ligne 16 (>2024)

3,5 Mds €

25 km, 10 stations

Source : SGP
Grand Paris Express : Line 15 east (≥2024)

5,2 Mds € 2 stages: Saint-Denis - Rosny-Bois-Perrier (2025), then Champigny (2030)

22 km,
12 stations

Source: SGP
Grand Paris Express: Line 15 west (>2024)

4,2 Mds €  2 stages: Pont de Sèvres - Nanterre, puis Saint-Denis

20 km,
11 stations

Source: SGP
Grand Paris Express : Line 17 (?)

1,8 Mds €

9 stations

Source : SGP
Grand Paris Express : Line 18 (?)

2,7 Mds €

3 stages: Orly – CEA Saint-Aubin, puis Versailles Chantiers puis Nanterre

35 km, 10 stations

Source: SGP
Grand Paris Express: Ext. line 14 north (2020)

1,4 Mds €

5 km, 4 stations
Grand Paris Express : Ext. line 14 south (2025)

2,8 Mds €

14 km,
7 stations

Source : SGP
Metrolines extensions
Line 4 to Bagneux (2021)

380 M €

2 stations

Source: RATP
Line 11 to Rosny-Bois-Perrier (2023)

1,3 Mds €  
5.4 km, 6 stations

Source: RATP

Transport policies in the Ile-de-France Region
Line 12 to Mairie d’Aubervilliers (2020)

176 M €

2 stations

Source : RATP
Project long term : line 11 to Noisy Champs (?)

10 km,
5 stations

Source : STIF
Under study: extension line 1 to Val de Fontenay (>2024)

14 km, 3 stations

Source: RATP
Under study: extension line 10 to Ivry (>2024)

5 km, 4 stations

Source: RATP
Other extensions in the Regional Master Plan (> 2030)

✓ Extension line 5: Place d’Italie – Cité Universitaire

✓ Extension line 7: La Courneuve 8 mai 1945 – Le Bourget

✓ Extension line 9: Mairie de Montreuil – Mûrs à pêches

✓ Extension line 12: Mairie d’Aubervilliers – La Courneuve 6 Routes
Extension RER E line to the west (2022)

3,8 Mds €

2 stages: St Lazare - Nanterre (2022), then Mantes (2026)

Source: IAU
CDG Express (2024)

1,7 Mds €, PPP financing.

32 km
New TGV line Paris Normandie (LNPN)

5,3 Mds € for 3 priority sections (>2030)
Tramways projects in IdF
Ext T1 east and west, Ext T3, branch T4, Ext T7, T9, T11 , T12 et T13

Source : STIF
<table>
<thead>
<tr>
<th>Project</th>
<th>Investment (millions €)</th>
<th>Year</th>
<th>Stage</th>
</tr>
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<tbody>
<tr>
<td>Ext T1 east</td>
<td>459</td>
<td>&gt;2024</td>
<td>Noisy-le-Sec - Val de Fontenay</td>
</tr>
<tr>
<td>Ext T1 west</td>
<td>225</td>
<td>2019</td>
<td>Phase 1 : Asnières - Asnière. Phase 2 : Colombes</td>
</tr>
<tr>
<td>Ext T3</td>
<td>?</td>
<td>2019</td>
<td>Phase 1 : Pte Chapelle - Pte Asnières. Phase 2</td>
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<tr>
<td>Branch T4</td>
<td>27</td>
<td>2021</td>
<td>Bondy - Montfermeil</td>
</tr>
<tr>
<td>Ext T7</td>
<td>224</td>
<td>2023</td>
<td>Athis Mons - Juvisy</td>
</tr>
<tr>
<td>T9</td>
<td>404</td>
<td>2021</td>
<td>Pte Choisy - Orly</td>
</tr>
<tr>
<td>T10</td>
<td>351</td>
<td>2024</td>
<td>Antony - Clamart</td>
</tr>
<tr>
<td>T11</td>
<td>61</td>
<td>2017</td>
<td>phase 1 : Epinay/Seine-Le Bourget. Phase 2</td>
</tr>
<tr>
<td>T12</td>
<td>581</td>
<td>2021</td>
<td>Phase 1 : Massy-Evry. Phase 2 (54,5 M€)</td>
</tr>
<tr>
<td>T13</td>
<td>31</td>
<td>2022</td>
<td>phase 1 : St Germain-St Cyr. Phase 2</td>
</tr>
</tbody>
</table>
Bus rapid transit projects: TZEn en IdF

TZen 1: Lieusaint - Moissy (Sénart) – Corbeil Essonnes (2011)
TZen 2: Carré Sénart – Melun (>2024)
TZen 4: Corbeil-Essonnes – Évry – Grigny- Viry Châtillon (<2024)
TZen 3: Porte de Pantin – Livry-Gargan (sur la RN3) (<2024)
TZen 5: Bibliothèque François Mitterrand – Les Ardoines (Vitry) (<2024)
Other project: « Grand Paris des bus »

Restructuration of the Paris bus network, by September 2018. It hasn’t changed for 70 years.

4 new bus lines
46 lines out of 60 modified in Paris.
12 extensions in the first ring and 5 lines from the first ring entering Paris.
Reinforcement of the 3 most frequented lines (62, 26, 60)

Reinforcement of 29 lines in the second ring

=> A lot of public works in the coming year
Projects of cable cars in IdF

13 projects under study. Only one well advanced: Cable A Créteil-VSG (120 M€)

Source: STIF
Other project: railway Gonesse link (>2024)

400 M €
Project link Roissy- Creil (>2024)

400 M €, new public debate in the end of this year
Project TGV : interconnecting south link (>2030)

3,5 Mds €

Source : IAU
Terminal T4 in Roissy-CDG ? (2030)

Futur TERMINAL 4

Source : ADP
Terminal T3 in Orly? (2030)

2016: 30 M passengers

Urban project « Cœur d’Orly » to accompany the arrival of line 14

New boarding area: 20 000 m² at the east of terminal South

Source: ADP
Energetical transition regional policies

✓ In the process (Assises of energy on 27th November)
✓ Difficult positioning of the region, especially in the transport field
✓ Currently: financial subsidies for small transport companies to help them purchase less emitting trucks
✓ Subsidies to set up charging gaz stations for trucks
✓ ...

Source: STIF
Conclusions

- Transport infrastructures projects should have more impacts on modal split and socio-economic benefits than projects for « new mobilités » but they require much more investments.

- The creation of transport infrastructures is a necessary condition for economic development.

- Transport infrastructures should be implemented to last as long as possible because the maintenance and repair budgets are low in comparison with investments budgets.