

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)

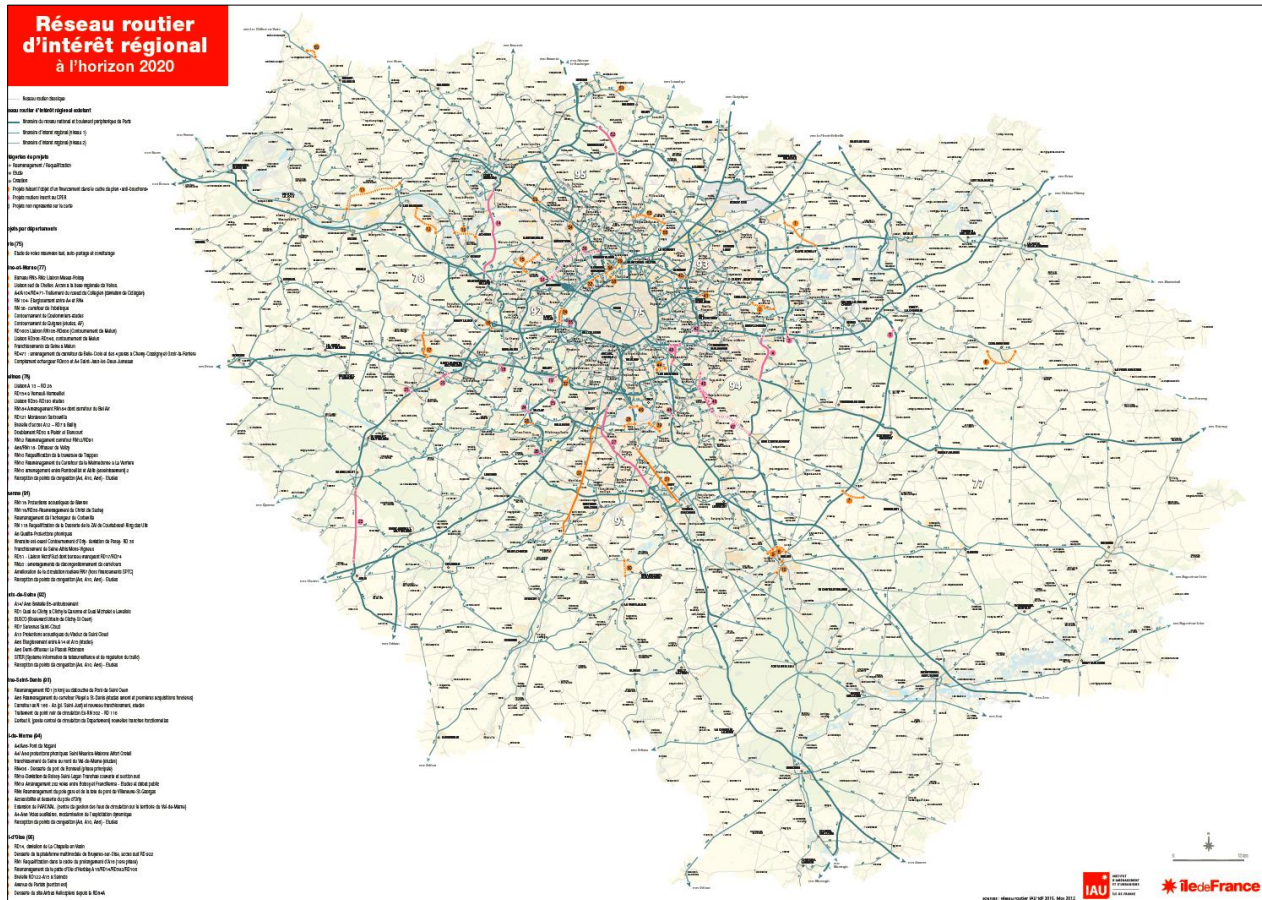
-> **Financial instruments (toll, LEZ)**

-> **« 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

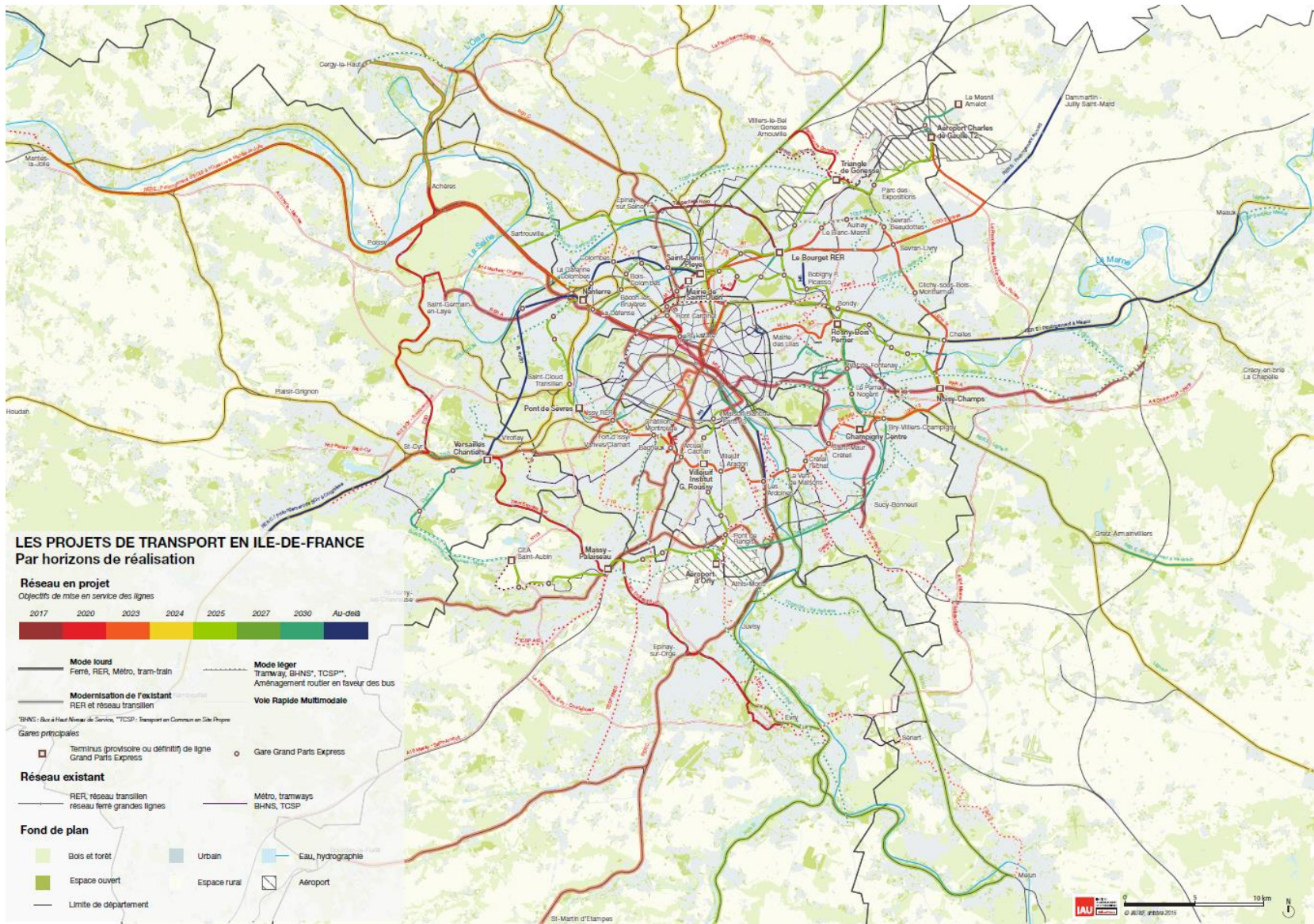


MAIN PUBLIC TRANSPORT INFRASTRUCTURES PROJECTS IN ÎLE-DE- FRANCE REGION BY 2030

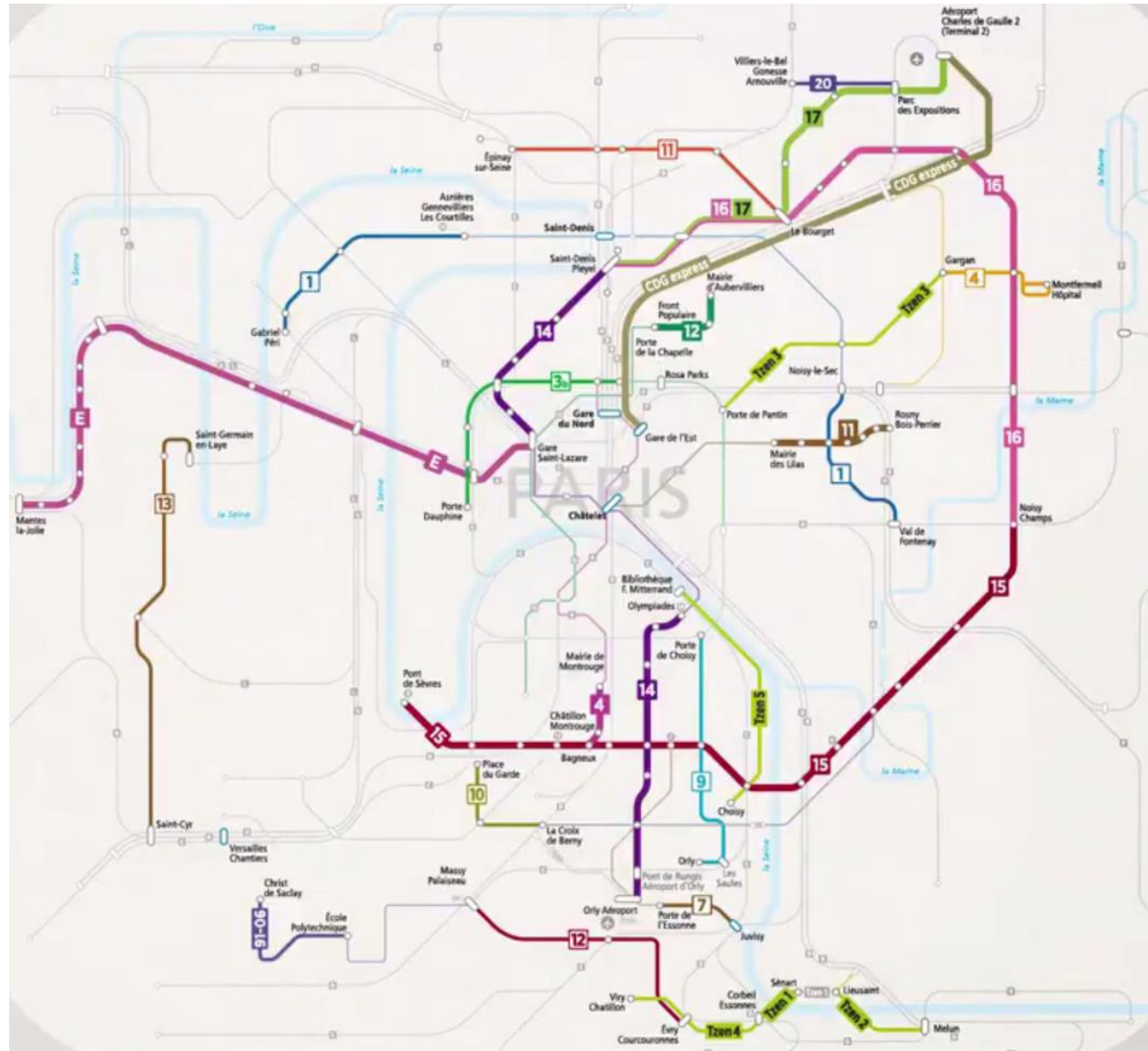
Projects of upgrading in the short term

- ✓ 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)

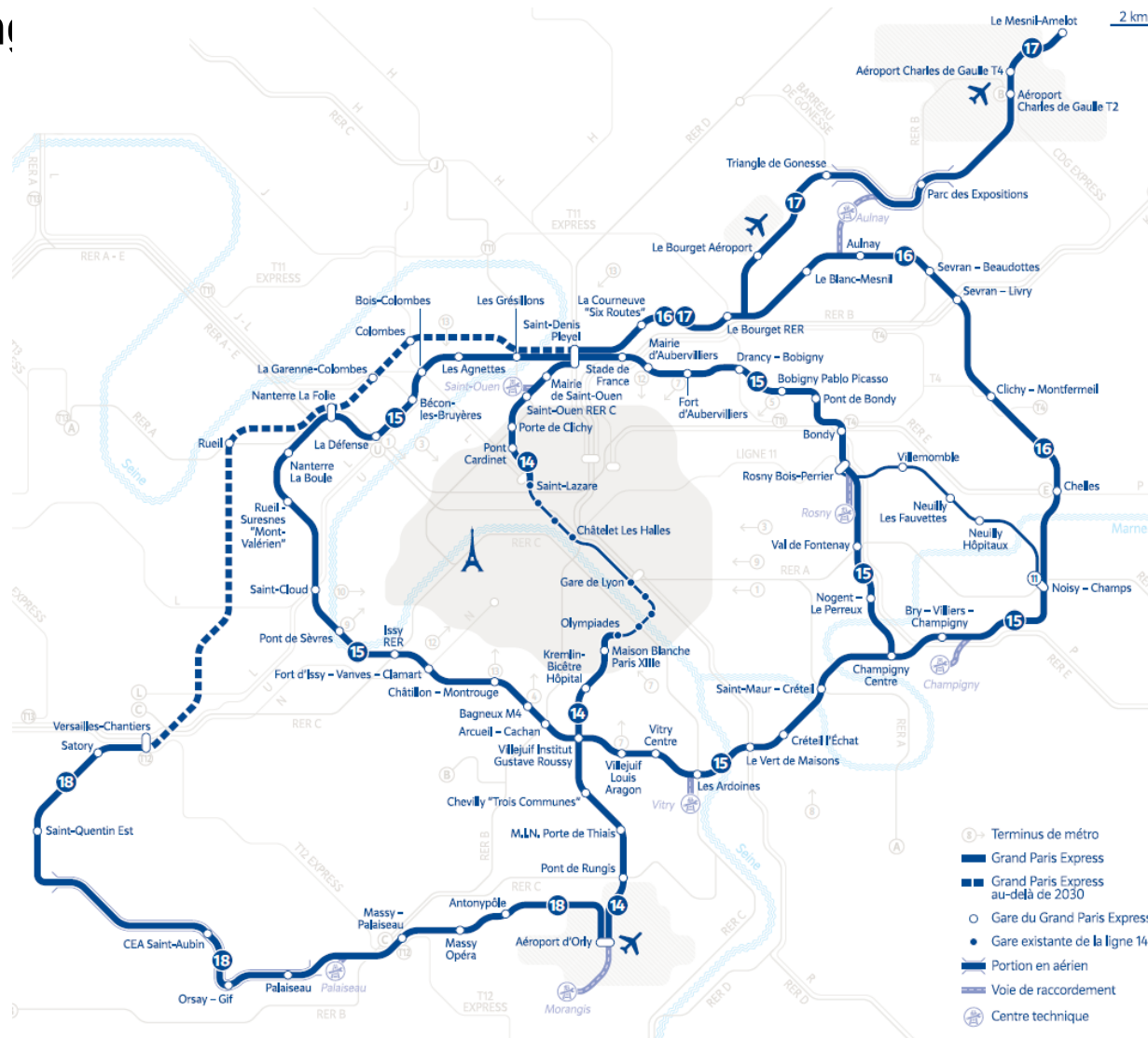


Mass transit lines by 2030



Source : STIF 2015

Grand Paris Express (L15, 16, 17, 18, ext L14 and L11) **30 Mds €** , 200 km, 68 stations, 250 000 housing



Source : SGP

Grand Paris Express : Line 15 south (2024)

3.7 Mds €

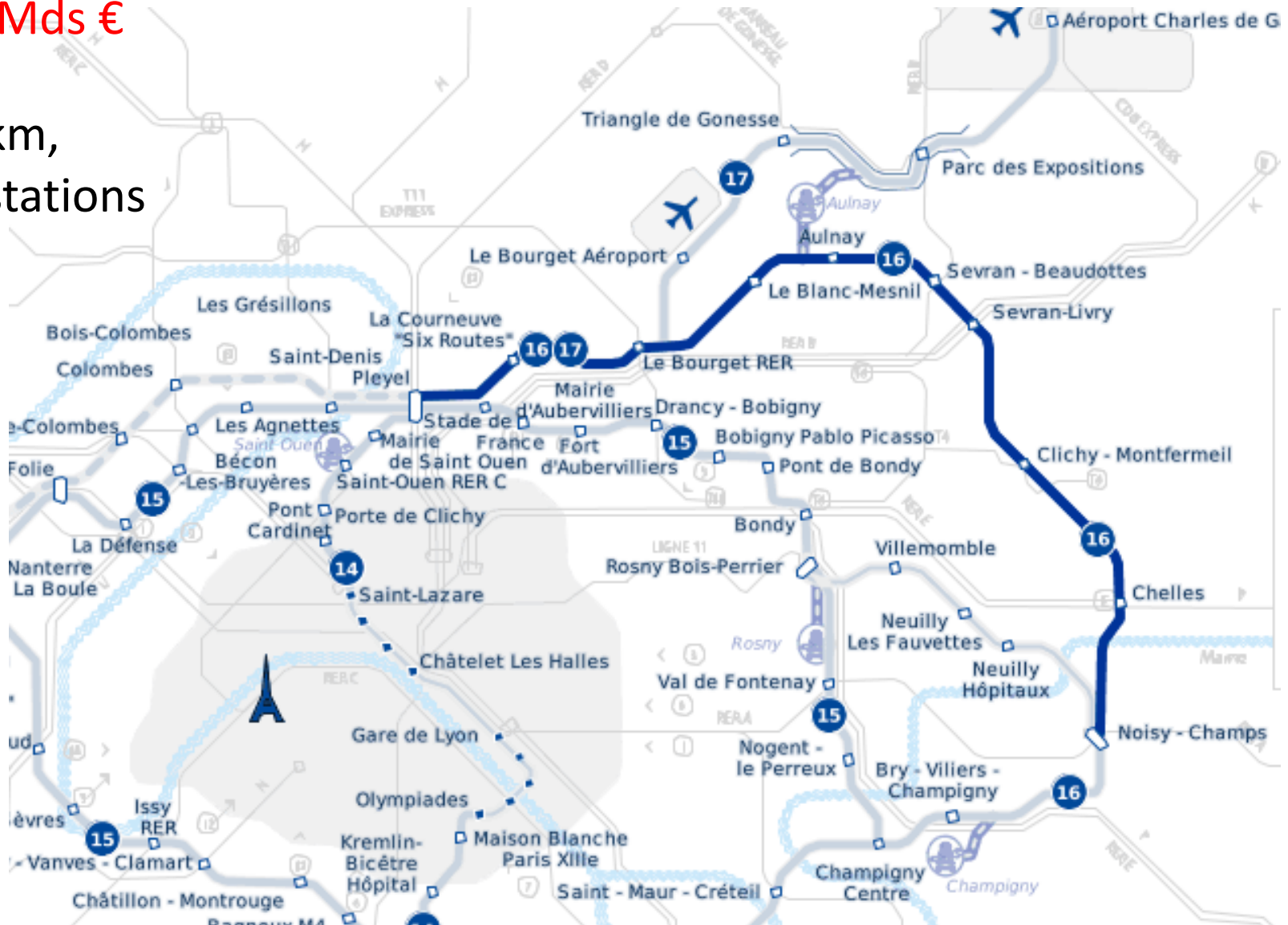


Source : SGP

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

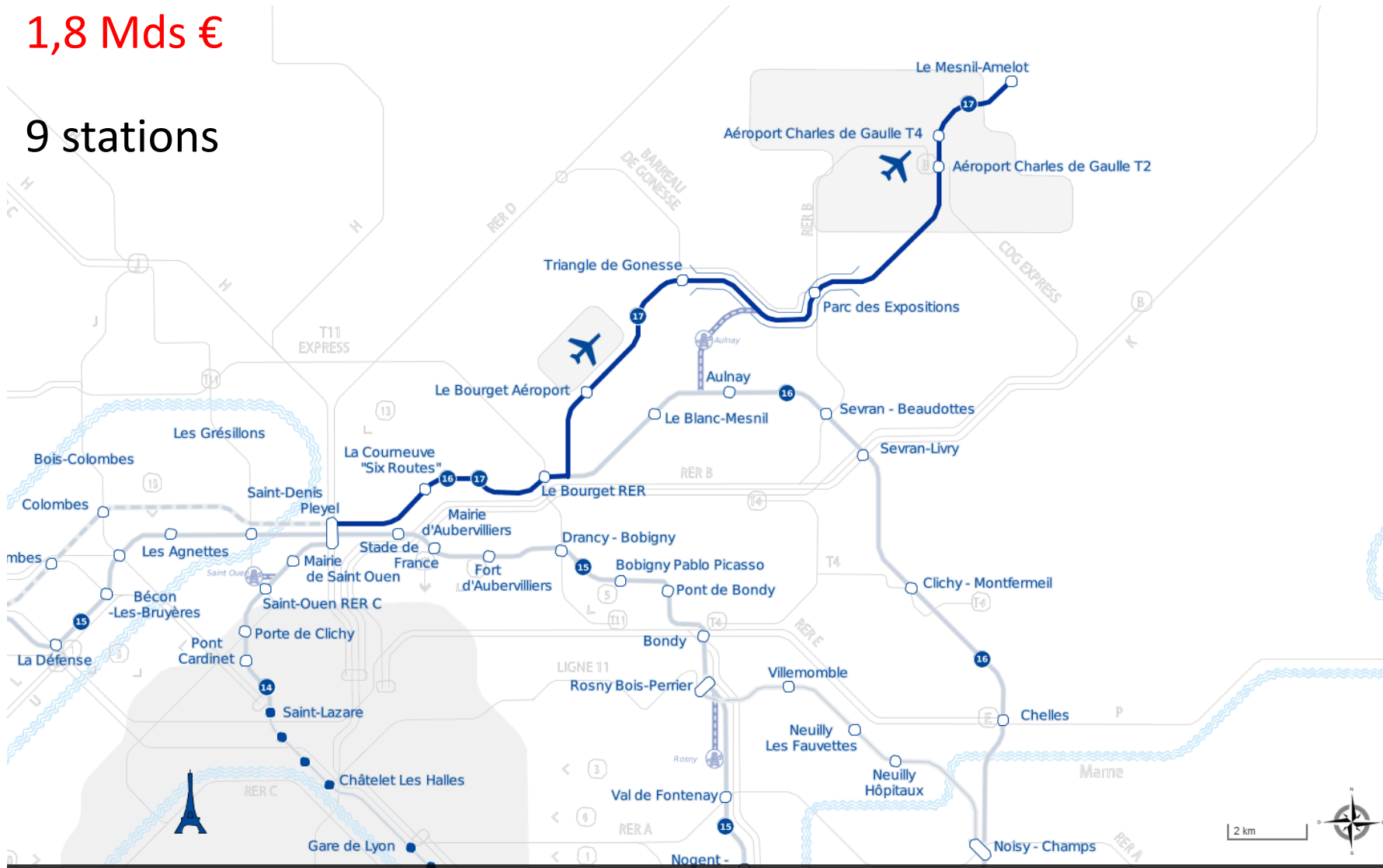


Source : SGP

Grand Paris Express : Line 17 (?)

1,8 Mds €

9 stations



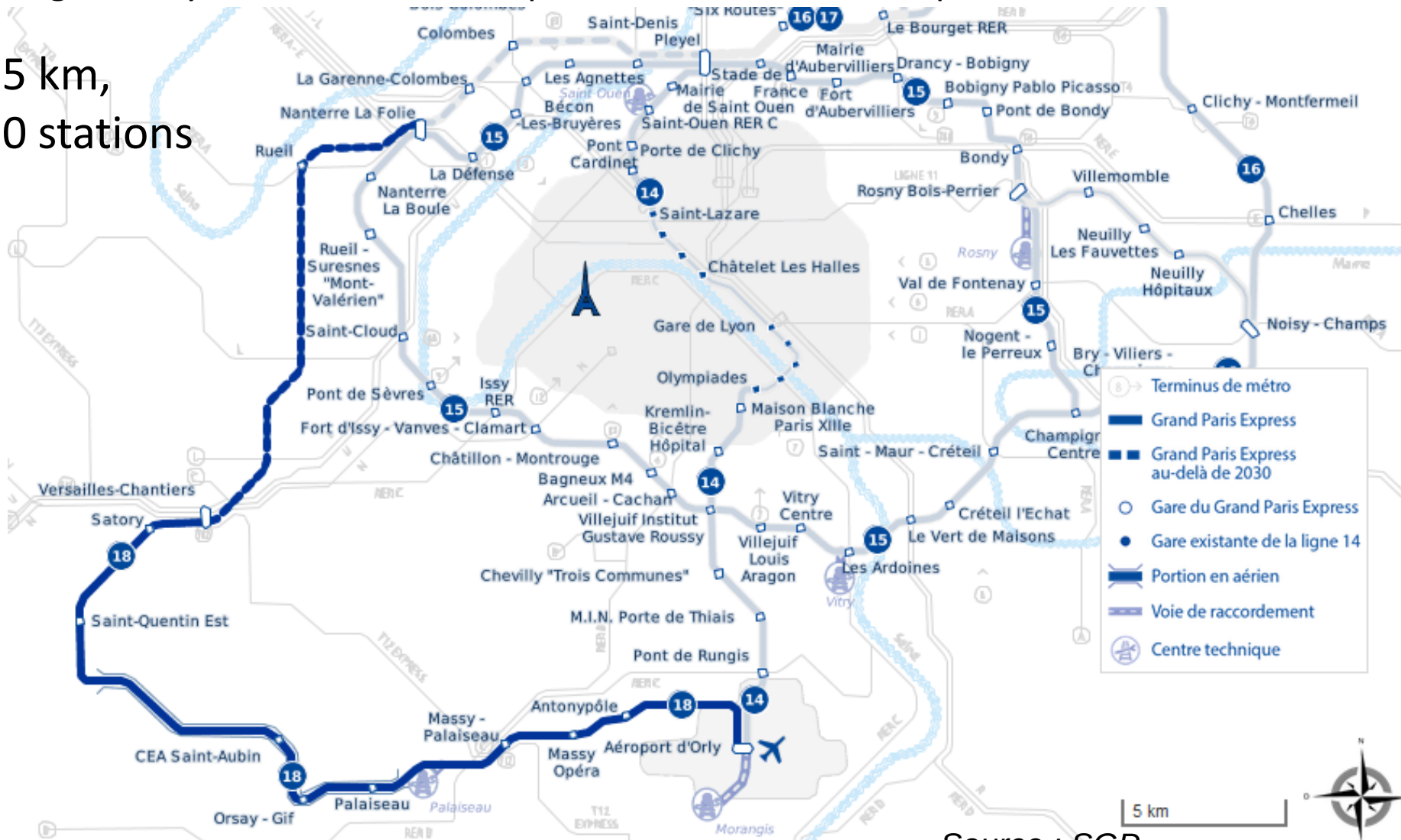
Source : SGP

Grand Paris Express : Line 18 (?)

2,7 Mds €

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

35 km,
10 stations

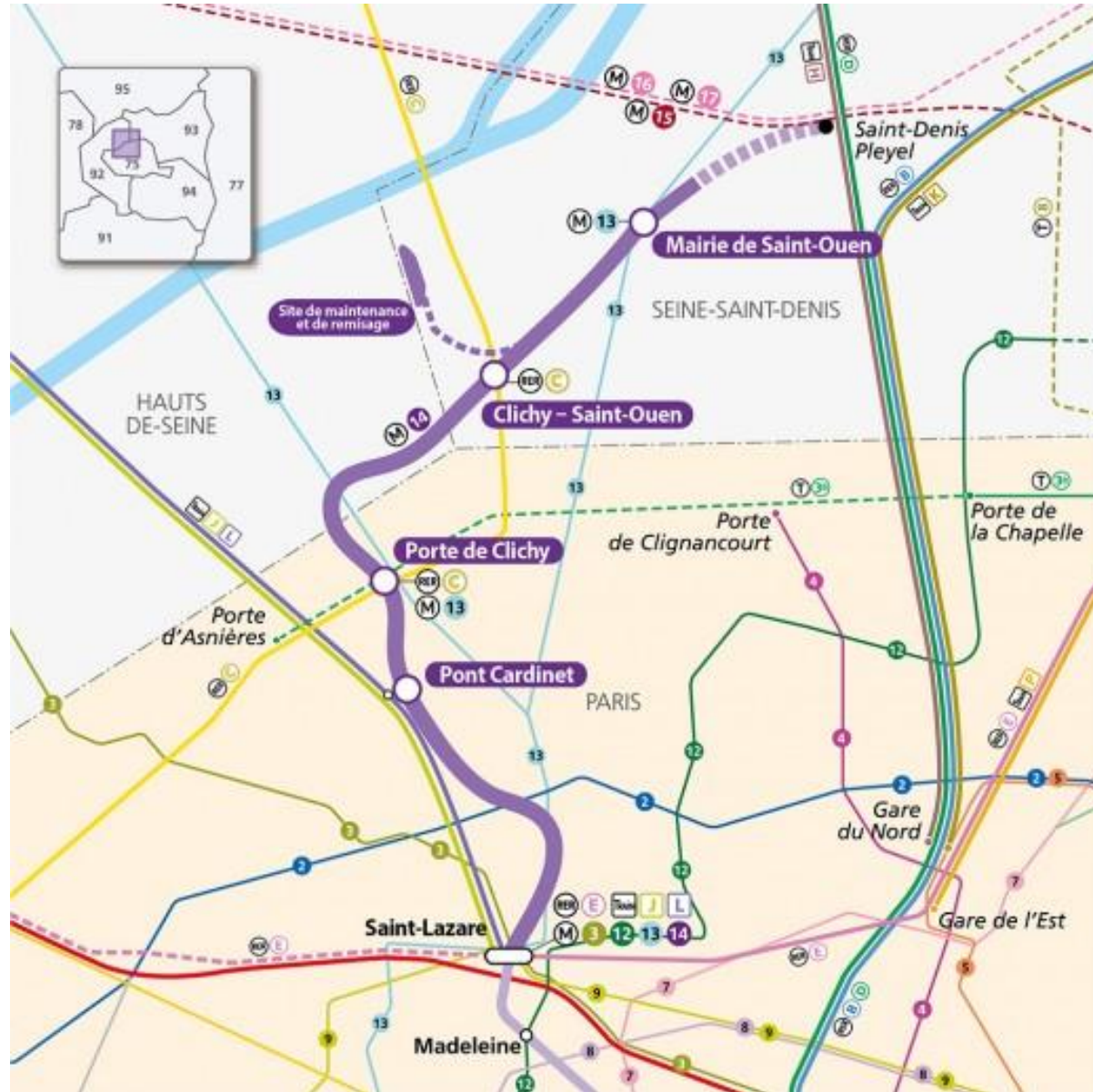


Source : SGP

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

1,4 Mds €

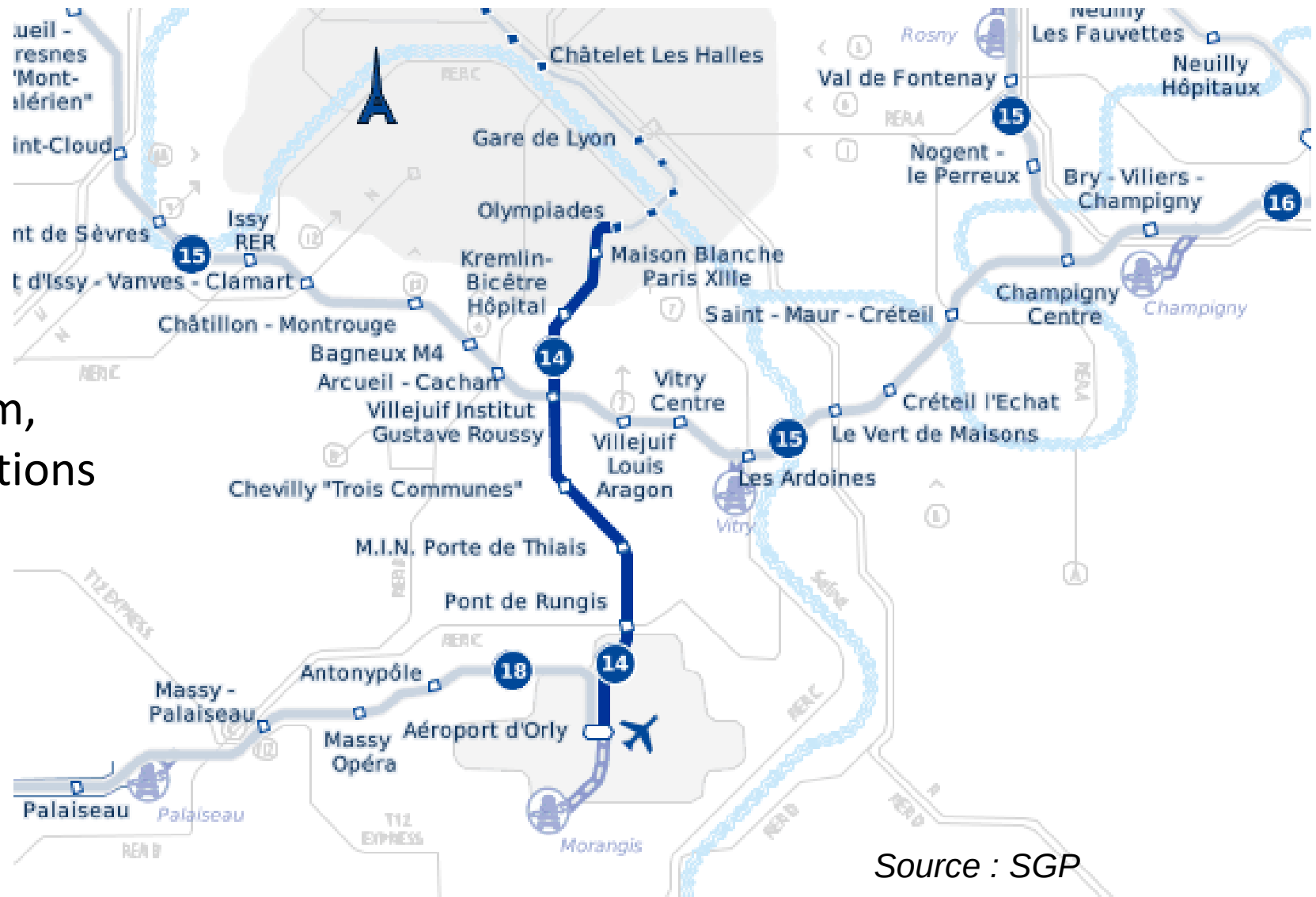
5 km,
4 stations



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

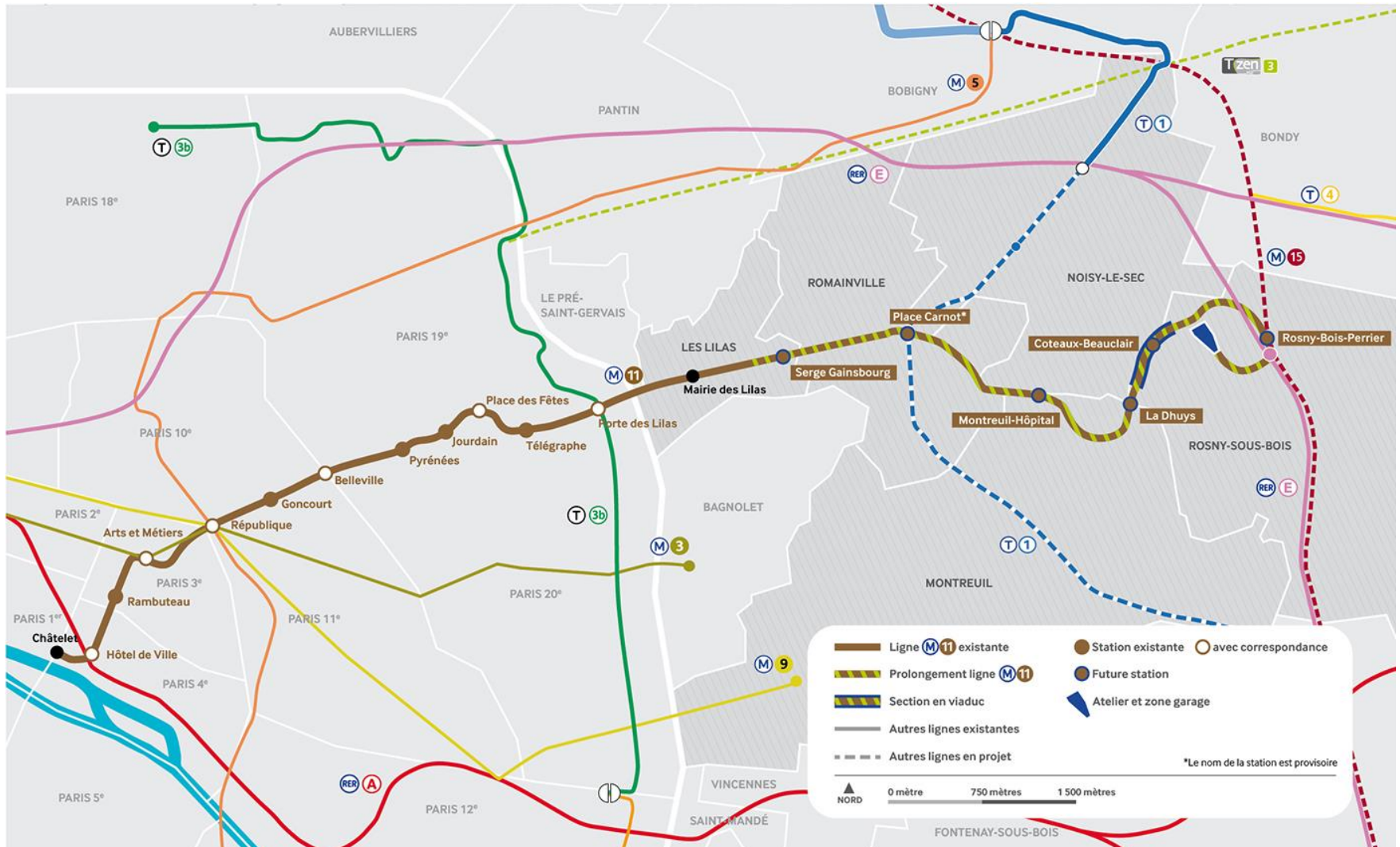


Source : RATP

Line 11 to Rosny-Bois-Perrier (2023)

1,3 Mds €

5.4 km, 6 stations

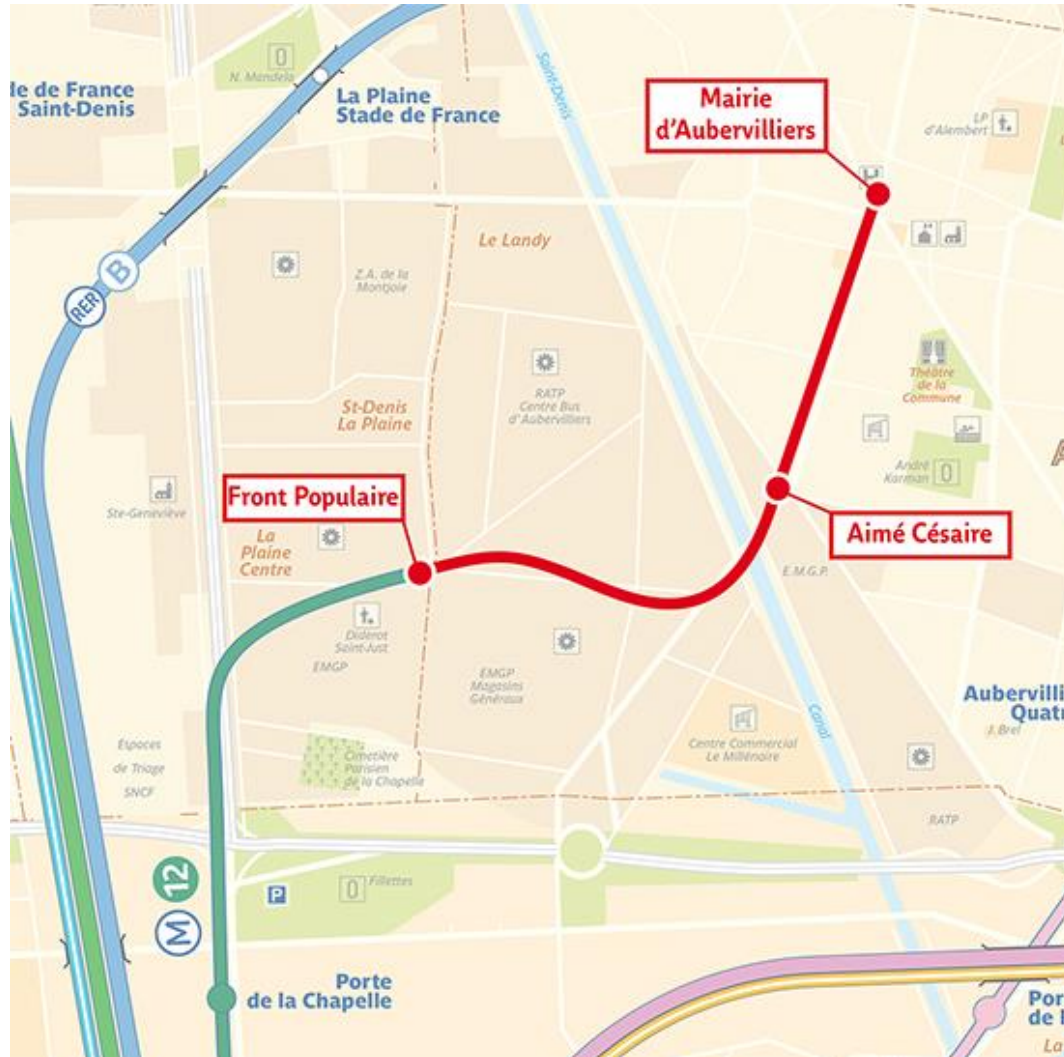


Source : RATP

Line 12 to Mairie d'Aubervilliers (2020)

176 M €

2 stations



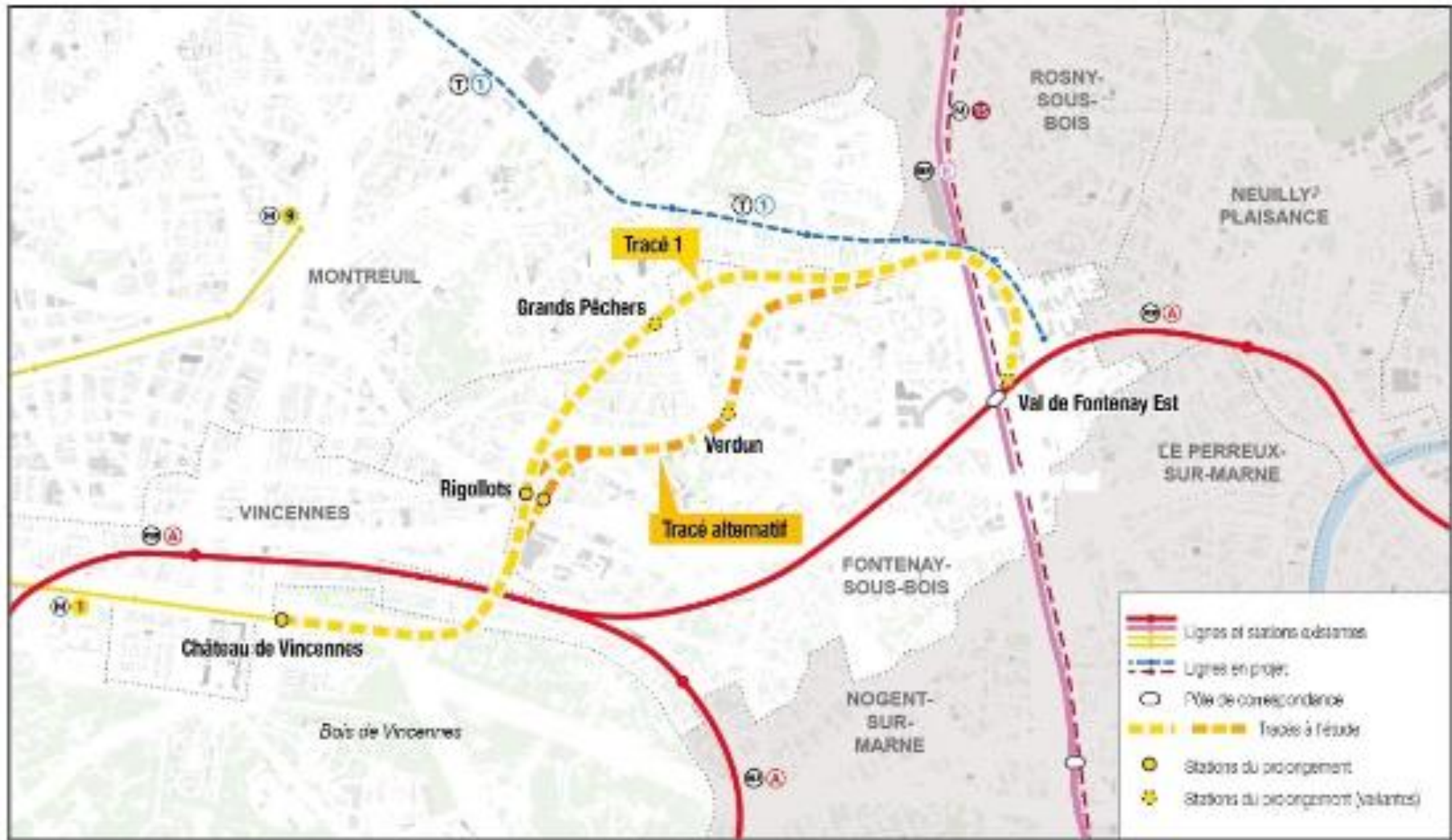
Source : RATP

10 km,
5 stations



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

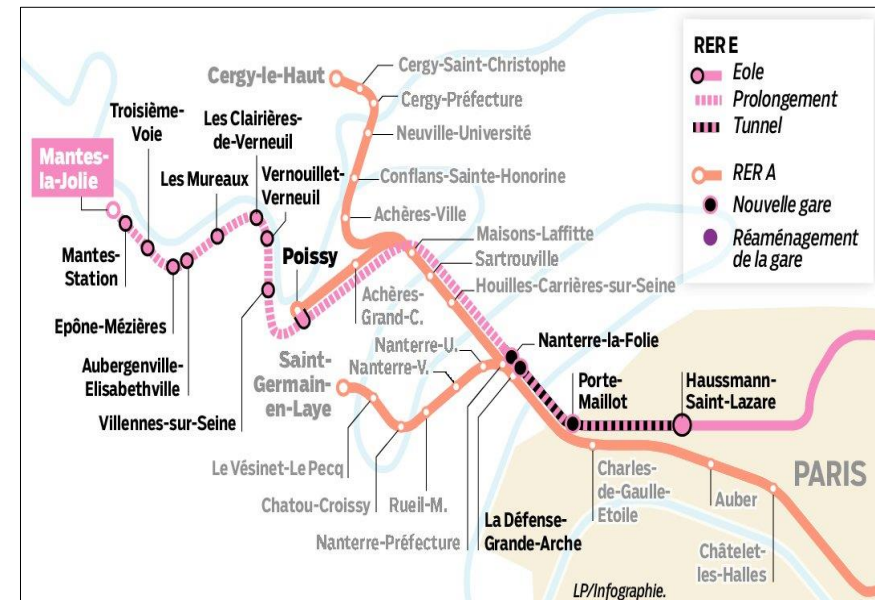
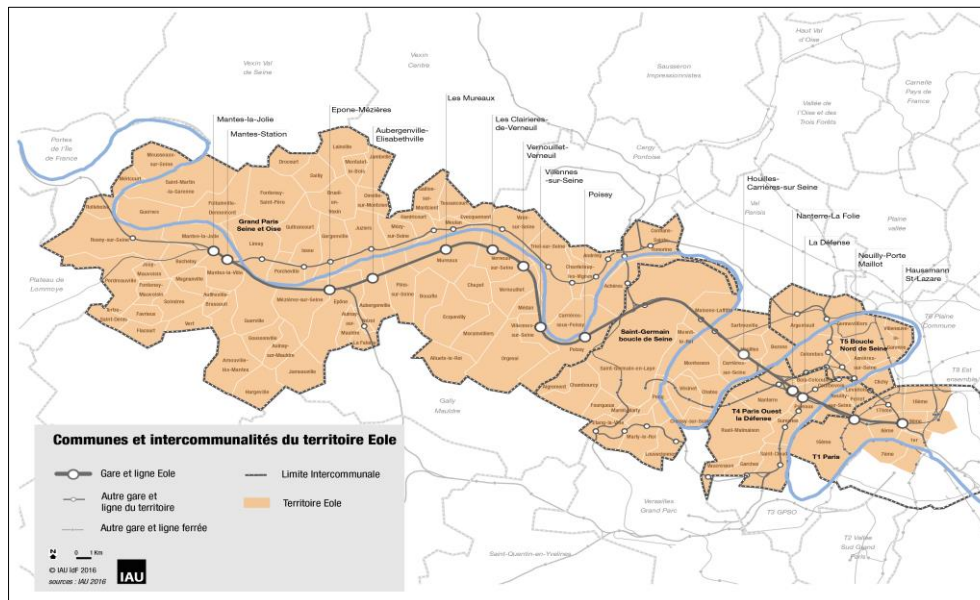
Other extensions in the Regional Master Plan (> 2030)

- ✓ 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)

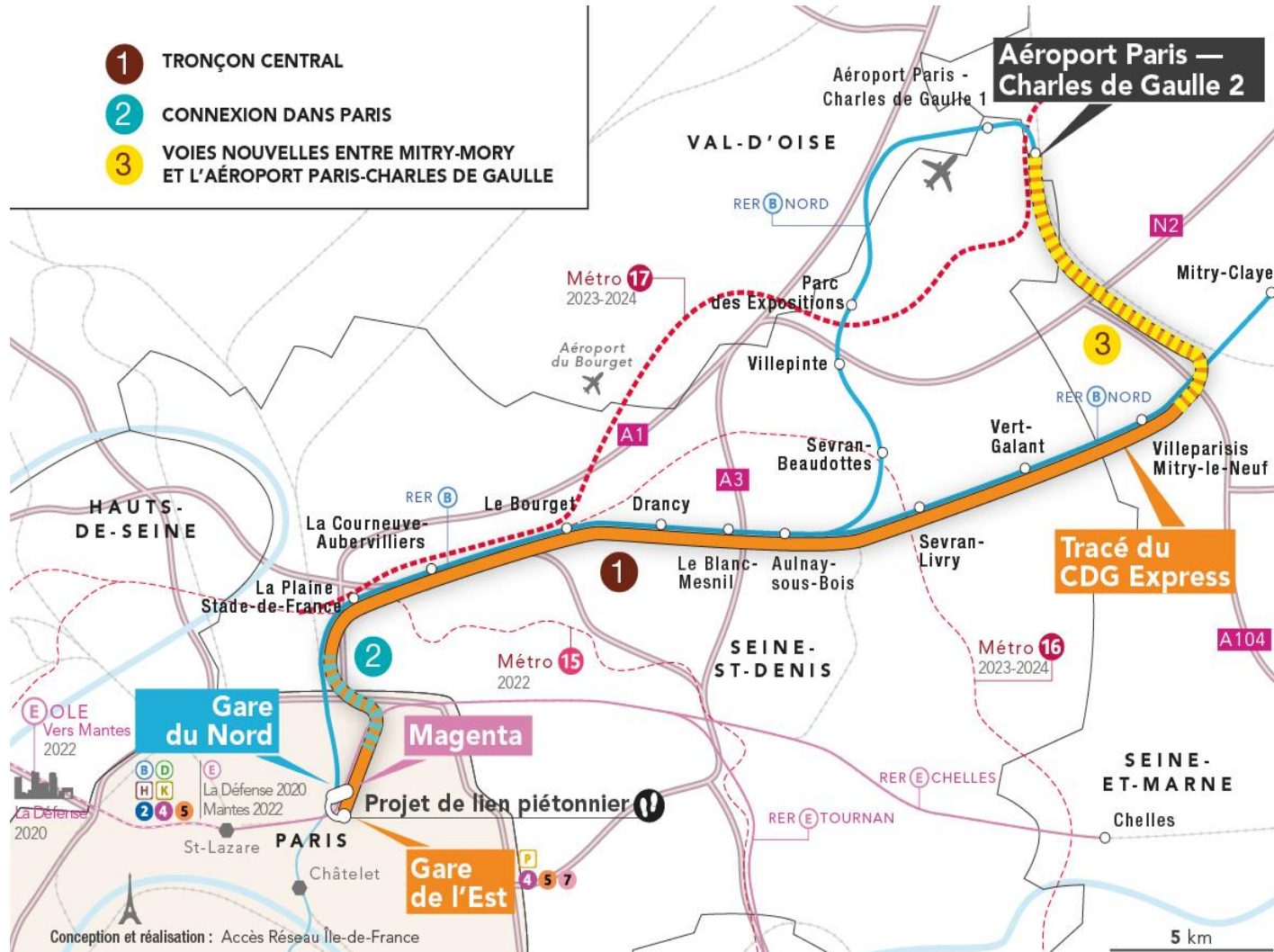


Source : IAU

CDG Express (2024)

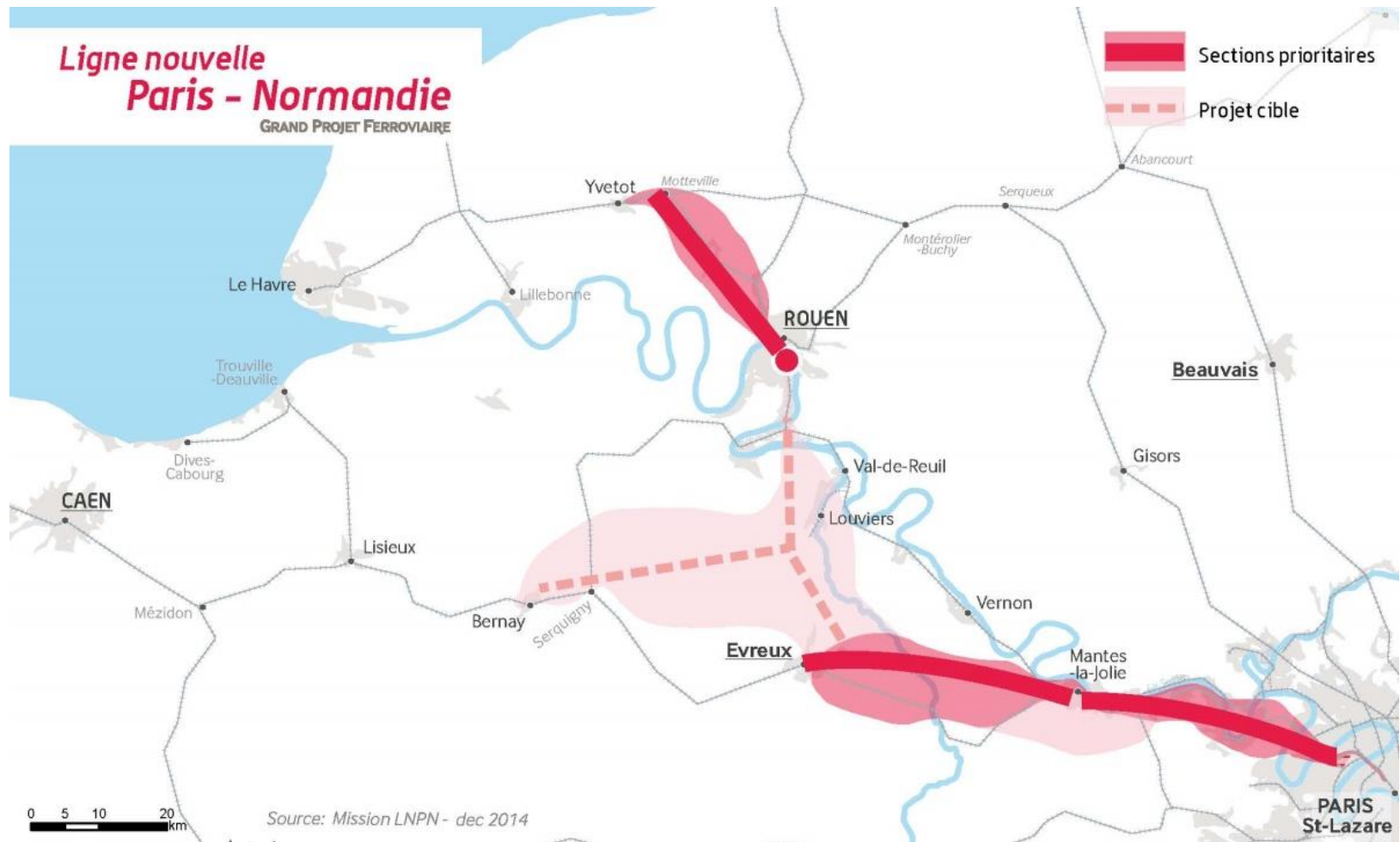
1,7 Mds €, PPP financing.

32 km



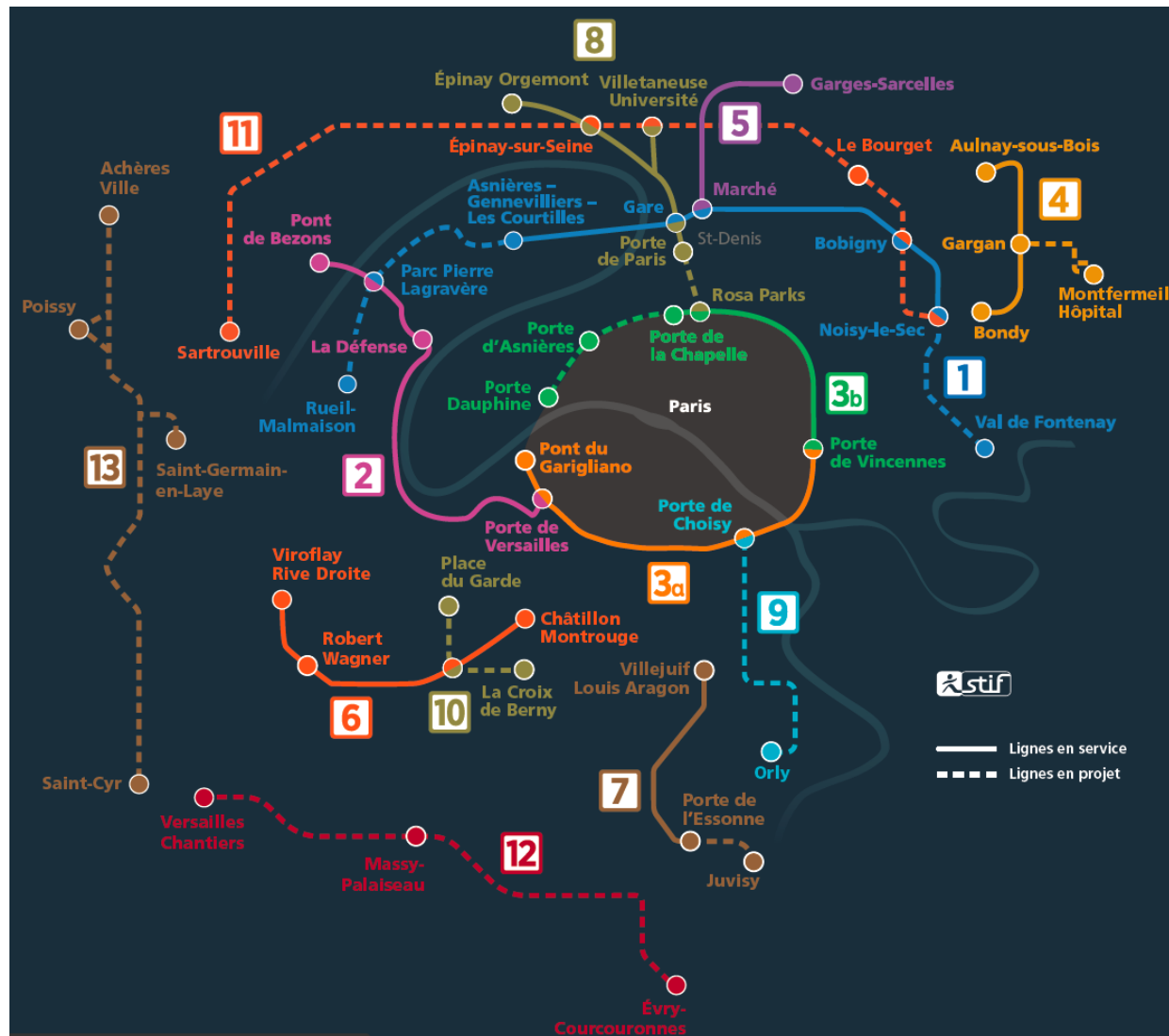
New TGV line Paris Normandie (LNPN)

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



Year opening

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

Bus rapid transit projects : TZen en IdF

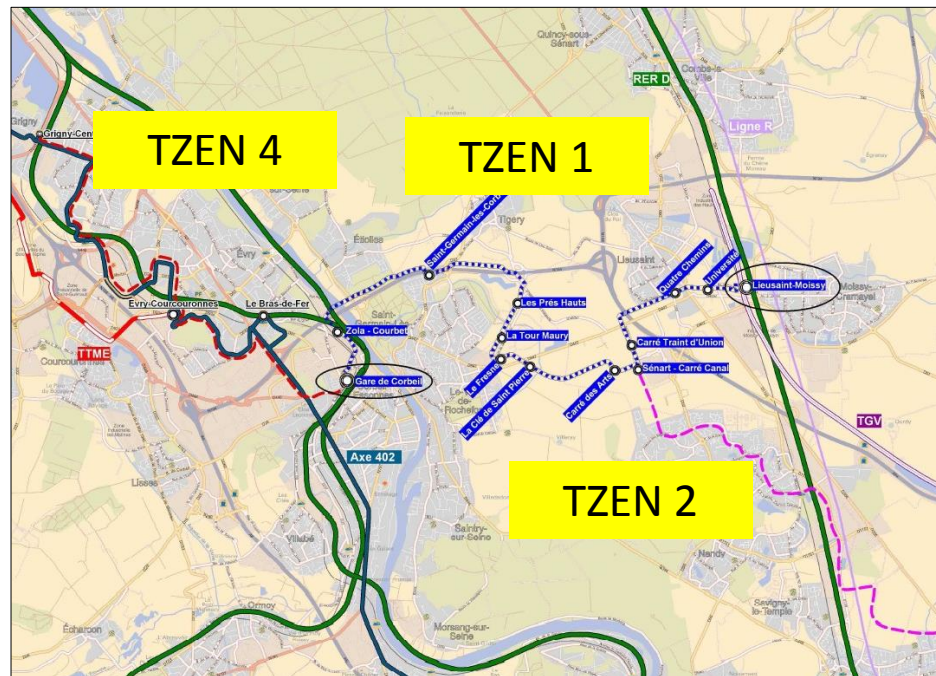
TZen 1 : Lieusaint - Moissy (Sénart) – Corbeil Essonnes (2011)

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)



Source : STIF

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.

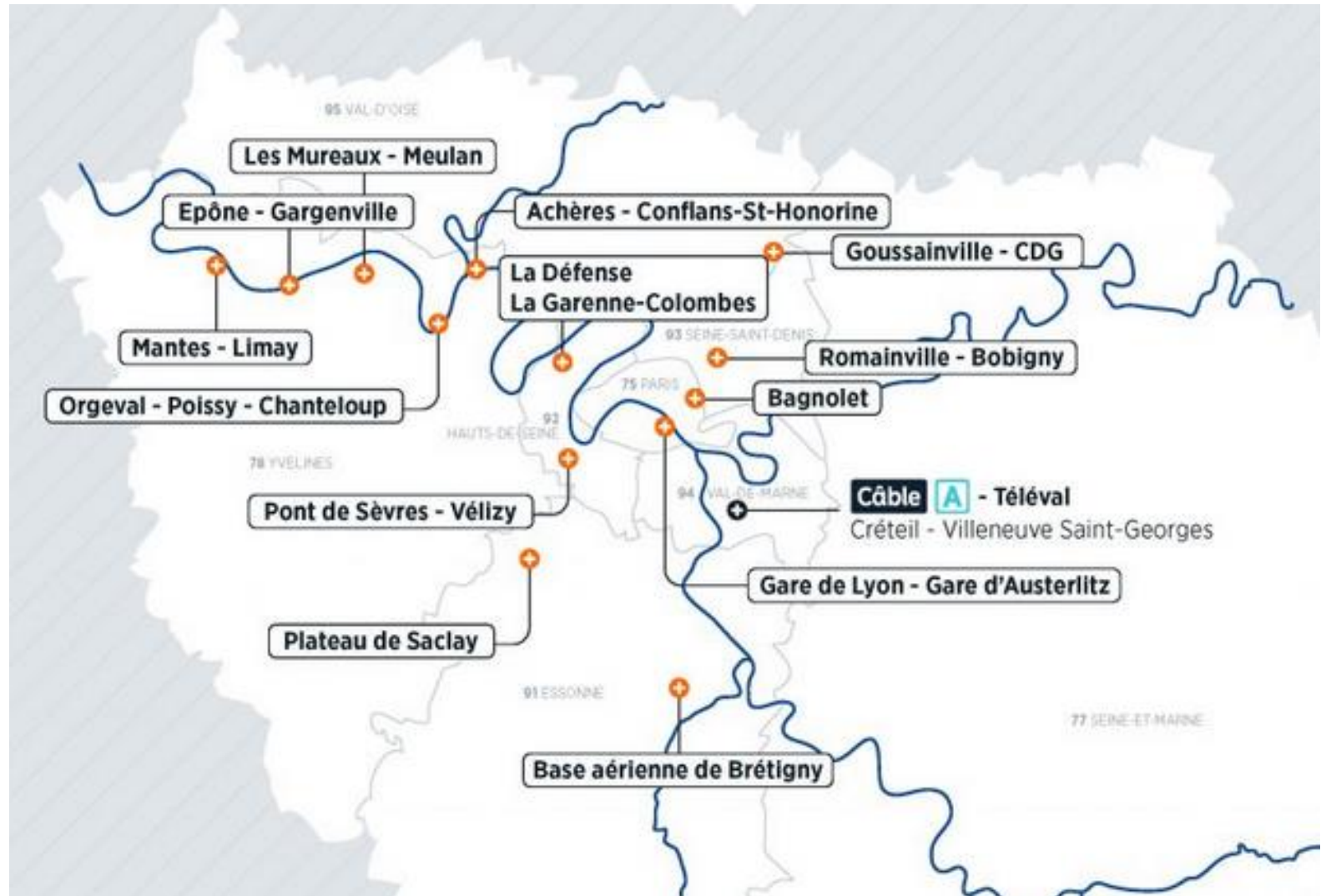
Reinforcement of the 3 most frequented lines (62, 26, 60)

Reinforcement of 29 lines in the second ring

=> A lot of public works in the coming year

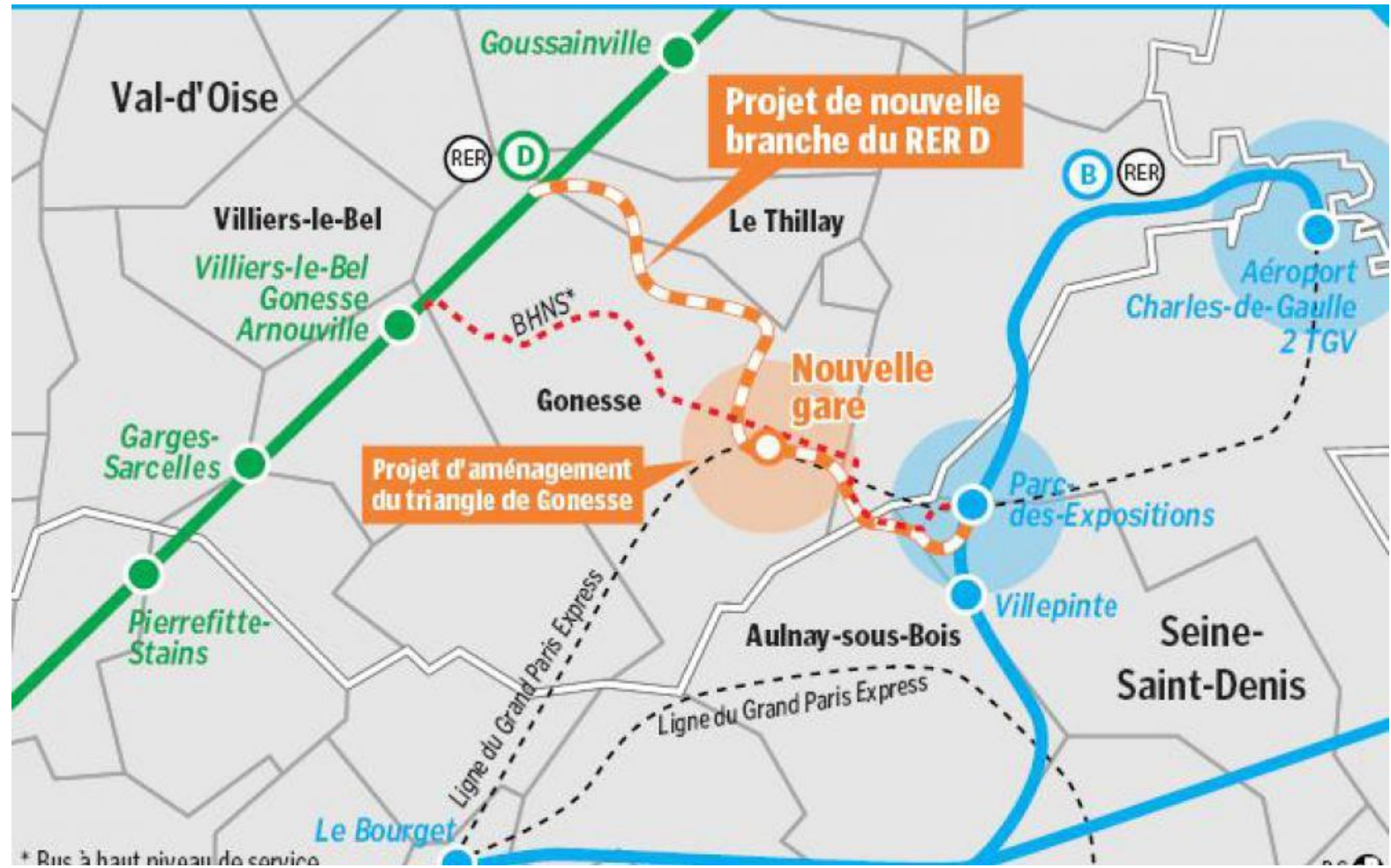
Projects of cable cars in IdF

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



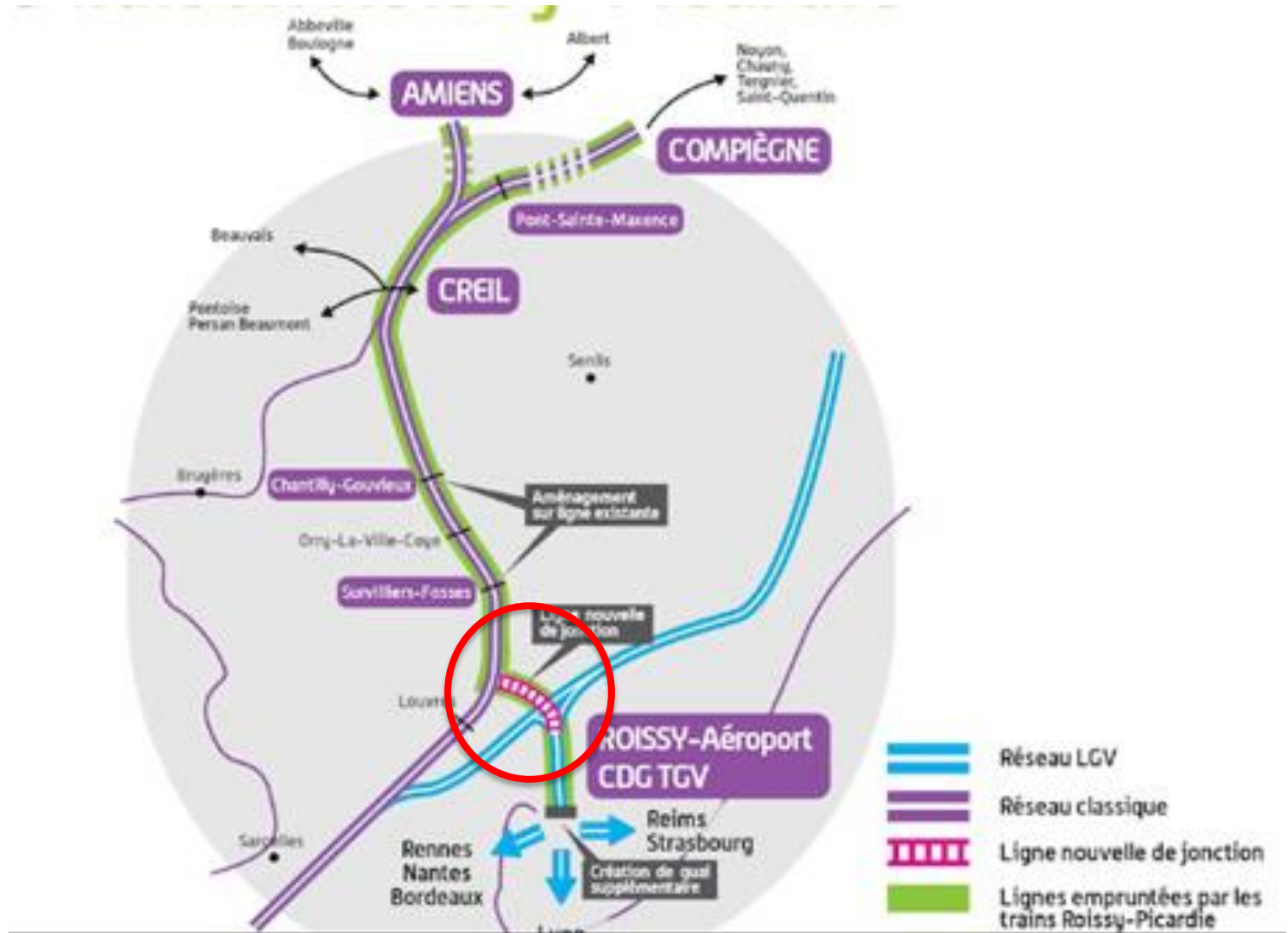
Other project : railway Gonesse link (>2024)

400 M €



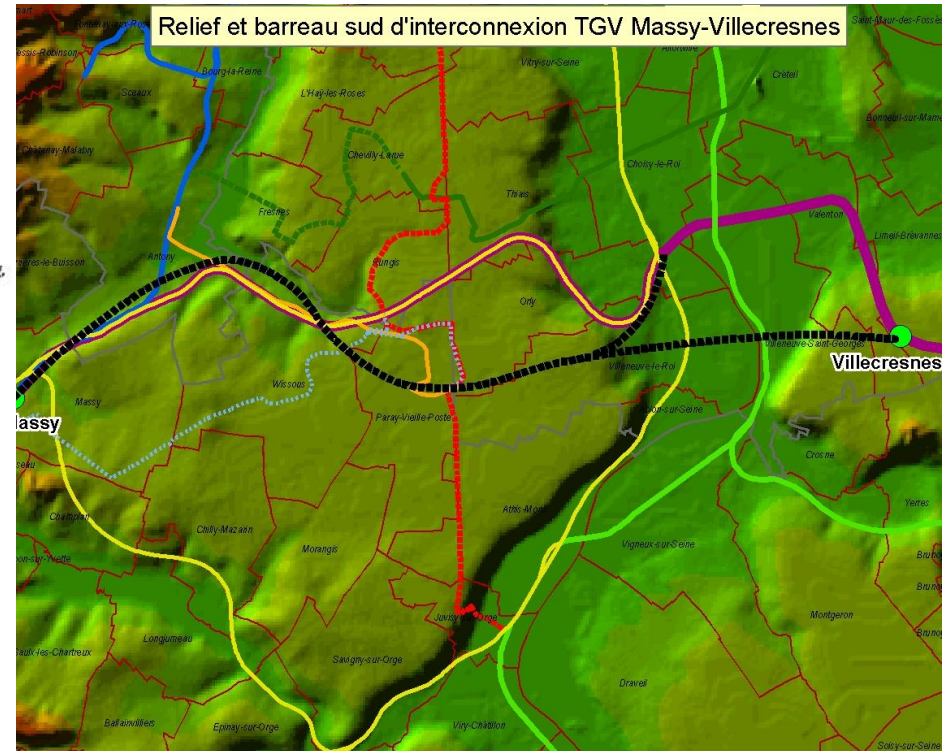
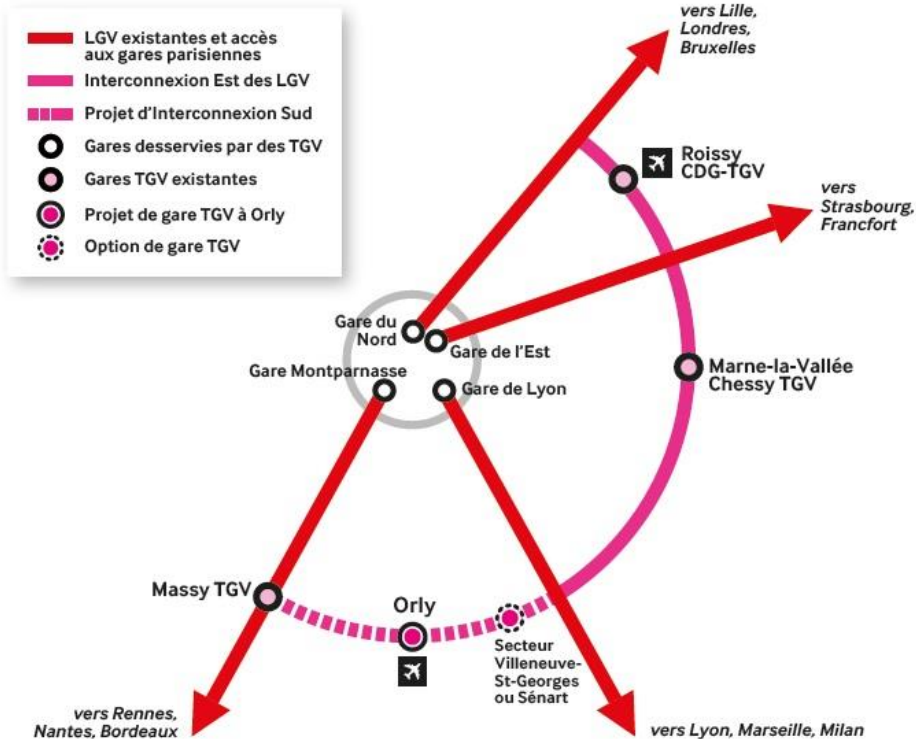
Project link Roissy- Creil (>2024)

400 M €, new public debate in the end of this year



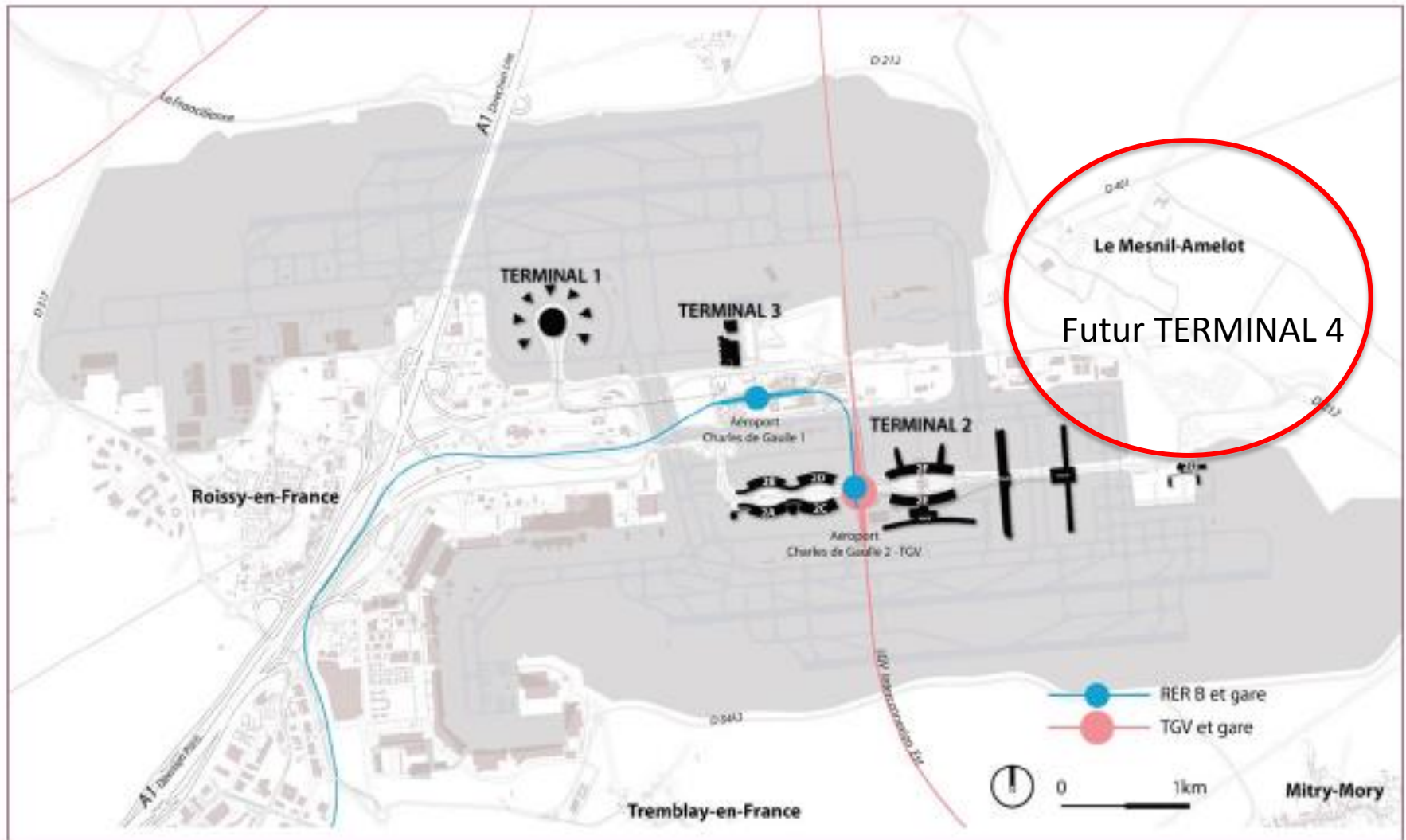
Project TGV : interconnecting south link (>2030)

3,5 Mds €



Source : IAU

Terminal T4 in Roissy-CDG ? (2030)



Source : ADP

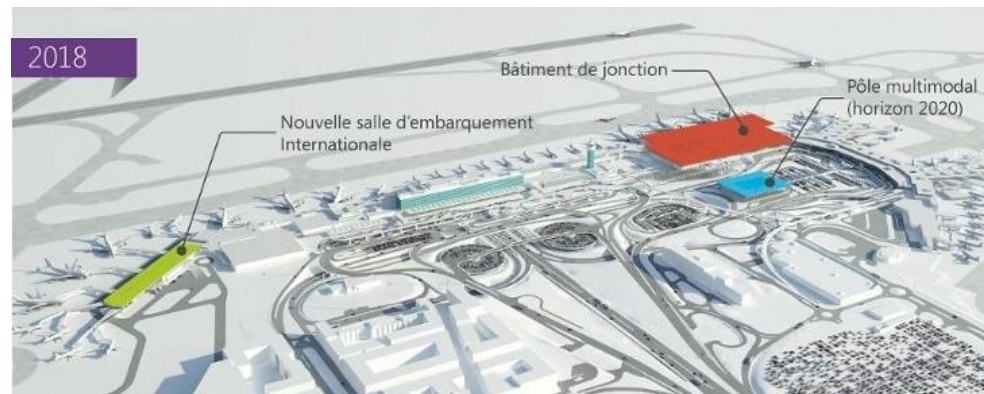
Terminal T3 in Orly ? (2030)

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 trabsport field
- ✓ Currently : financial subsidies for small transport companies to help them purchase less emitting truncks
- ✓ Subsidies to set up charging gaz stations for trucks
- ✓ ...

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.