



# IMPACT conference 2018

## « Affordability of Public Transport »

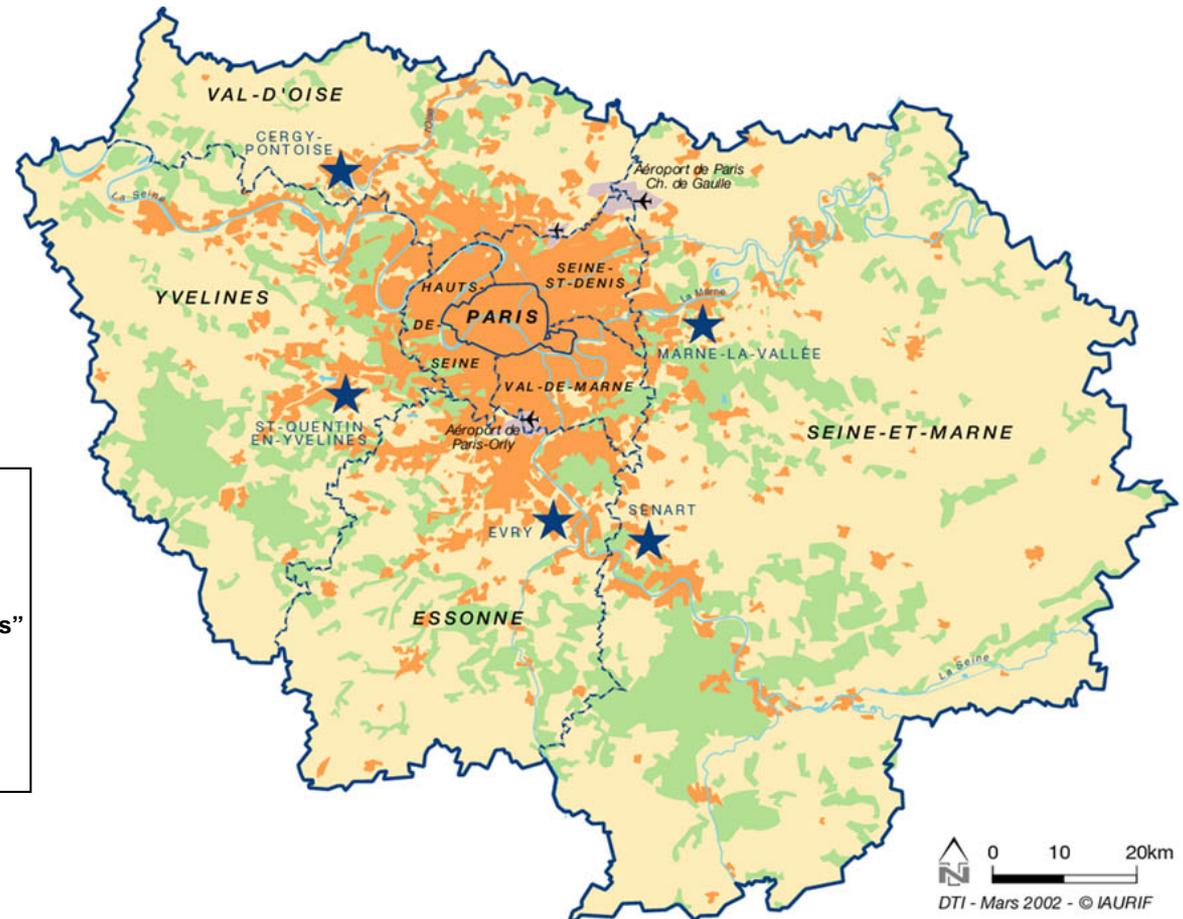
Enforcing attractiveness & relevance  
Of Public Transport Services





## The « Ile de France » County

11 million inh. (19%)  
5 million jobs (23%)  
30% of French GDP  
12.000 km<sup>2</sup>



### Urbanised area

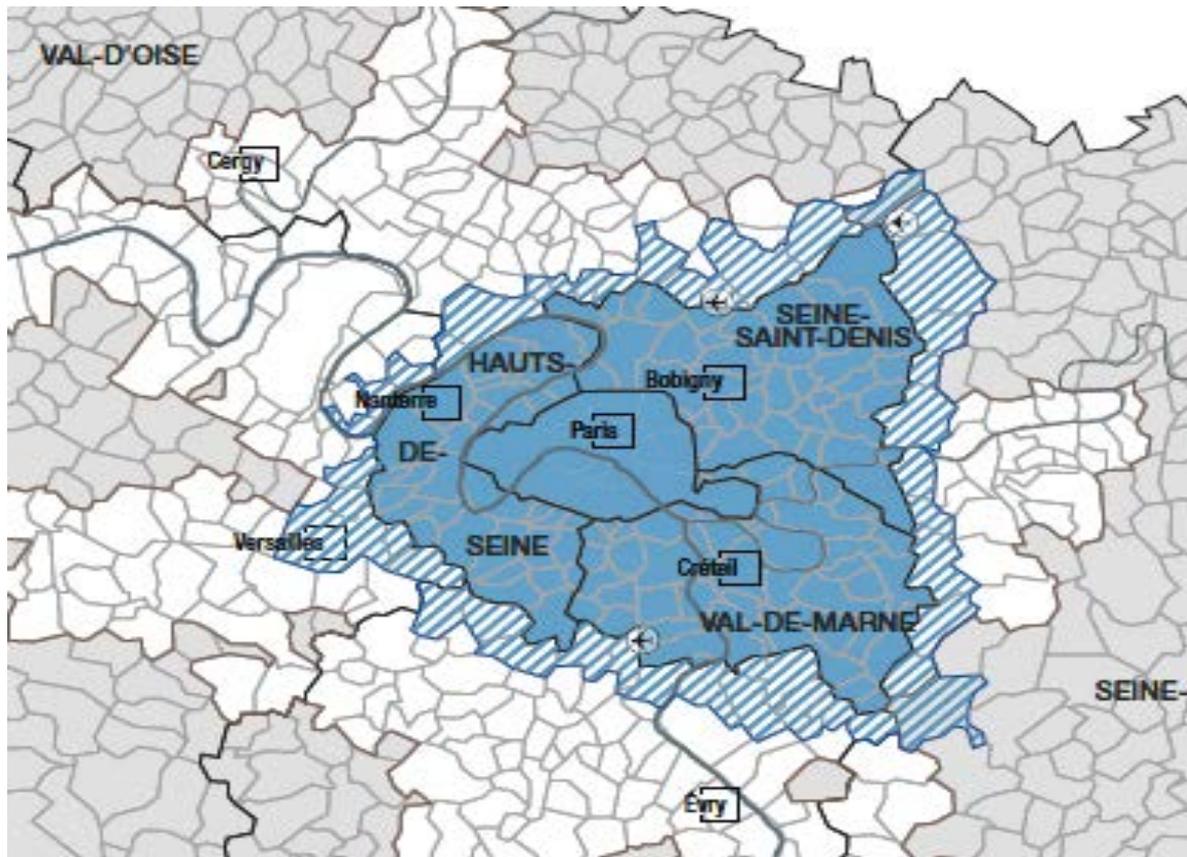
- Airport-reserved installation
- Rural area
- Woods and forests
- River
- Boundaries of the Ile-de-France "départements"
- Boundary of the City of Paris
- New town
- New town



## The « Grand Paris » Metropoly

124 cities  
~7 million inh.  
2 million jobs  
3 600 km<sup>2</sup>

Launched in 2016  
131 cities  
In charge , together with  
the cities of : Housing,  
Environment, Urban  
Planning, economic – social  
– cultural attractiveness



-  **Métropole du Grand Paris**
-  **Extension possible (communes limitrophes)**
-  **Limite de l'extension possible**
-  **Unité urbaine de Paris (Insee 2011)**
-  **Limites de départements**

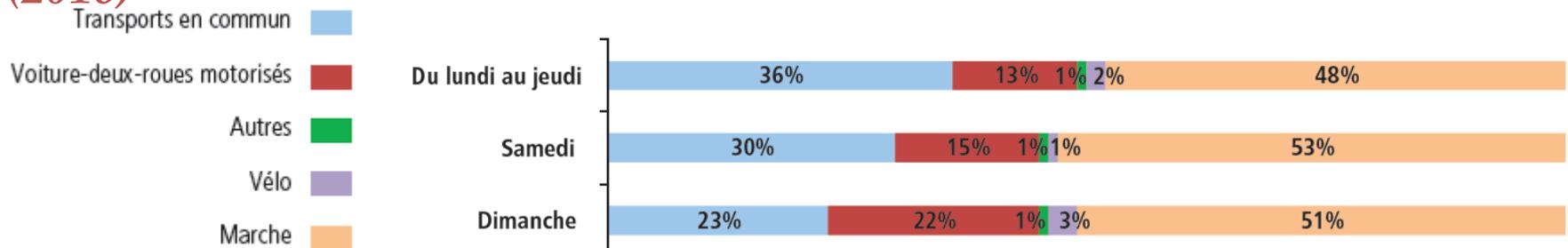


# Paris & Ile-de-France Mobility Patterns (1)

## Transport Time & distances – All modes (2011)

	Portée moyenne	Durée moyenne
Paris – Paris	1,5 km	19 mn
Paris – Petite Couronne	7,8 km	45 mn
Paris – Grande Couronne	24,1 km	70 mn

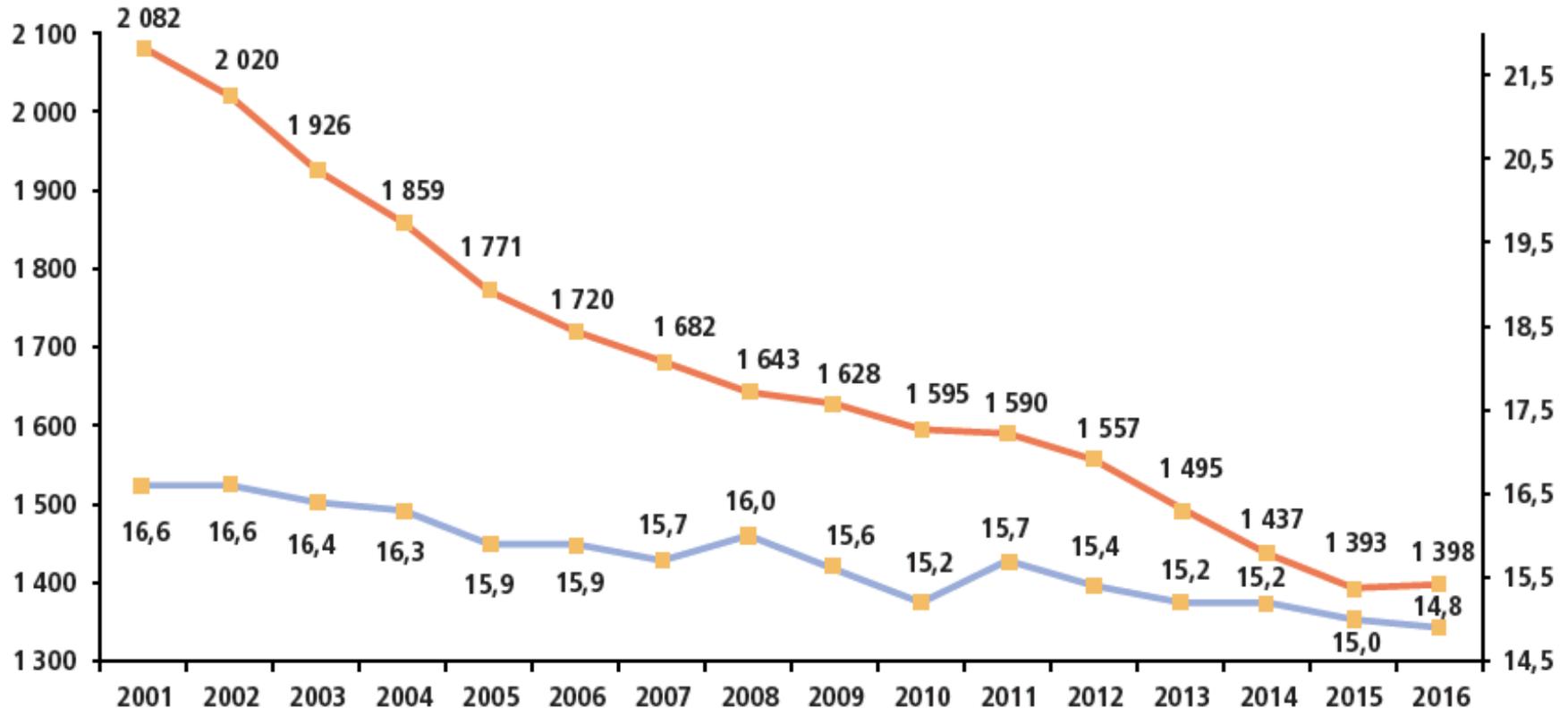
## Routes with Paris as an origin or a destination (2016)





## Paris & Ile-de-France Mobility Patterns (2)

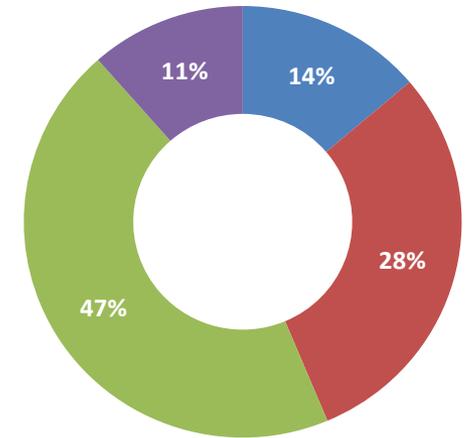
*Car use évolution (veh.km from 7am to 9pm)*



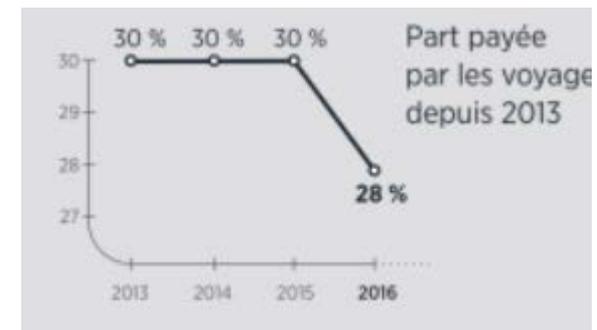


## « Ile de France » Public Transport Governance

- IDFM, “Ile-de-France” Region and “departments” build together strategic documents
- The State, Region and “departments” finance heavy PT investment (trains, undergrounds, tramways).
- IDFM operates and finances the PT network
- City councils undertakes the lay-out and maintenance of public spaces (bus lanes, bus stops, sidewalks...).
- In Paris, the national Police Force are, together with the city of Paris, in charge of the control and enforcement of traffic and parking



■ Departments & cities ■ Users  
■ Companies ■ Others





## IDFM missions & compositions

- It includes the Region and the 8 “departments”
  - 23 members = Region (15 ); Paris (5) ; 7 other “departments” (1 each) ; Users (1) ; Companies (1)
  - The presidency is handled by the Region
- The STIF missions
  - define transport supply
  - define pricing policy
  - defining governance with operation companies (contracts)
  - finance accessibility & vehicles,
  - organize the development of networks
  - promote public transport services (information ; communication)



## Enforcing network attractiveness (1)

- Developing the network to better meet needs and increase efficiency
  - “Grand Paris” Network
  - Metropolis Underground lines extensions
  - Creation of new lines in Paris
  - Paris Bus network will be reshaped in 2019
- Reshaping streets to favour Public Transports and intermodality
- Rethinking pricing and financing solutions
  - Studying free access to Public Transport & connected financing questions



# Public Transport Network – Trains (2017)



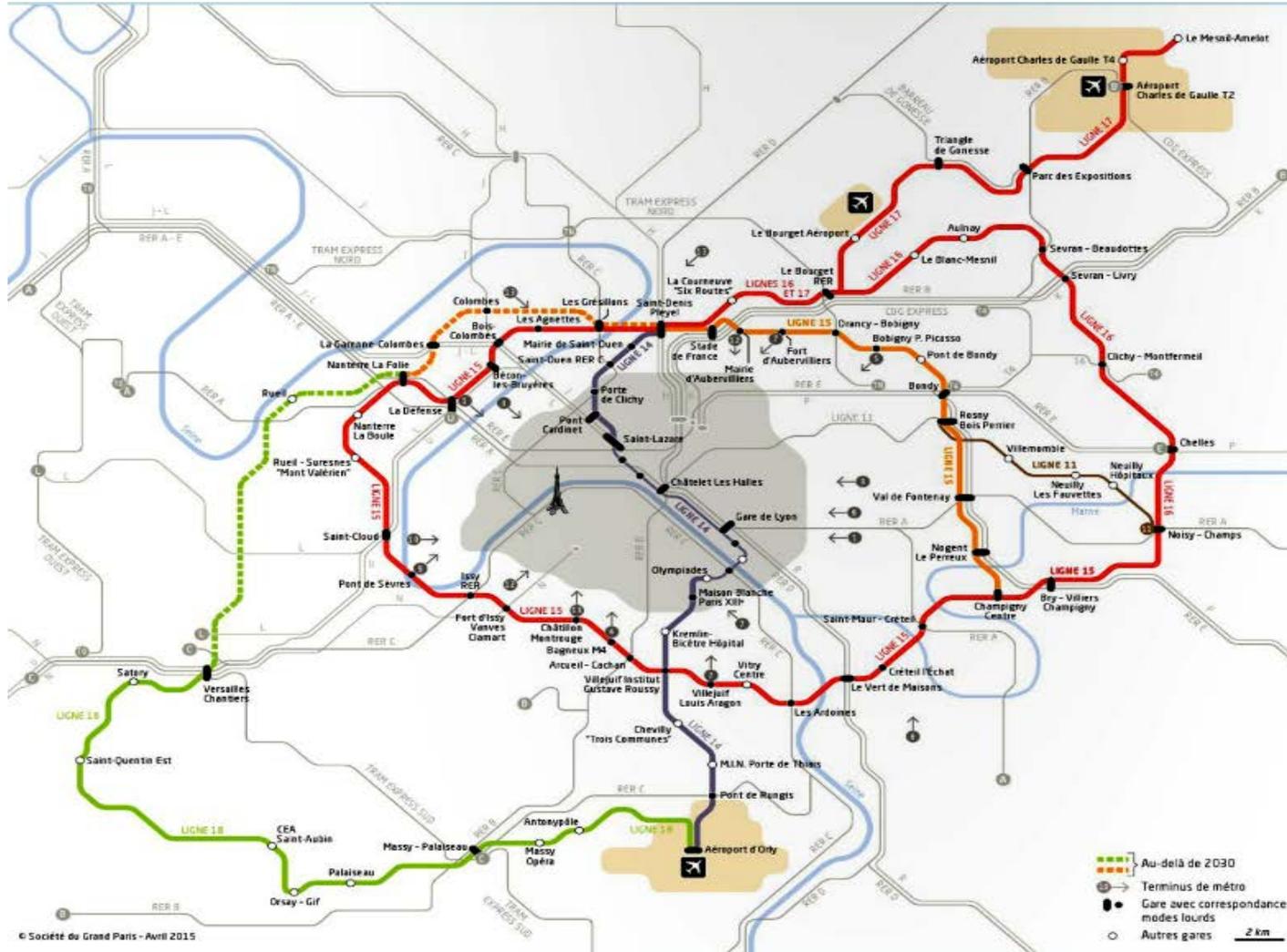
13 lines  
1 470 km of rail  
451 stations  
2 transport operators

1,45 Billion trips  
(2016)

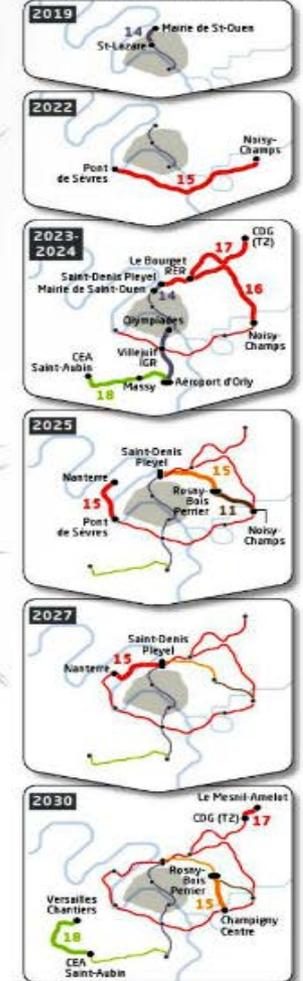


200 km of automatic metro  
68 stations  
3,4 Billion €

## Public Transport Network –Trains (2030)

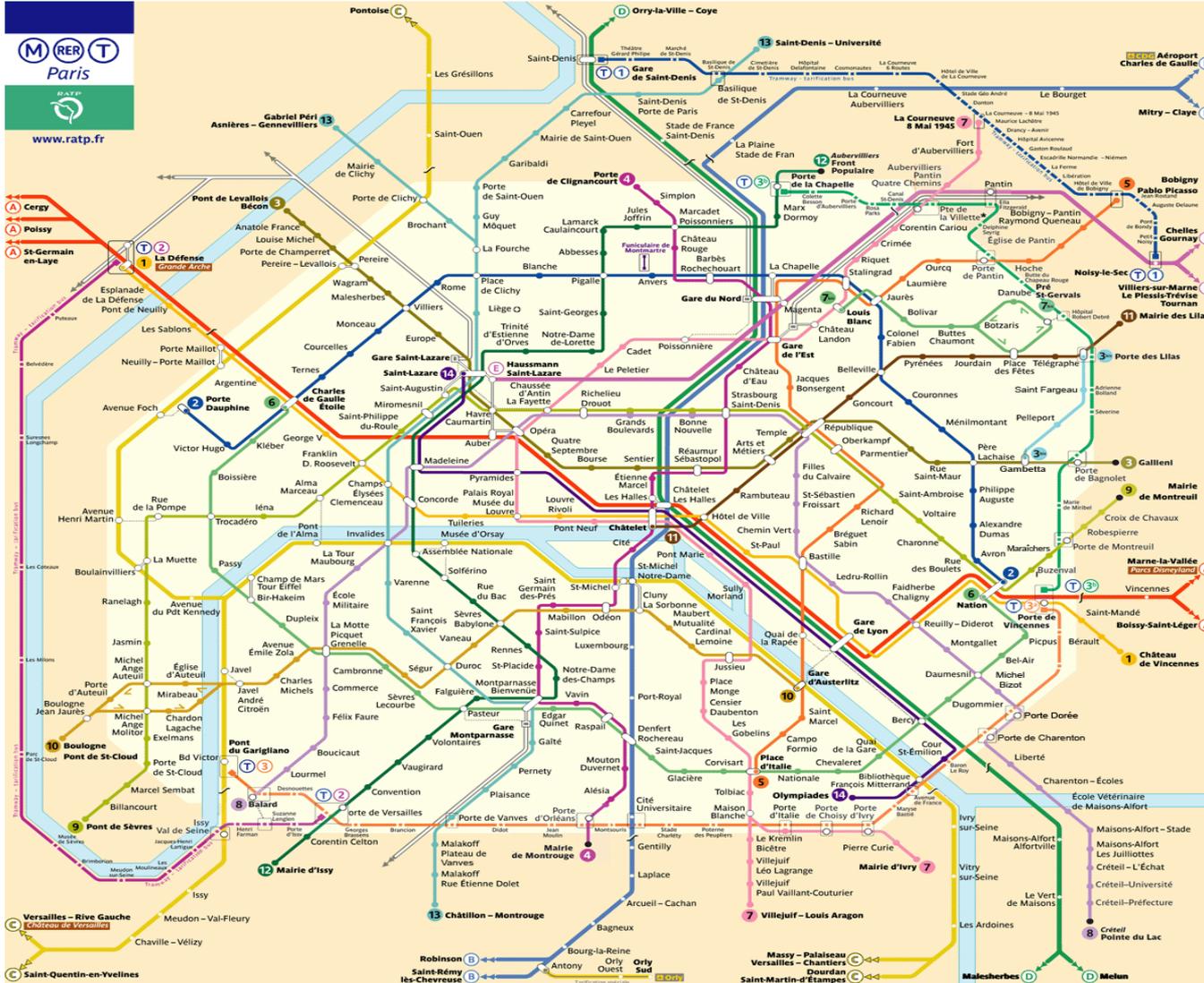


### Calendrier de mises en service





## Public Transport Network – Undergrounds

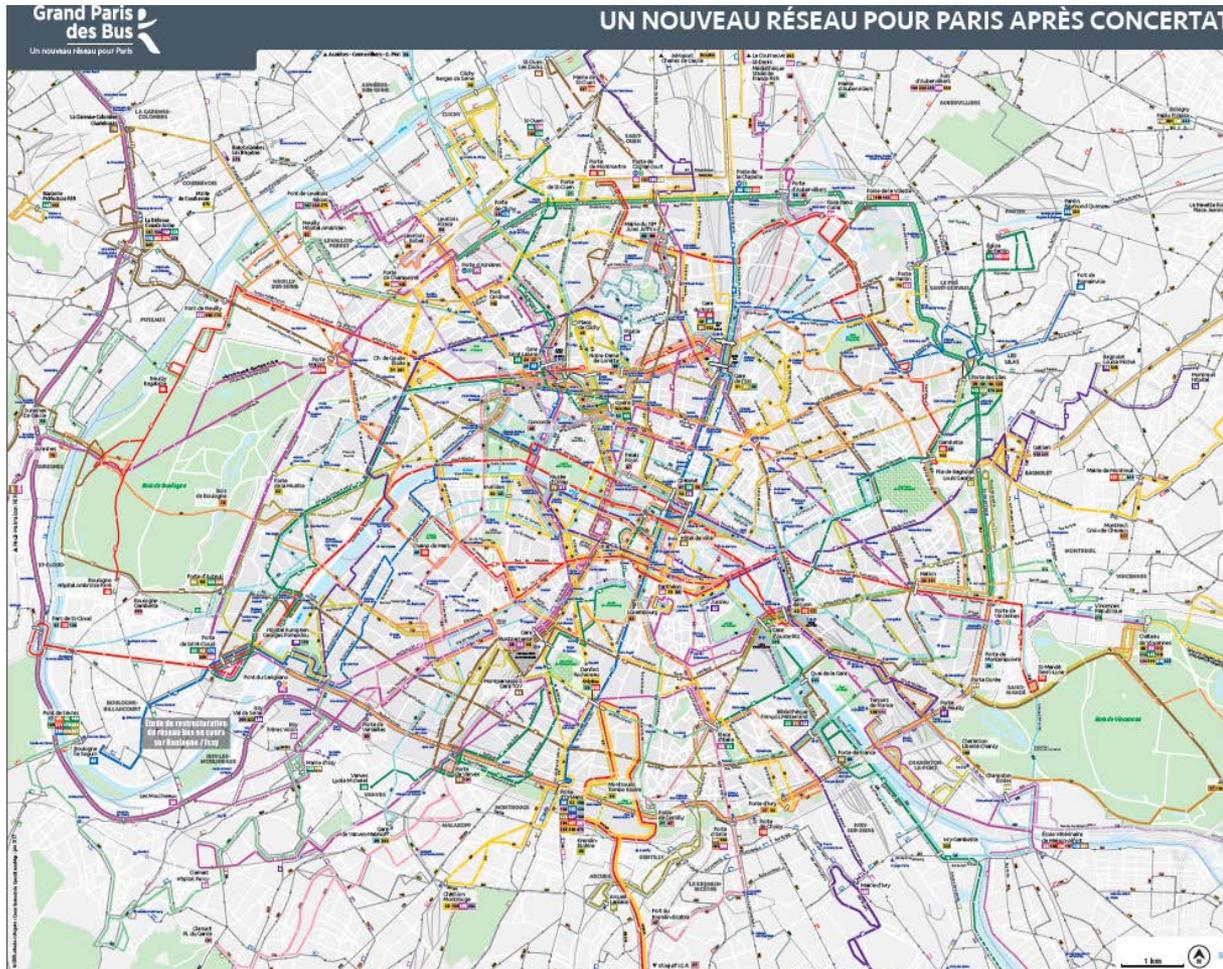


16 lines  
304 stations  
206 km

1,5 Billion trips  
(2016)



# Public Transport Network – Buses 2019



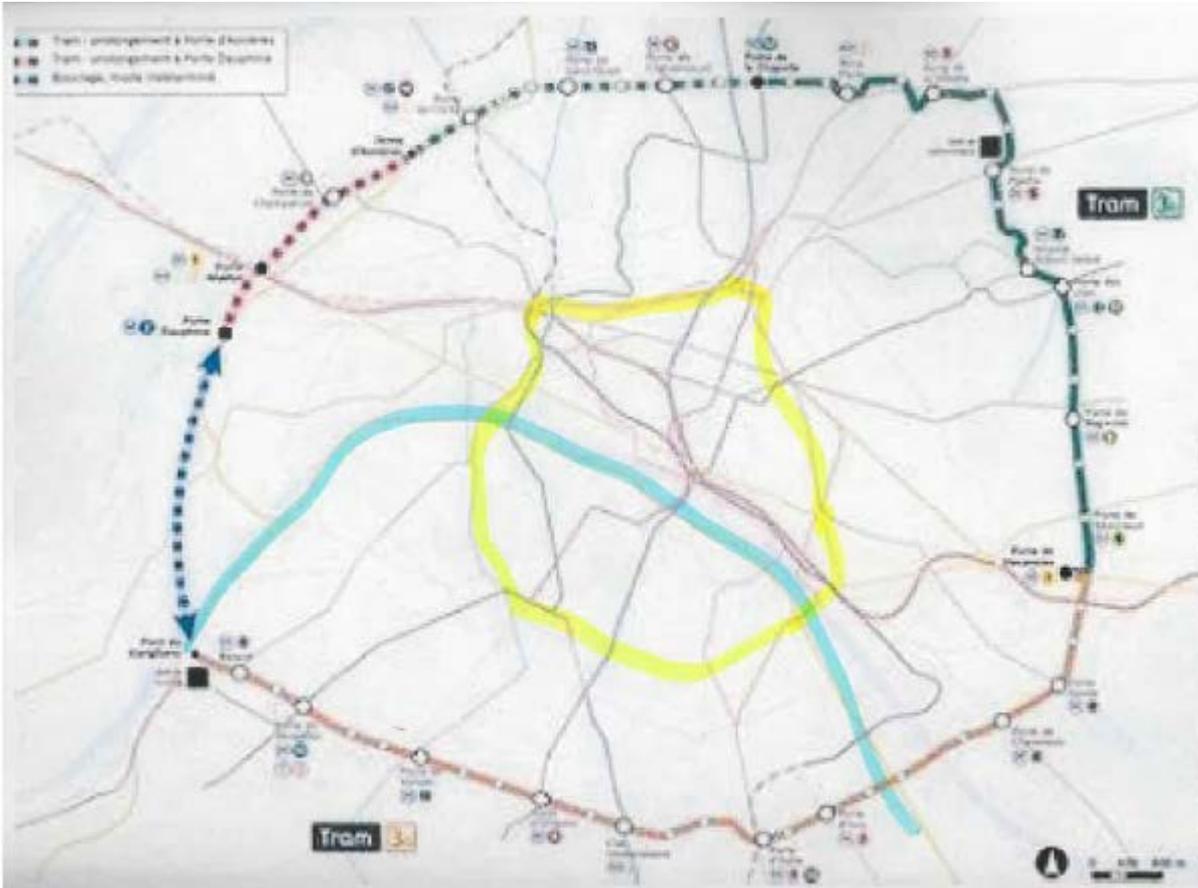
65 bus lines  
~3 000 stops  
597 km

40 itinerary  
changes  
150 relocated  
stops  
150 new  
vehicles

0,5 Billion trips  
(2016)



## Public Transport Network – Buses 2019



### 3 main projects :

- T3 tramway line extension  
*2018, 2023*
- BRT “quais de Seine”  
*2023*
- Main train Stations line  
*2019, 2023*



## Enforcing network attractiveness (2)

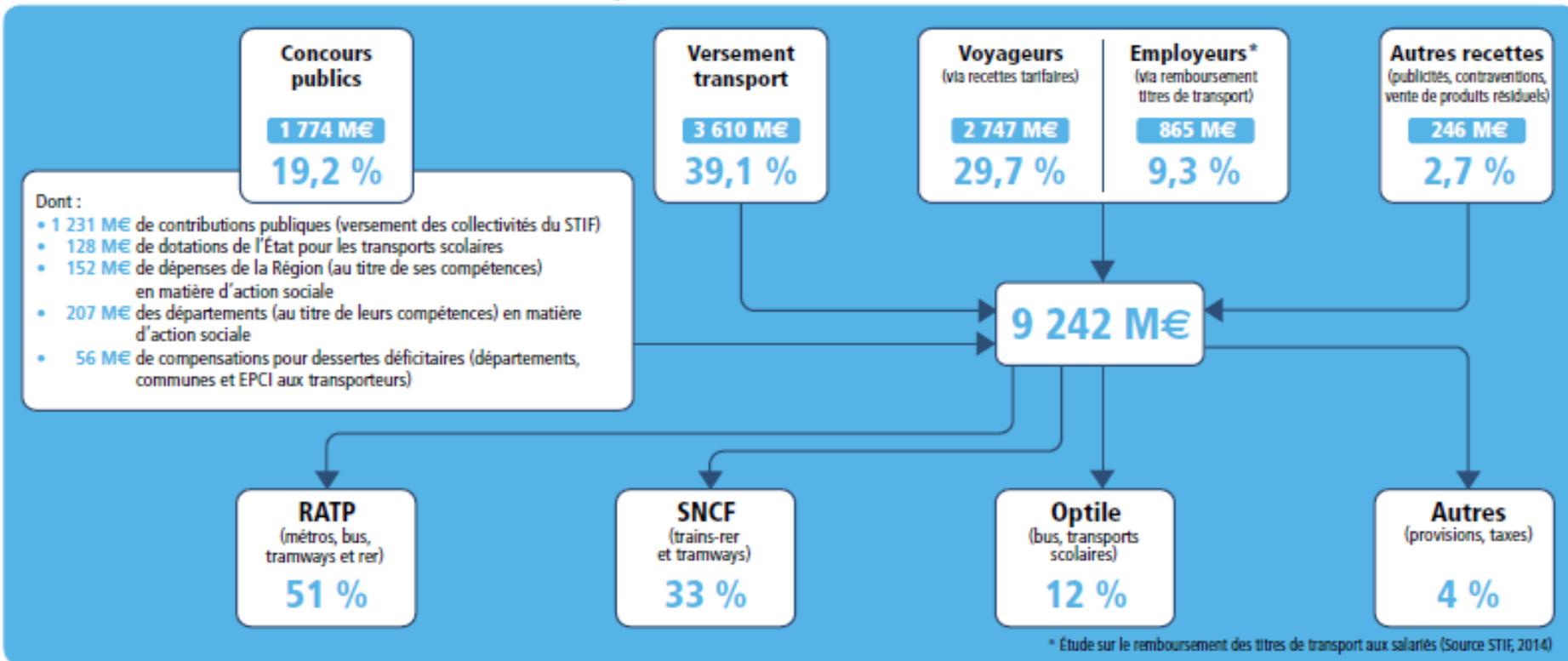
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## Enforcing network attractiveness

### Transport financing structure

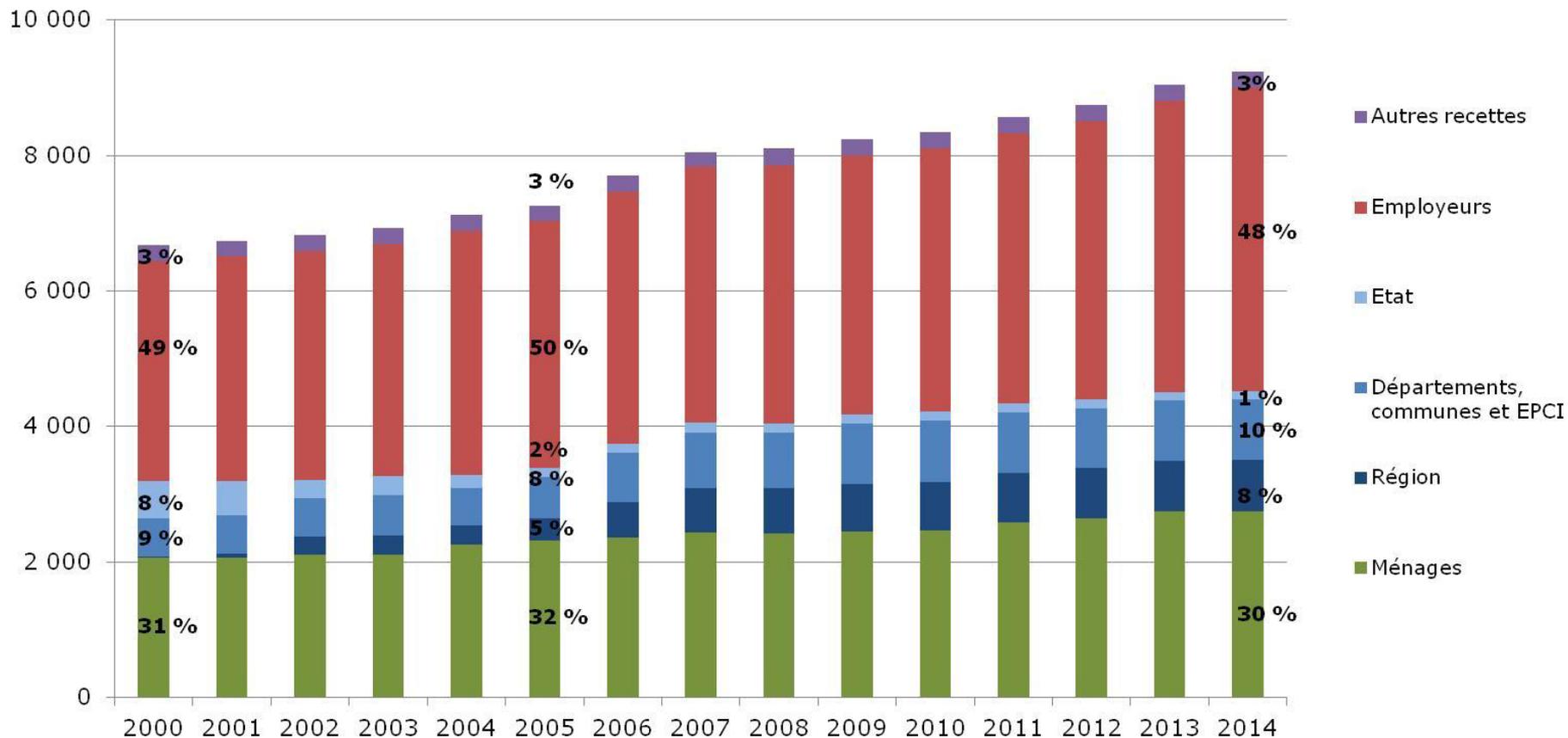
Financement du fonctionnement des transports en commun d'île-de-France en 2014 (montants TTC)





# Enforcing network attractiveness

## *Transport financing structure*

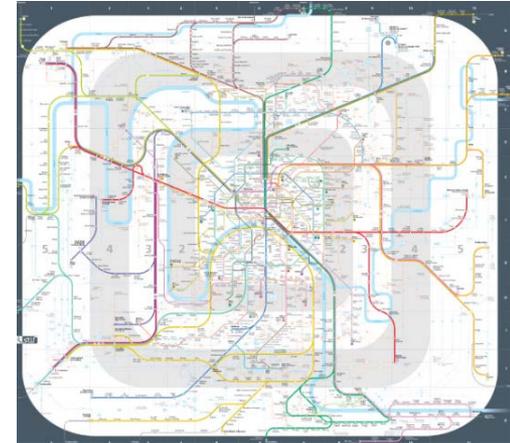




# Enforcing network attractiveness

## *Transport financing structure*

- 2015 – Creation of a Regional flat fare 70€/month
- An impact of about - 490 M€ / year to be financed. Compensations came from :
  - The state (300 M€ / year)
  - An increase on companies tax (150 M€ / year)
  - An increase on fares (+4,2%) >> 73 € / month
  - A discount for users going from -17% to -36% depending on housing location
- An increase on demand
  - of +10% on regional train & “grande couronne” bus network
  - 50% of users declare travelling further & more with PT
- A analysis on PT free access system studying by Paris and Ile-de-France





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