

The Grand Paris network: investing in modernisation, investing in new capacities?

J.P. Orfeuil

Paris Est University

what is it that drives
public action on urban mobility
issues?

**THE
MAKING
OF
MOVEMENT**

INSTITUT
POUR
LA VILLE
EN
MOUVEMENT
PSA PEUGEOT CITROËN
CITY ON THE MOVE...
CITY ON THE MOVE...
CITY ON THE MOVE...
CITY ON THE MOVE...

UNIVERSITÉ —
— PARIS-EST

**LA
FABRIQUE
DU
MOUVEMENT**

LA FABRIQUE
DE LA

— — — — — CITÉ

The current system

Size

Pas / year: 4 billion, +25 % in 10 years

Total operational cost: **8,1 billion€**

Direct users contribution **2,4 billion €**

Mean investment for network extension **0,4 billion €/ year** over the last decade

Governance:

From 2005, under the full responsibility of the region

Large part of funding through companies

Problems

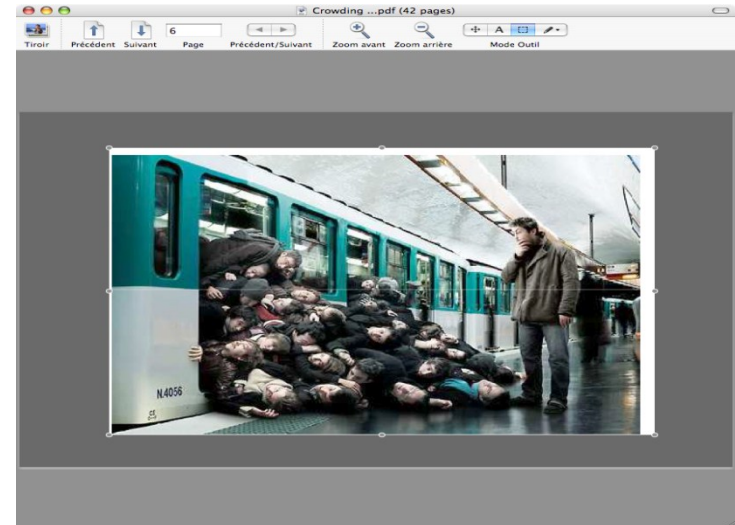
Patronage growth (!)

Poor quality of service

Cancelled trains, irregularity

(up to 20 % trains late or cancelled)

Saturation at peak hours



Region's answer: new long term projects in the masterplan, huge modernization effort (18,5 billion€) a new project « Arc express » for 9 billion. Government opposes: too expensive, insufficient consideration of La Défense and Roissy

CARTE THÉMATIQUE
Le réseau
des transports collectifs,
à terme

- existant
- prolongement RER
- principe de liaison RER
- réouverture service ferroviaire voyageurs
- prolongement métro
- réseau d'étude Arc Express
- rocade tram-train, train léger
- principe de liaison rocade tram-train, train léger
- tramway site proche bus (TCSP)
- principe de liaison TCSP
- principe de liaison TCSP long terme
- continuité tramway des Maréchaux
- continuité Grand-Train
- navette fluviale

0 10 km
© IAU NF 2006

The announcement of « Grand Huit » in the media (2009) by the government

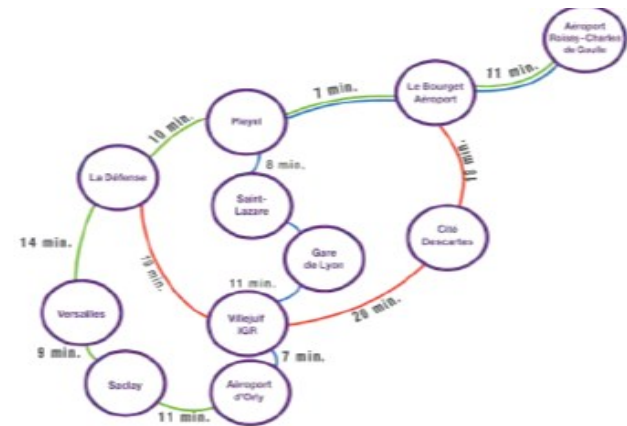
Key words: automatic/public private partnership/ self financing through land appreciation recovery/ 800000 new jobs induced Houah, fantastic!



The basic representation: « great » means clusters and high speed

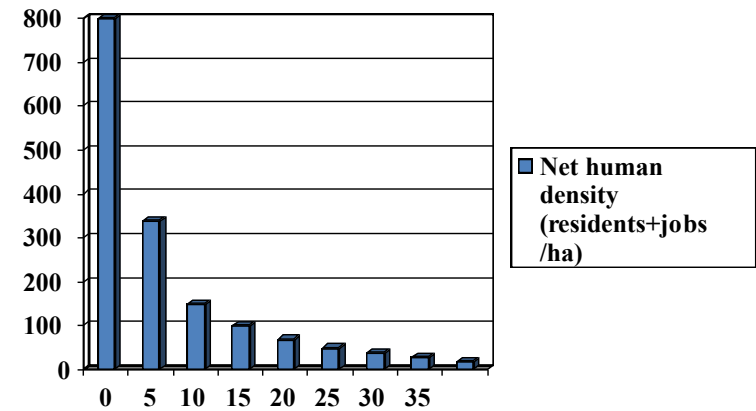
- La Défense: global finance
- CDG: global access
- Saclay: global science

And the resident population?



- A « small » problem from a transport point of view: density vanishes quickly

A risk of a huge, but inefficient investment, compromising our capacity to develop useful ones



The results of the public debate

The government / region agreement

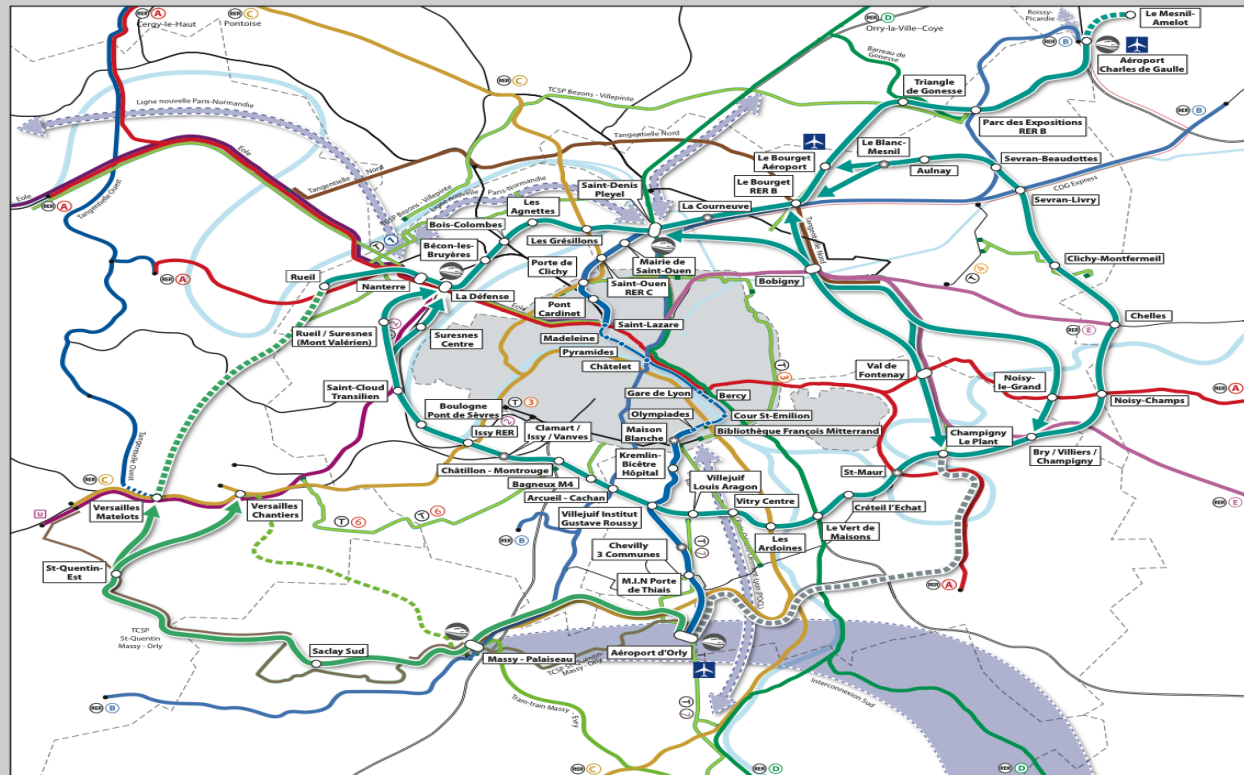
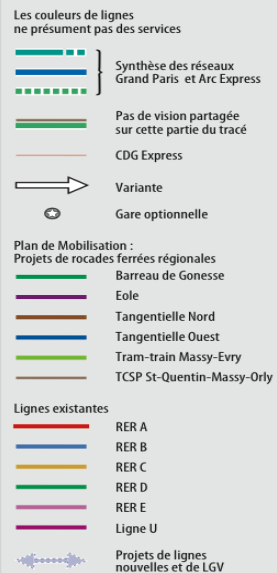
People's view on » great «: « great » means Human first, attention to users and quality of service on the existing network first!

Arc express is a mid term project, Grand Huit is a long term one

Ridiculous to have 2 competing projects, need to merge

Modernizing: 11,2 billion€; New network: 20,5 billion €; Rolling stock renewal: 3,3; for new lines: 2,2 Funding from new taxes, new public loans, marginal only land appreciation recovery . Regional masterplan to be revised. RATP will be the operator

Contribution de l'Etat et de la Région aux débats publics



An expert's view on « great »

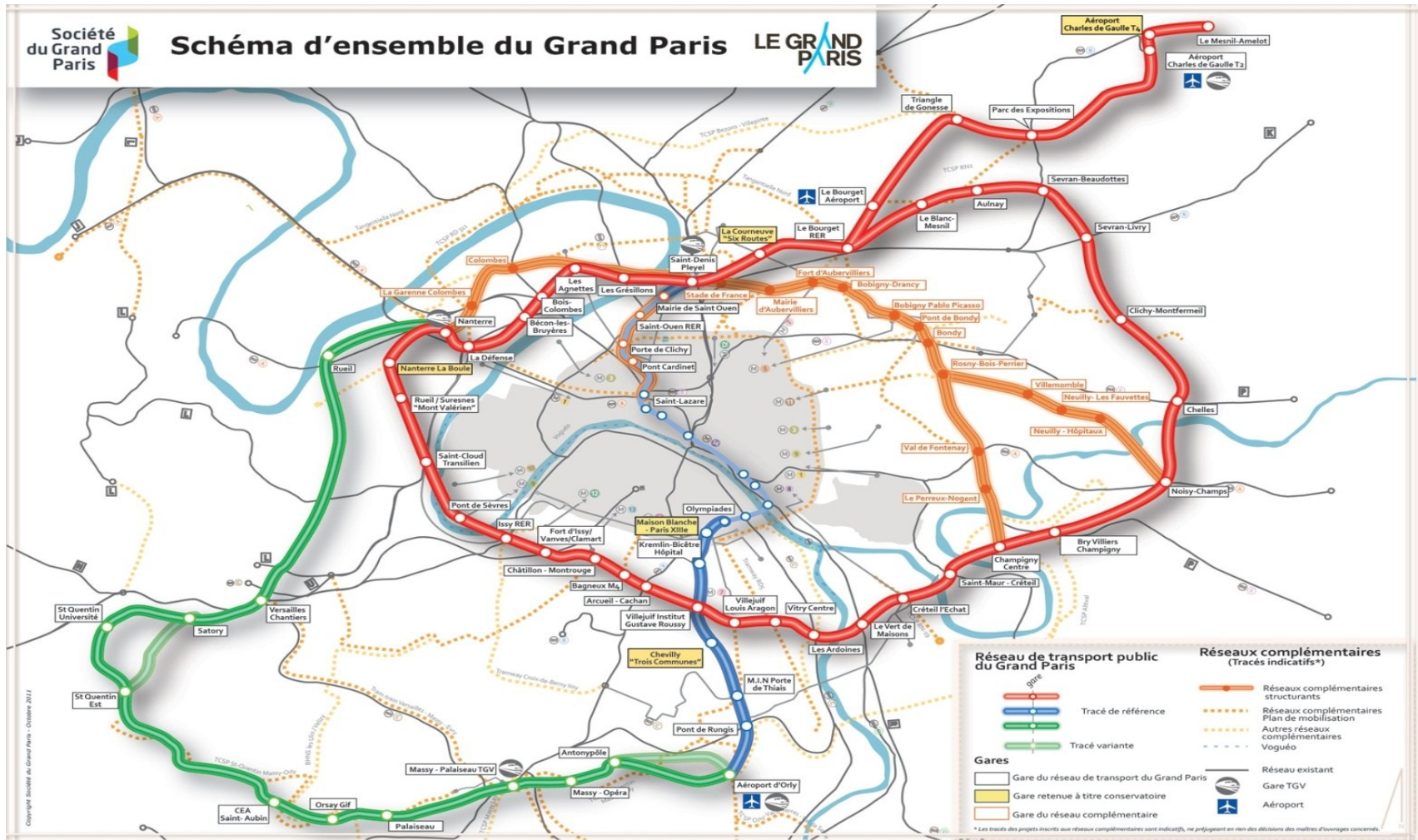
A transport system is not only a physical network, it is a system of relations
between stakeholders
(companies, national/ regional public bodies, users)

This system is now like a computer with a virus,
Adding new functionalities is useless since the virus has not been eliminated

Redefining funding mechanisms, structure of fares, ways of operating in a
way where every stakeholder would be more responsible is possible and
would:

Contribute to significant improvements
Prepare new developments

And then, may 2011



This is not the end of the story