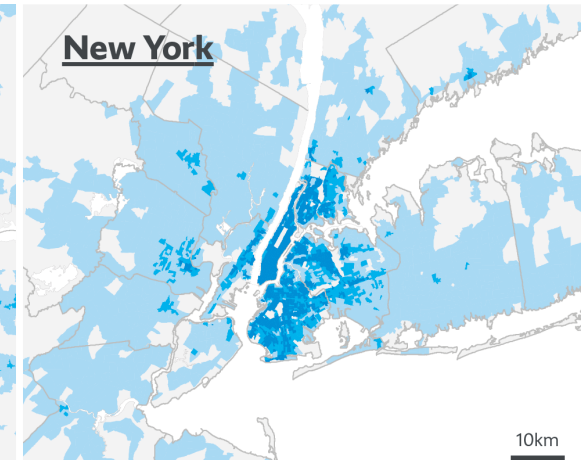
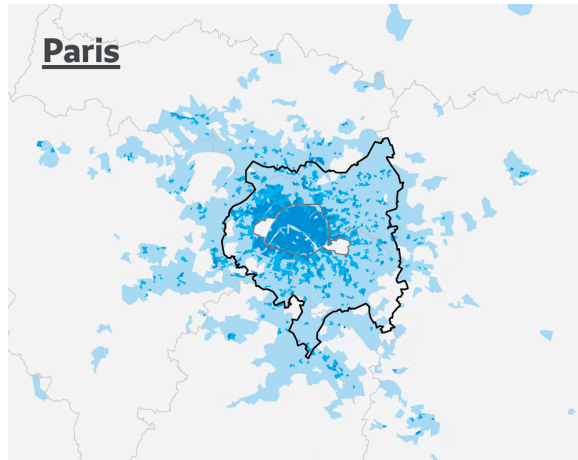


**Société  
du Grand  
Paris**



# COVID-19 Impact on the Paris Region Transportation and Urbanism

# The Paris Metropolis and Region compared to London and New York



**POPULATION ET EMPLOI**  
Densité à l'hectare

below 10	from 100 to 200
from 10 to 100	over 200

**Grand Paris Metropolis**  
814 km<sup>2</sup>  
7 million inhabitants

**London**  
1,580 km<sup>2</sup>  
8 million inhabitants

**New York City**  
785 km<sup>2</sup>  
8,5 million inhabitants

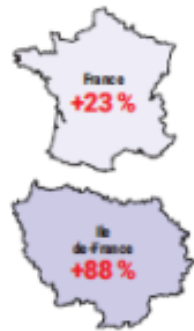
**Grand Paris Region**  
12,000 km<sup>2</sup>  
12 million inhabitants



# The impact of COVID-19 on Paris Region

ÉVOLUTION DES DÉCÈS CUMULÉS  
ENTRE 2019 ET 2020

Lieu de référence

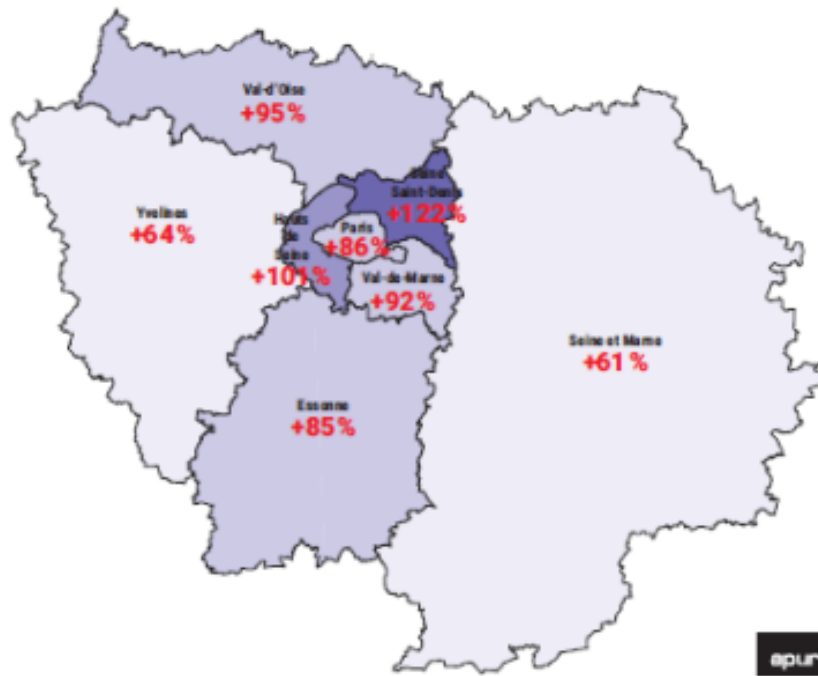


Évolution des décès cumulés du 2 mars  
au 3 mai 2020, par rapport à 2019

SURMORTALITÉ

- plus de 120 %
- de 100 à 120 %
- de 80 à 100 %
- moins de 80 %

Source : État civil 2019 et 2020



The Paris Region was the most impacted region in France:

- France : 29,000 deaths / 66 million inhabitants : 439 deaths per million
- Paris Region : 7,300 deaths / 12 million inhabitants : 600 deaths per million

# The impact of COVID-19 on the Paris Region

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- The lockdown started on March 17.
- The lockdown was partially eased for the Paris Region on May 11. Retail shops could reopen.
- On June 2, parks, gardens and museums could reopen but cafés and restaurants cannot receive the public inside, only on outside terraces.
- Cinemas, theaters and concert halls still remain closed. Unclear for how long.

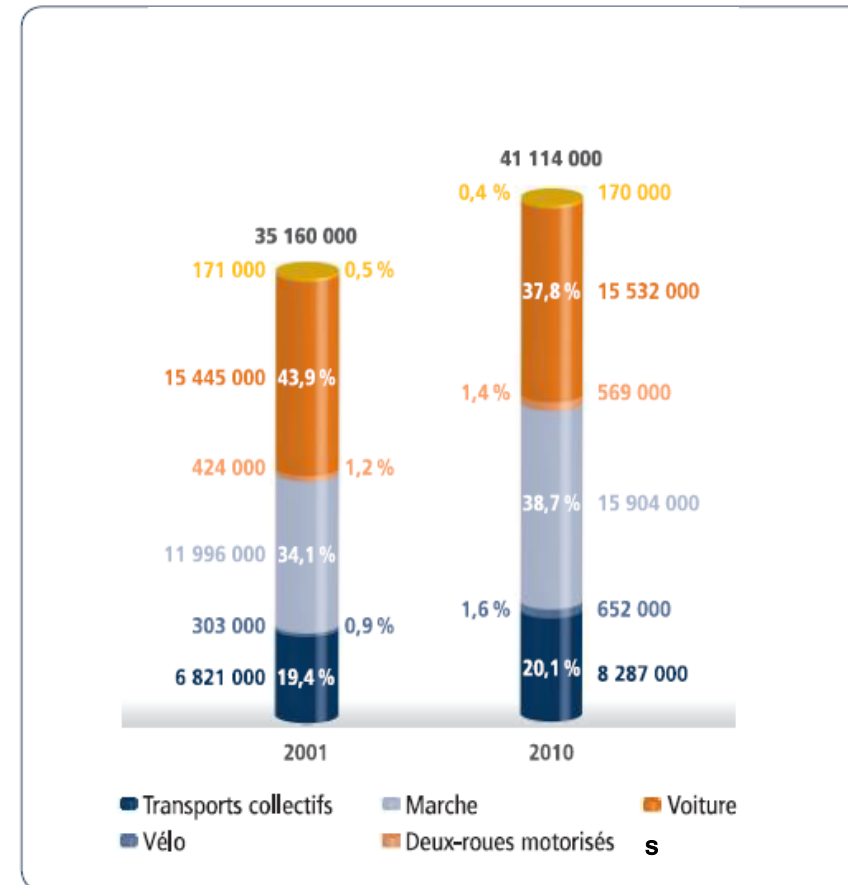


# **1. Public transportation in the Paris Region is predominant**

# More than 40 million journeys take place every day in the Paris Region

- 39% walking
  - 38% by car
  - 20% by public transport
  - 3% cycling
- 
- Car use is decreasing except in the outer suburbs (- 35 % in the city of Paris)

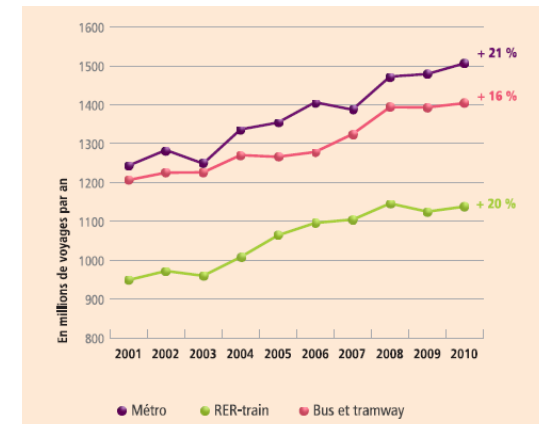
## Number and proportion of daily journeys by mode of transport



# The core capacity in the Grand Paris Region

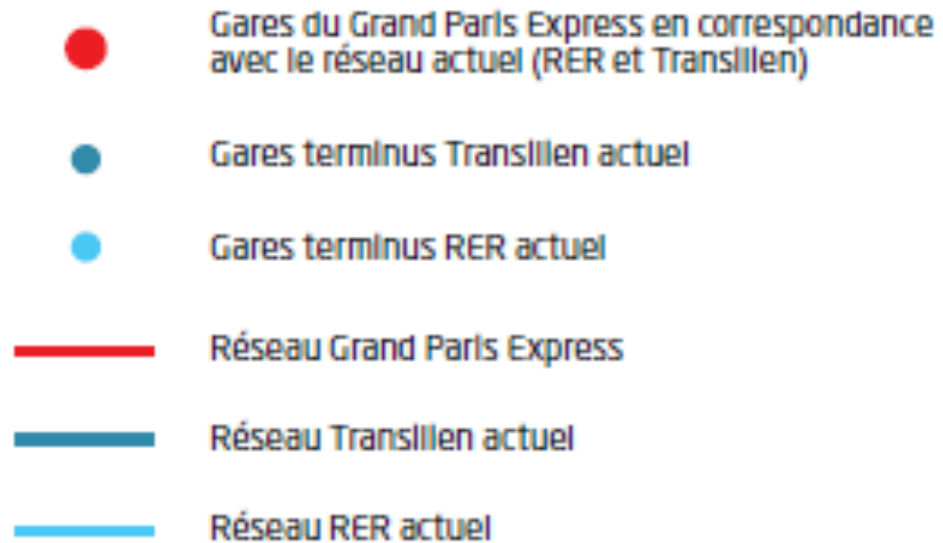
- **1,798 km of existing railway lines**
  - 885 km of regional train (transilien)
  - 600 km of express regional network (RER)
  - 210 km of subway (Paris métro)
  - 103 km of tram

+ 20% ridership increase in the Grand Paris Region public transport between 2001 and 2010

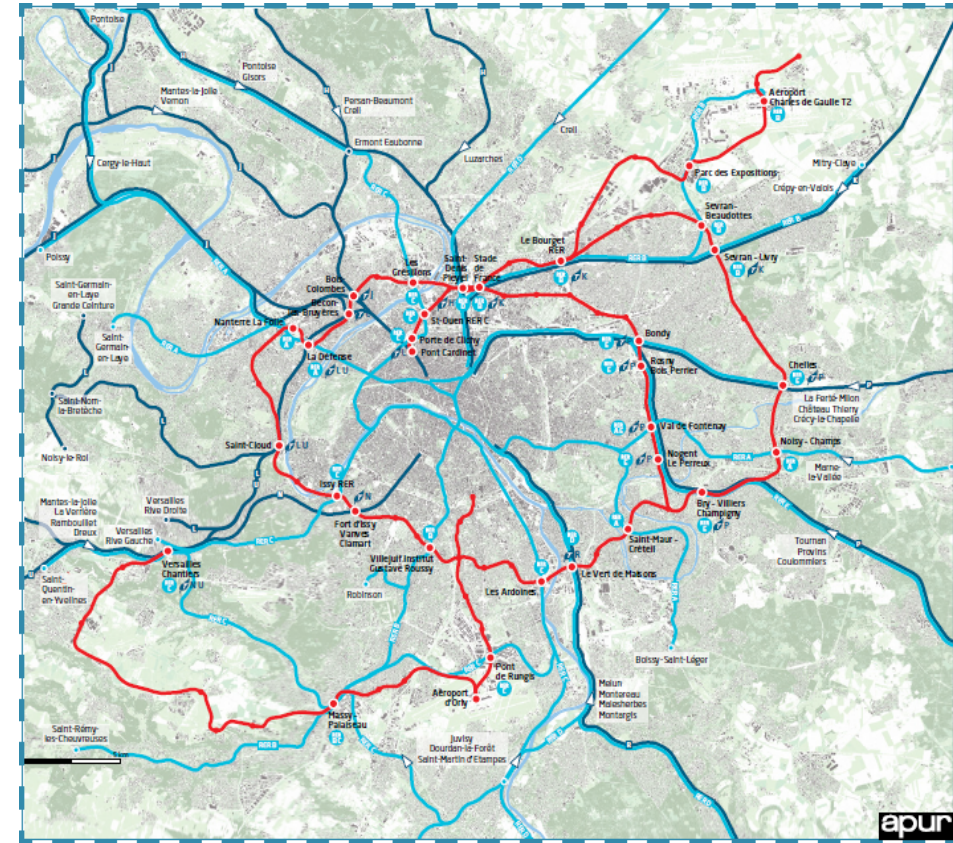


# Grand Paris Express and the existing lines

## Le réseau du Grand Paris Express dans le maillage francilien actuel

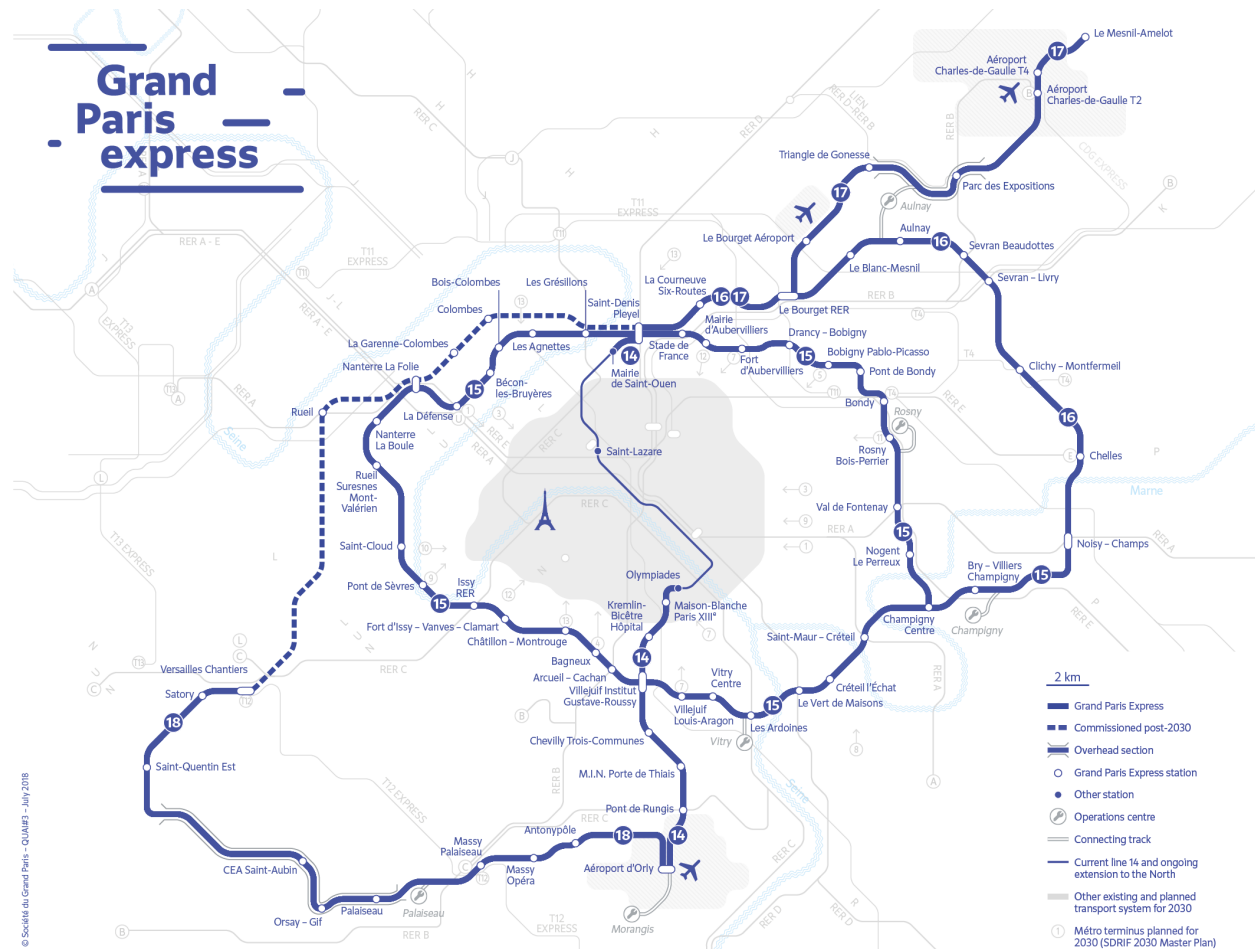


Sources : SGP 2015, Nouveau Grand Paris 2013, SDRIF 2013, PDUIF 2013, InterAtlas





# 200 km of new subway lines and 68 new stations



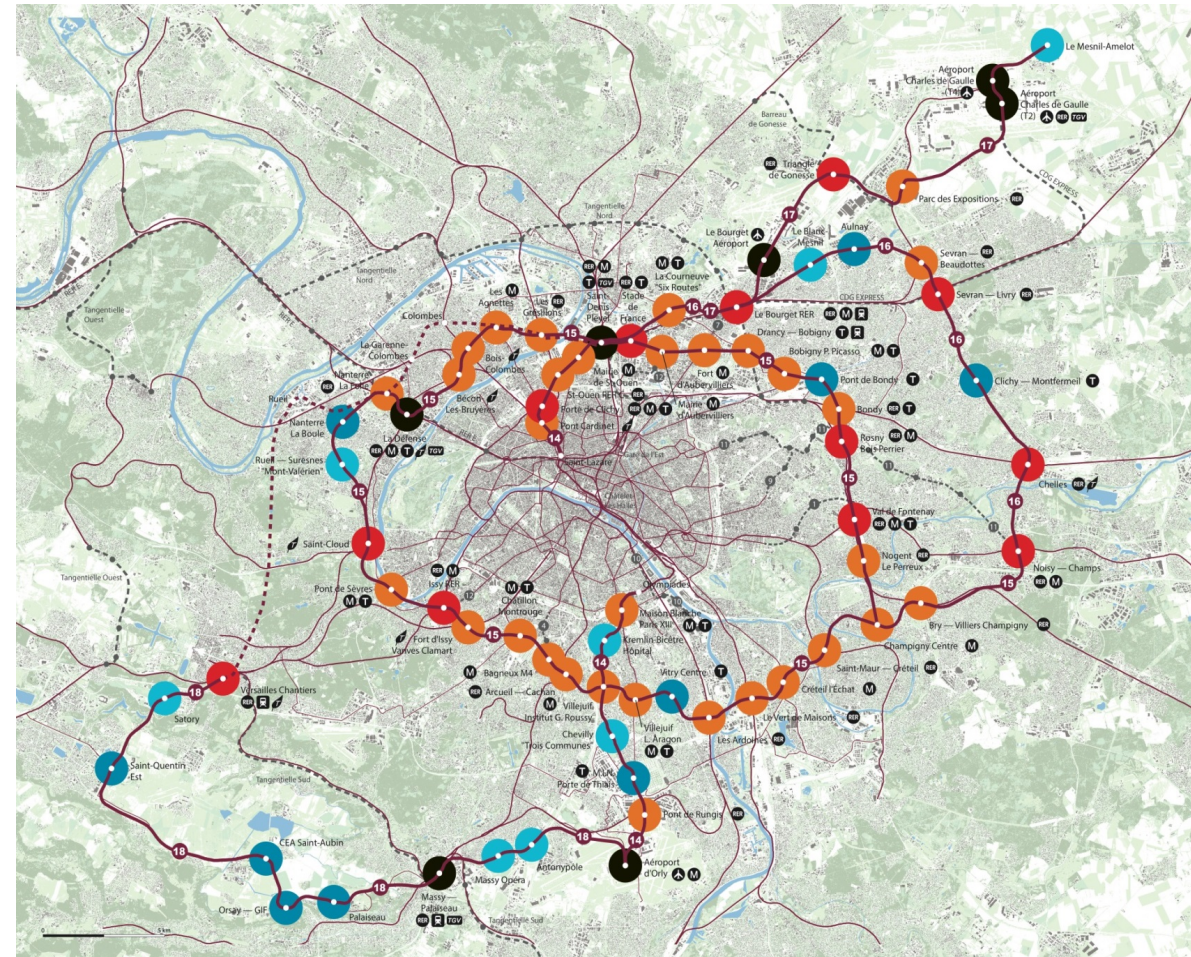
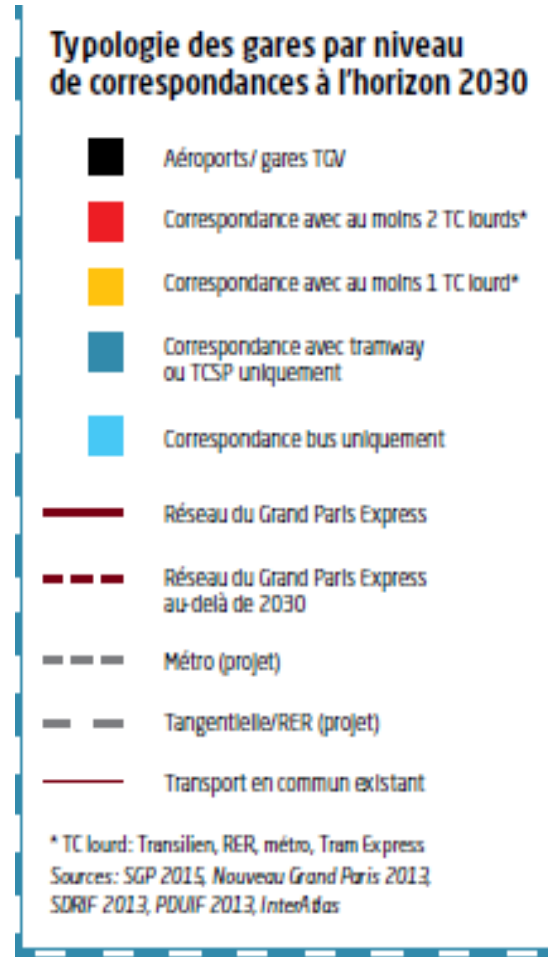
## Commissioning schedule



\* According to technical feasibility



# The network created by Grand Paris Express





# A project of unprecedented scale

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 **68**  
**STATIONS**  
and 7 technical centres

**2** million  
PASSENGERS  
**PER DAY**  


**100%**   
**accessible**  
for people with reduced mobility

**1 TRAIN**  
**EVERY**  
**2 to 3\***  
minutes

**200 km**  
OF LINES

  
TRAVELLING AT THE SPEED  
of **55\***  
**km/h**  
\* ON AVERAGE

**90%**  
..........  
of network underground  
**100%**  automatic  
Guarantee of regular service,  
suitability, comfort and safety

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# Most construction sites reopened after lockdown

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- Construction sites were closed from March 17 to April 20.
- All 11 tunnel boring machines are active.
- Because of social distancing measures adopted for construction sites with contractors, the pace of construction has slowed down between 50% to 70% of the previous pace.
- Construction sites of public transport companies ( RATP, SNCF) have also resumed
- Olympic Games new constructions project, as the Olympic Village and the swimming complex are at the study phase and in preparatory construction work. They have not suffered any delay as yet.

# Effect of COVID-19 on existing public transport

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- The whole public transport network is open and functions with the same frequencies as before.
- Mask usage is compulsory.
- To avoid saturation, employers must give a certificate to their employees allowing them to travel during rush hours.
- They are also encouraged to extend working hours to a wider range of time
- Ridership is still very low: 20 to 30% of the previous figures. People are afraid to travel by public transport again because it previously was too crowded.
- The revenue of public transport authority is strongly affected
- The Chairwoman of the Paris Region public transport authority (IDFM) asked the State for help. If not, she threatened to increase the price of the “pass Navigo” (public transport card) by 20 euros. It now costs 75 euros a month for travel in the whole regional network without any limit.
- Those who must go to work prefer to walk, if possible, to cycle, or to share a car with colleagues.

# Can biking become an alternative means of transportation ?

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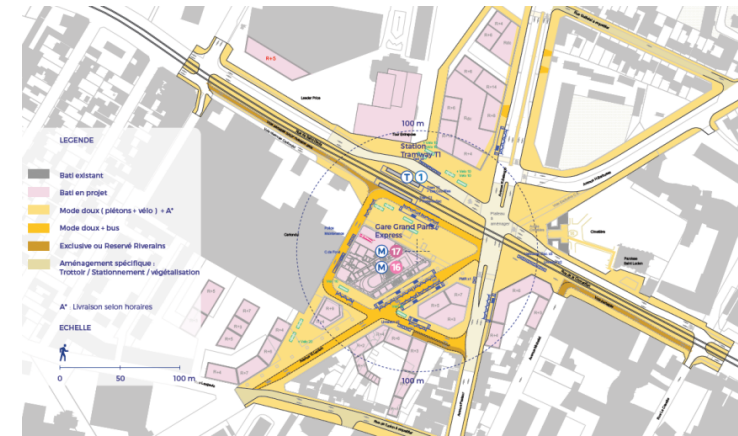
- Biking is increasing incredibly thanks to the initiatives of local authorities, particularly those of the City of Paris. The number of cyclists has doubled in comparison to 2019, but it won't overnight become the primary means of transportation as it now is in northern European cities such as Copenhagen and Amsterdam
- Car use cannot increase much because of congestion, and municipalities tend to try to reduce it even more because of pollution.
- Some major streets are temporarily closed to cars: for example the rue de Rivoli in Paris, the main east-west central street that has been totally devoted to cycles and public transport. The change may become permanent.





# Adapting public spaces for pedestrians and bicycles

## Transforming road space into pedestrian area in front of the station at La Courneuve



## **2. COVID-19 impact on urbanism: Is suburbia coming back?**

# Greater Paris: the largest metropolis in Europe

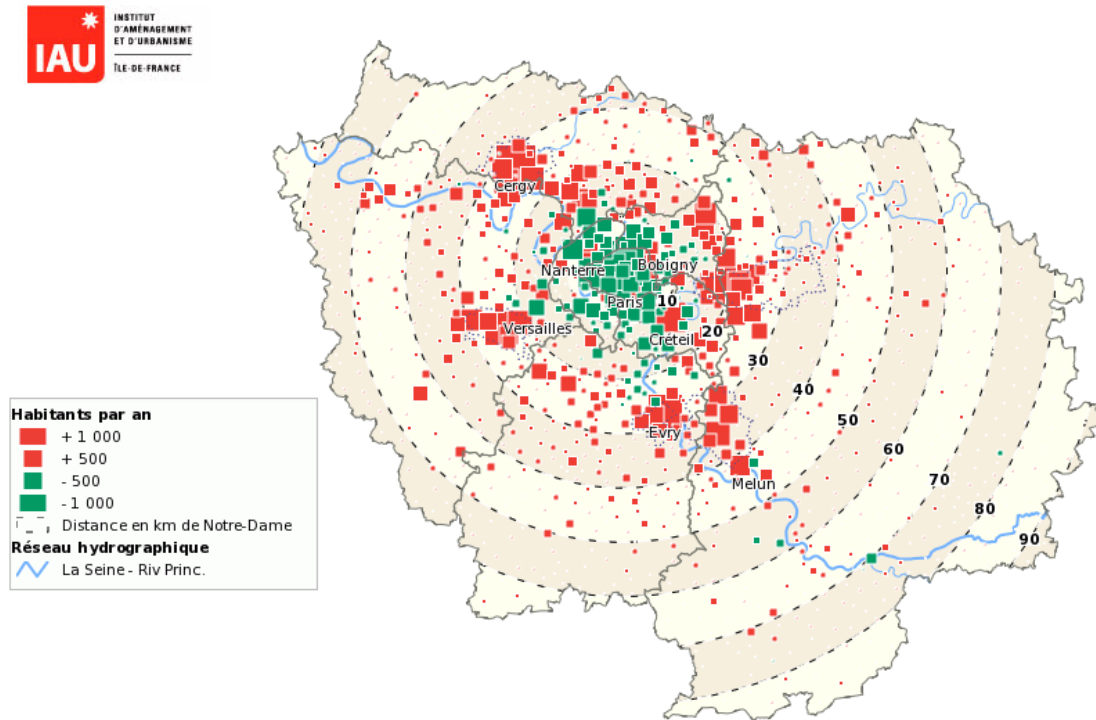
11.7 million inhabitants

5.7 million jobs



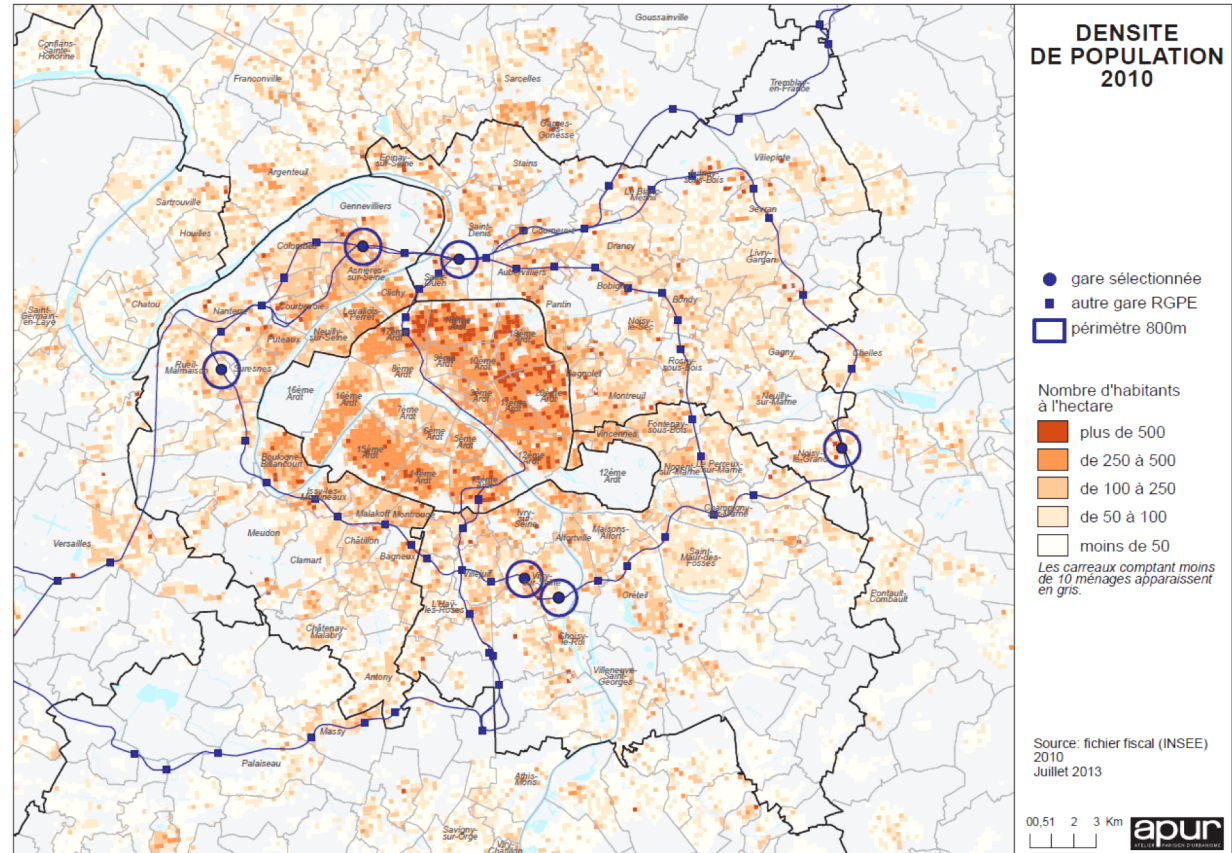


# Urbanization sprawl in the last 60 years

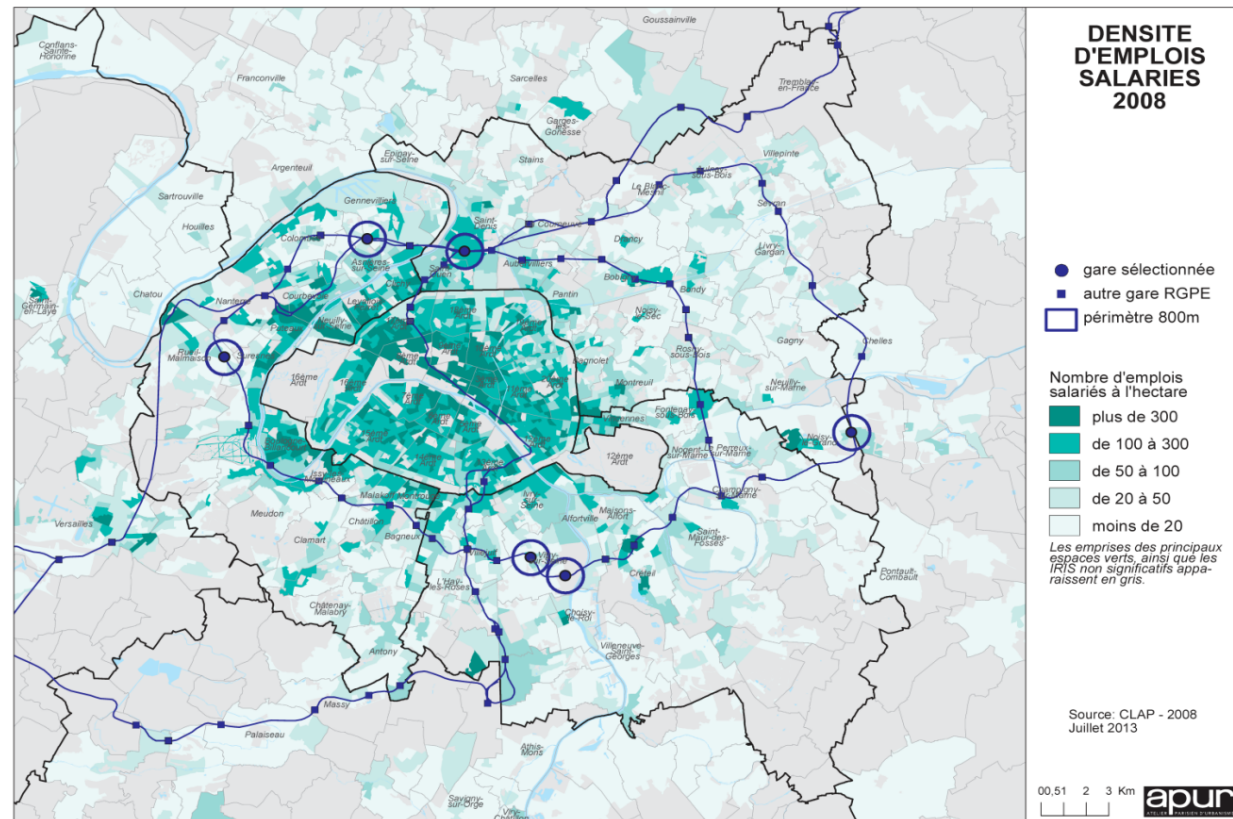


Source : INSEE

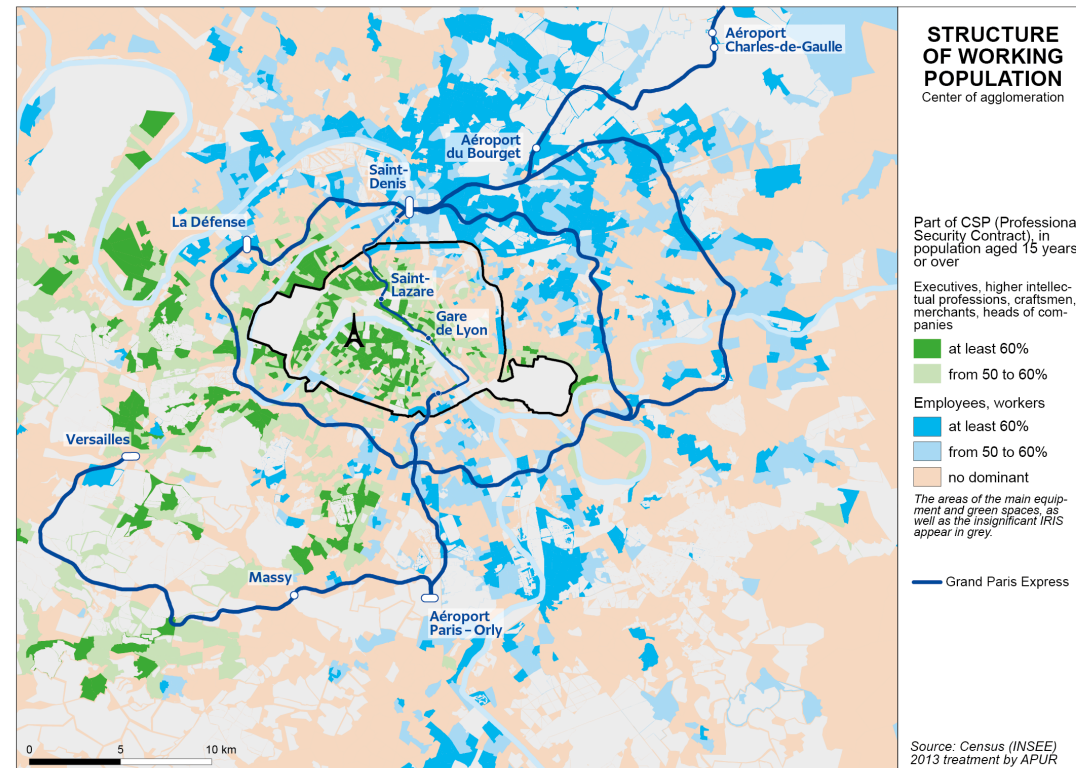
# Housing is still concentrated in the central area



# Jobs remain concentrated in central Paris and the immediate outskirts



# Social division remains strong in Grand Paris

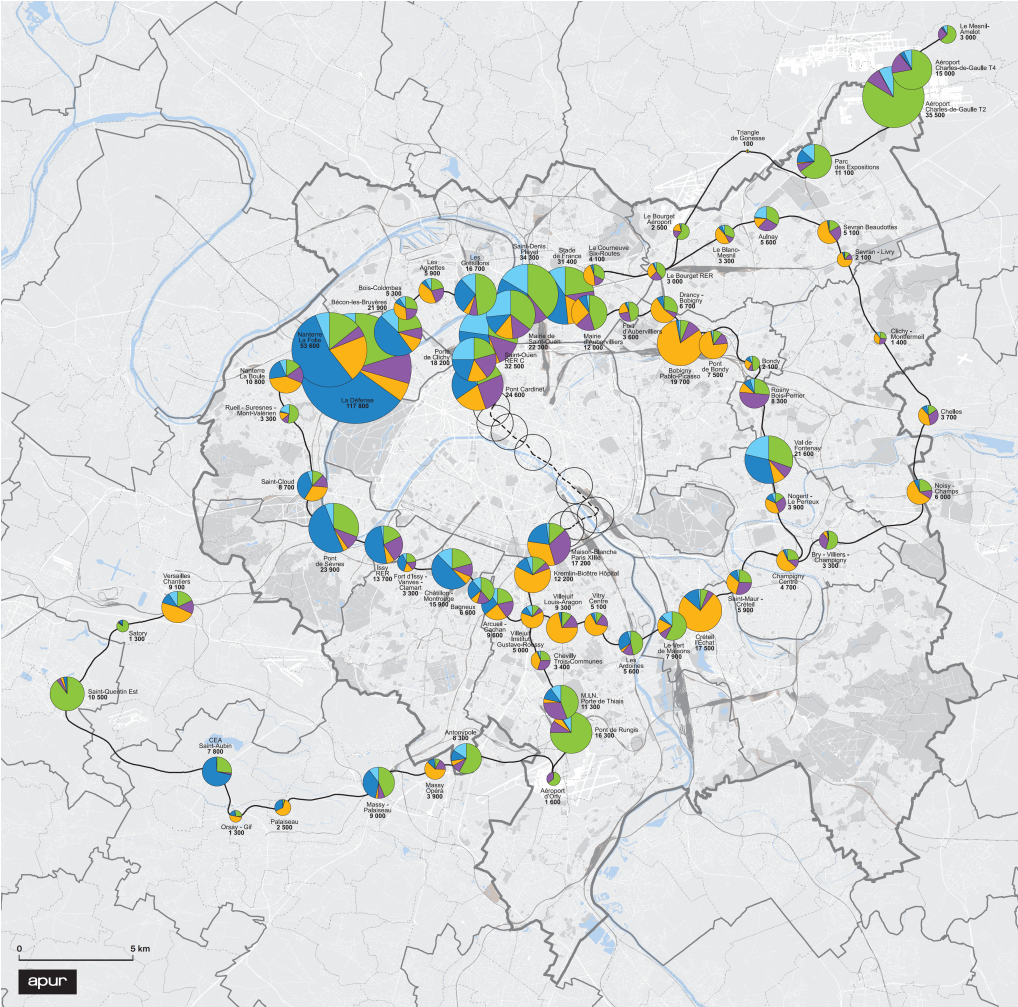




# Grand Paris Express will facilitate access to jobs in neighborhoods with new stations

## Les emplois dans les quartiers de gare du Grand Paris Express

Sources : CLAP (Insee), traitement Apur, 2012



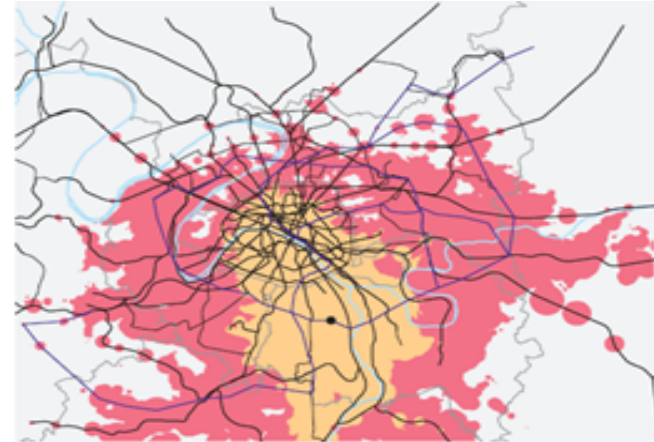
# Accessibility improvements: some example



## Le Bourget Aéroport, ligne 17

Evolution 2009-2030 de l'accessibilité depuis la gare du Bourget Aéroport pour un trajet de 45 min, en transports en commun :

Territoire : +316%, Emplois : +336%



## Vitry Centre, ligne 15 sud

Evolution 2009-2030 de l'accessibilité depuis la gare de Vitry Centre pour un trajet de 45 min, en transports en commun :

Territoire : +302%, Emplois : +331%



## Rueil - Suresnes - Mont-Valérien, ligne 15 ouest

Evolution 2009-2030 de l'accessibilité depuis la gare de Rueil-Suresnes-Mont-Valérien pour un trajet de 45 min, en transports en commun :

# COVID-19 has probably significantly changed work habits

- During lockdown, one employee out of four was working from home full time.
- The regional public transport authority (IDFM) predicts that 70% of white-collar workers and 20% of other employees will still telework, at least part time, until the end of the summer.
- They could still be 50% of the workforce to the end of 2020 and perhaps still the same proportion in 2021.
- The impact on commercial buildings and business districts must be evaluated: some important companies like Peugeot (80,000 employees) consider making work from home the rule.
- The impact on the housing market could have a lasting effect

# Will COVID-19 have a lasting effect on urbanism in the Paris Region?

- COVID-19 made living in city centers insecure and uncomfortable: small and expensive apartments and no private gardens.
- Living in suburbs, in small towns and in the countryside suddenly has become much more attractive.
- Real estate agents say that it has already had some effect on the housing market; there has been 60% more internet research for houses in the outer departments from Paris Region compared to such research in April, 2019.
- But preferably with fast train connections: for example, expecting a fast connection between Mantes-la-Jolie to La Défense business district in a few years time, + 30 %



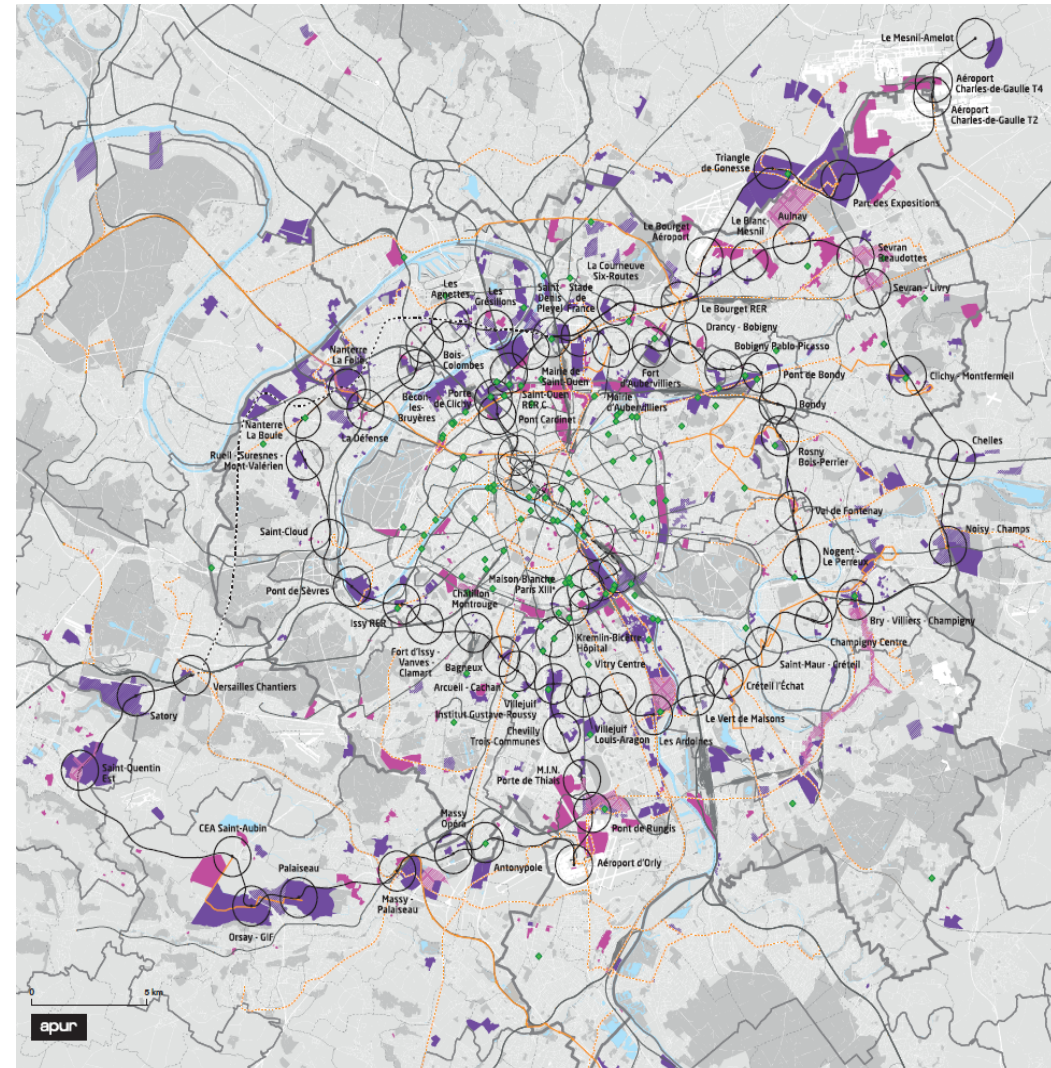
# Grand Paris Express will help

- The Grand Paris Express project will be even more useful if more people move to the outer suburbs to live in houses with gardens instead of in small apartments in the very center of the Parisian metropolis.
- They will have to commute longer distances, but not necessarily every day, thanks to the ability to work from home.
- A faster new network will help them to reach workplaces still concentrated in the center of Paris.
- It will also encourage alternative city centers to develop in the outskirts of Paris, around the new stations and around existing stations in the far suburbs connected to Grand Paris Express network.

# Urban development projects in the neighborhoods with new stations

## Projets d'aménagement et de transports du Grand Paris

Source : Apur, juin 2017



# Grand Paris Express will also help make accessible the Olympic sites





Thank you for your attention

