



ERREICHBARKEIT IN STÄDTEN – EIN STADTGESPRÄCH ÜBER NACHHALTIGE MOBILITÄT

ACCESSIBILITY IN CITIES – AN URBAN DIALOGUE ON SUSTAINABLE MOBILITY



From mobility to access(ibility)

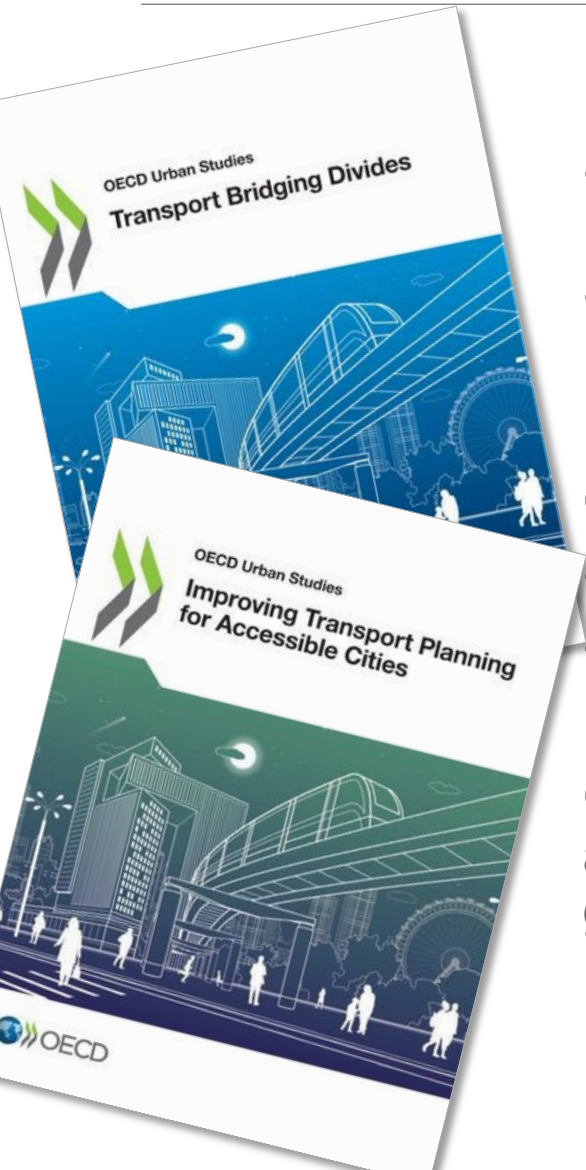
Need to act in OECD cities and beyond

- Urban transport accounts for about half of global CO₂ emissions from ground-based transport
- Projections see total motorised travel in cities almost double (+94%) between 2015 and 2050

COVID-19 challenges declining trajectories

- Financial stress of rail and public transport providers
- Shift in preferences favouring private car use

COVID-19 also creates a window of opportunity to adopt policies for a compact and connected urban growth → build back better



Accueil › Grand Paris Express, the largest transport project in Europe

Grand Paris Express, the largest transport project in Europe

GRAND PARIS EXPRESS IS ARGUABLY THE LARGEST TRANSPORT PROJECT IN EUROPE.

It consists in a fundamental rethink, redesign and focus on the public transport network on the scale of the metropolitan area. The purpose of this exercise is to avail Grand Paris with multimodal transport solutions, more integrated transport services, hence supporting a model of polycentric development.

GRAND PARIS EXPRESS IN FIGURES

- 4 additional lines
- 200 km of new railway lines
- 68 brand new interconnected stations
- 2 million passengers every day
- a train every 2 to 3 minutes
- a 100% automatic metro system
- 90% of lines will be built underground

GRAND PARIS EXPRESS' ROUTES

Grand Paris Express, as an automated transit network, is the new metro of the Capital Region. With its 68 new stations and 200 kilometers of additional tracks, Grand Paris Express consists of a ring route around Paris (line 15) and lines connecting developing neighborhoods (lines 16, 17 and 18). Additionally, Grand Paris Express also involves the extension of existing metro lines. Its 4 new lines circle the capital and provide connections with Paris' 3 airports, business districts and research clusters. It will service 165,000 companies and daily transport 2 million commuters.

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CARTE INTERACTIVE



EXPLORER

GRAND PARIS EXPRESS IN FIGURES

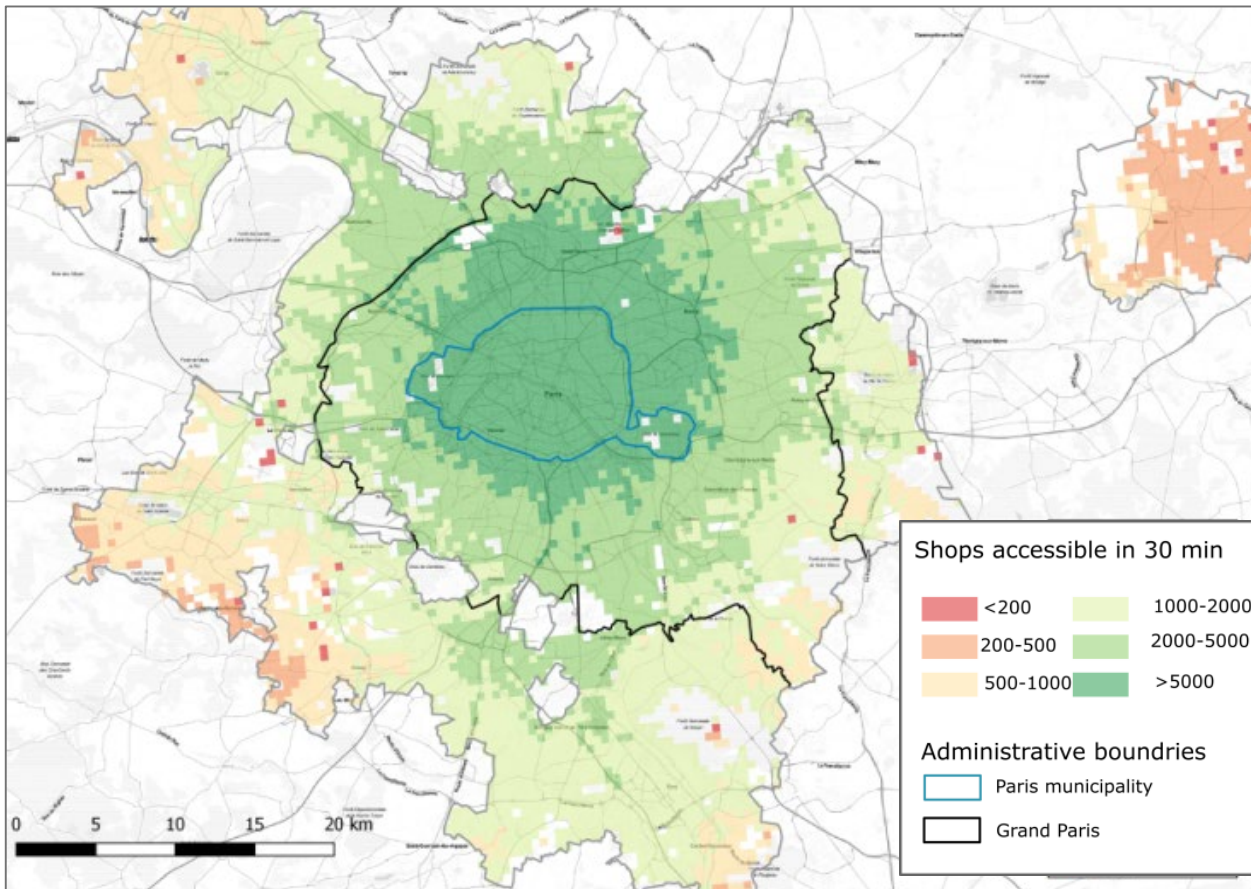
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Do any of those figures capture what matters?

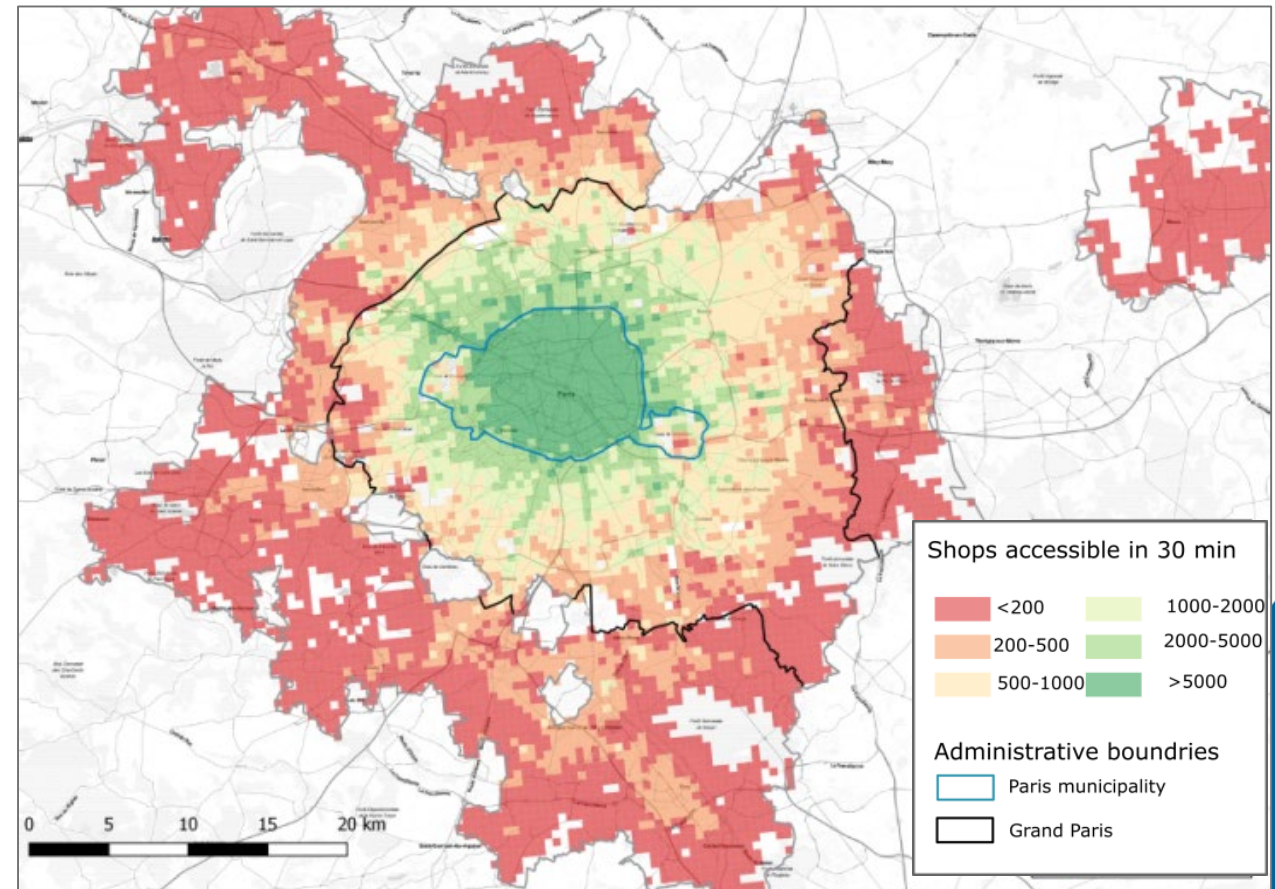


What matters – Accessibility in Paris

Number of shops within 30 minutes by private car



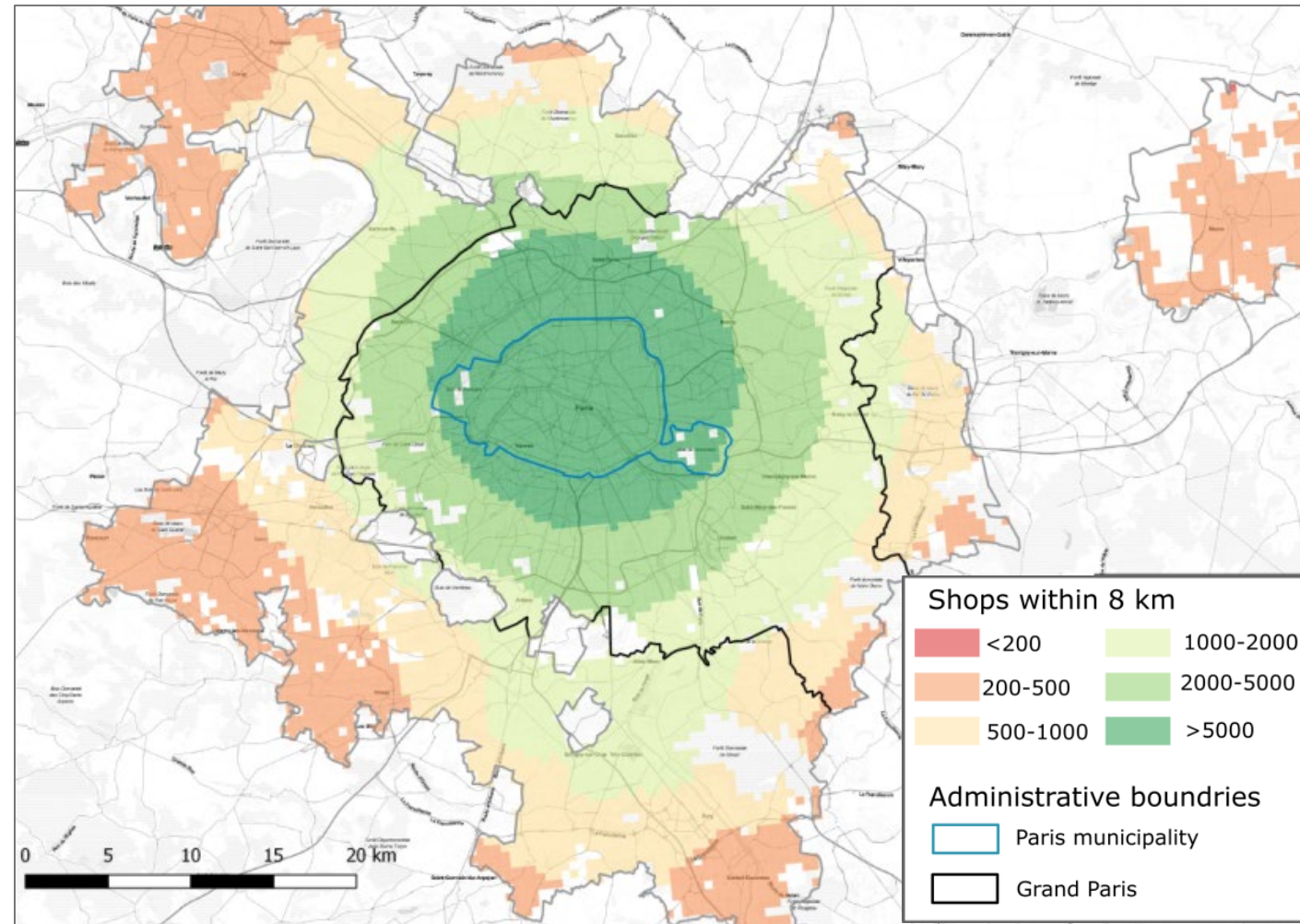
public transport





What matters – Proximity to opportunities in Paris

Distribution of shops within 8 km



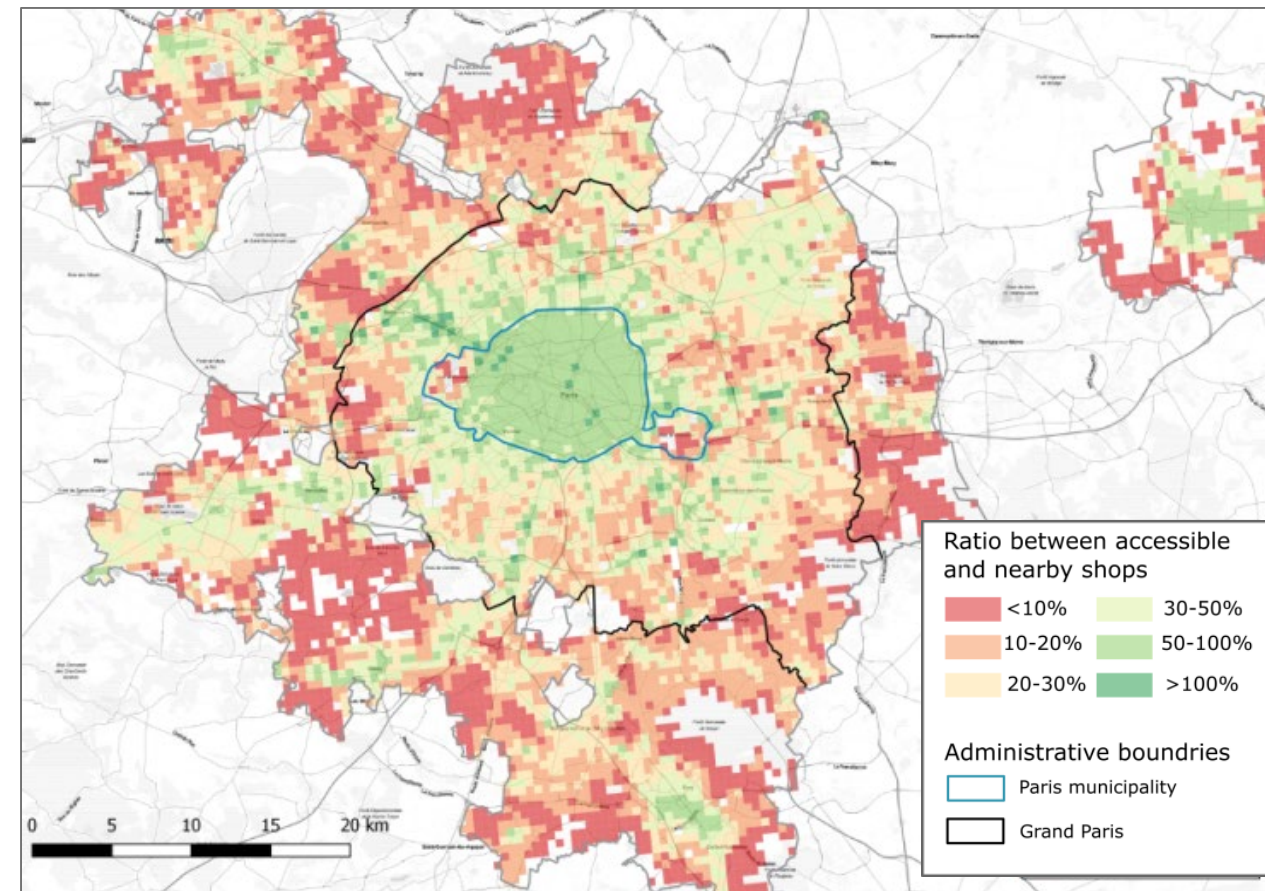
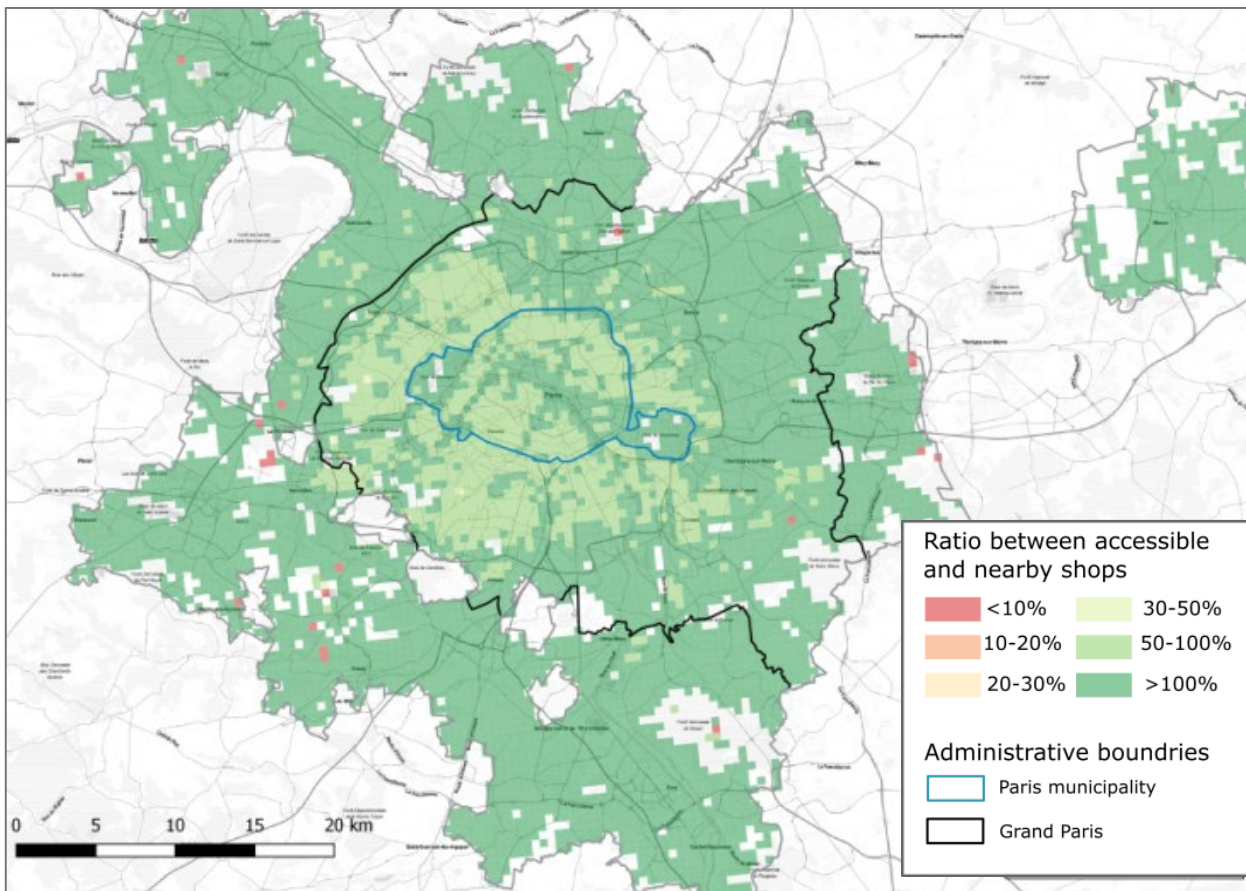


What matters – Transport performance in Paris

Share of opportunities in 8km reachable in 30 minutes

private car

public transport



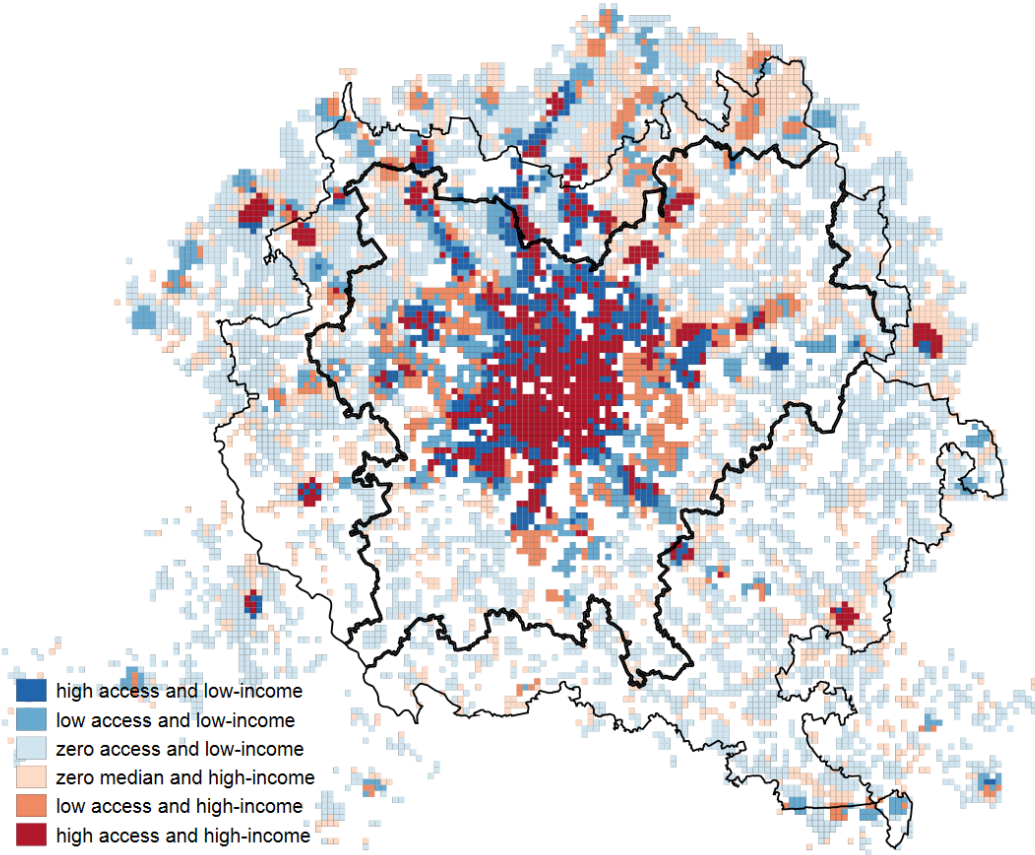


WHO BENEFITS FROM ACCESS IN CITIES?

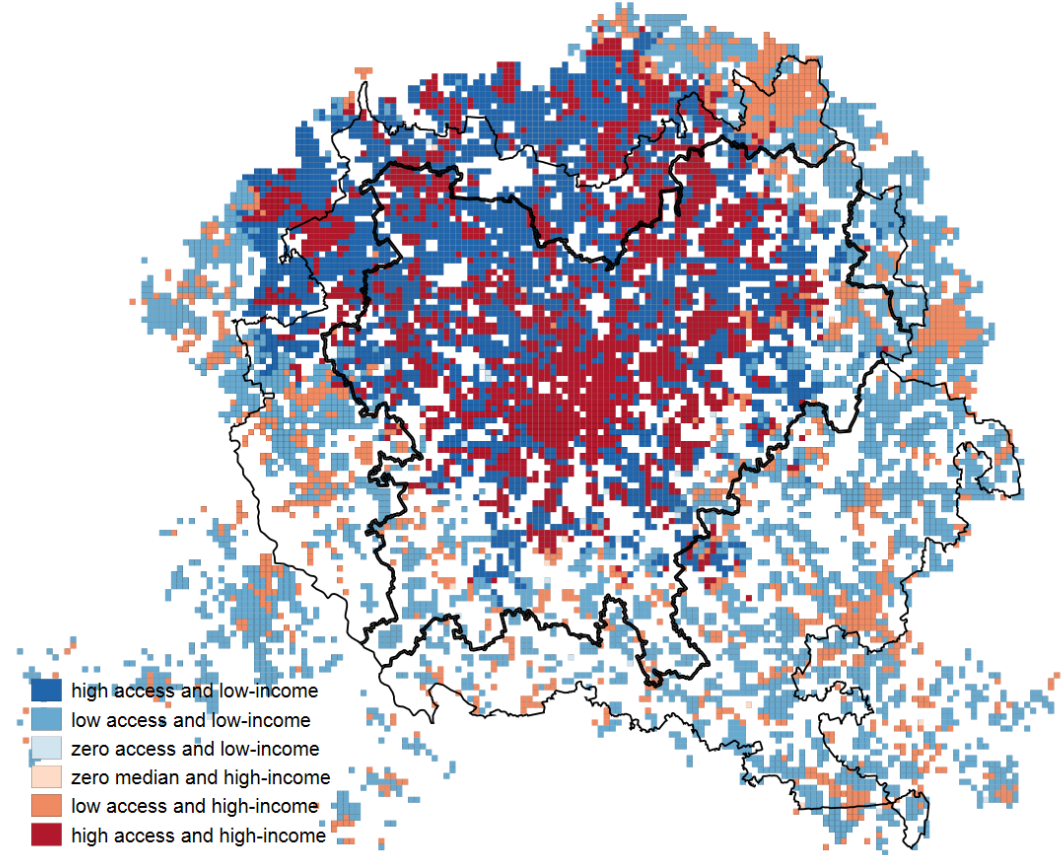


Public transport accessibility is concentrated in rich neighbourhoods, Milano (Italy)

Milano, # shops by public transport in 30 min.



Milano, # shops by car in 30 min.



Blue/red cells correspond to cells with **low income/high income** (below/above the city median)

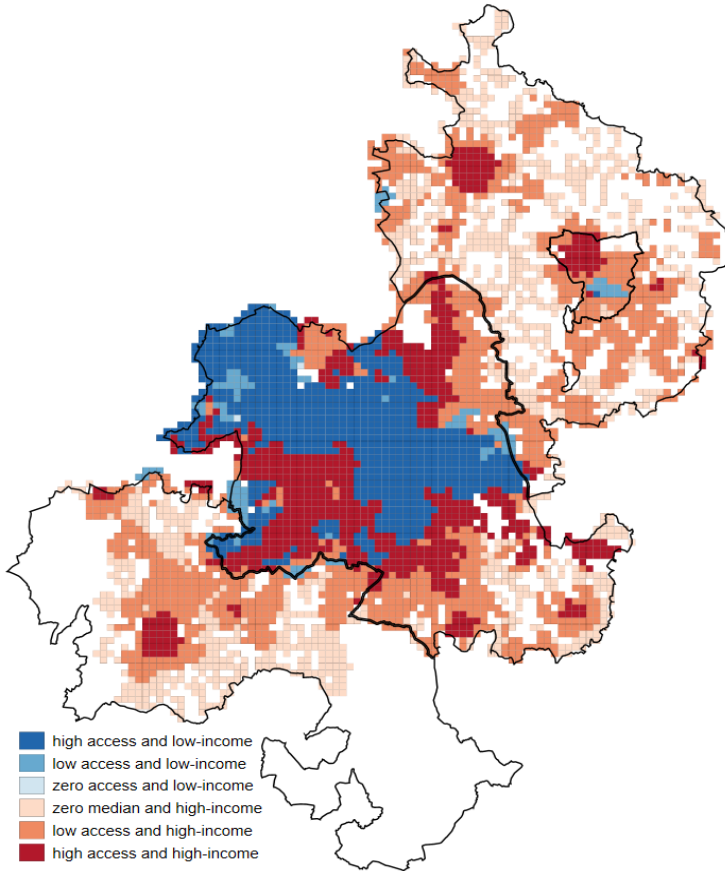
Darker cells are those with **better accessibility**

Inner boundaries indicate the urban centre of the metropolitan area.

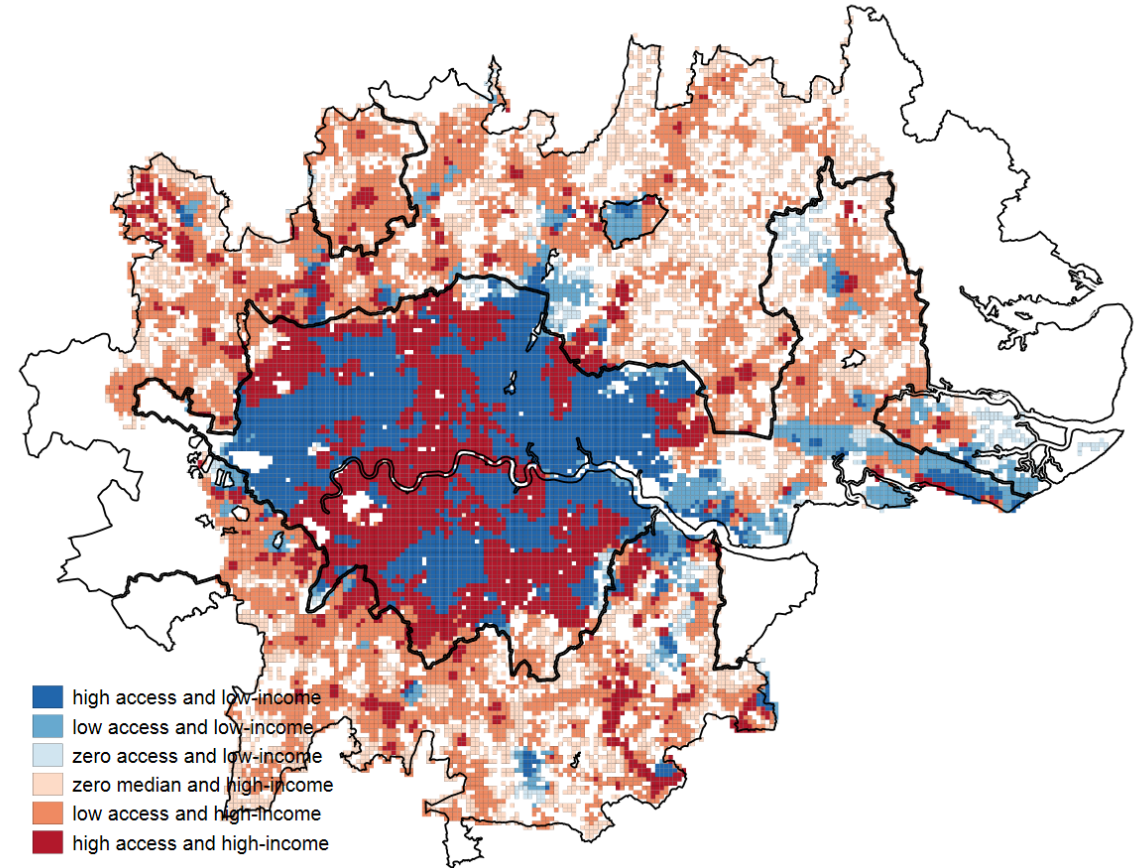


Low-income individuals are better off in Birmingham, in London there is no difference between rich and poor

Birmingham, # shops by public transport in 30 min.



London, # shops by public transport in 30 min.



Blue/red cells correspond to cells with **low income/high income** (below/above the city median)

Darker cells are those with **better accessibility**

Inner boundaries indicate the urban centre of the metropolitan area.



A zoom into cities: Who benefits from better accessibility?

Cities with better average accessibility also tend to have bigger **gaps between neighbourhoods with good and bad accessibility**

- These differences are due to **neighbourhoods with low accessibility having “too low” accessibility**, rather than places with good accessibility having “too good” accessibility

Richer people benefit from neighbourhoods with better accessibility

- They are more likely to **live in cities with better accessibility**
- Within cities richer people **live in the neighbourhoods with best accessibility**

Cities with **“inclusive” accessibility** achieve it mostly because

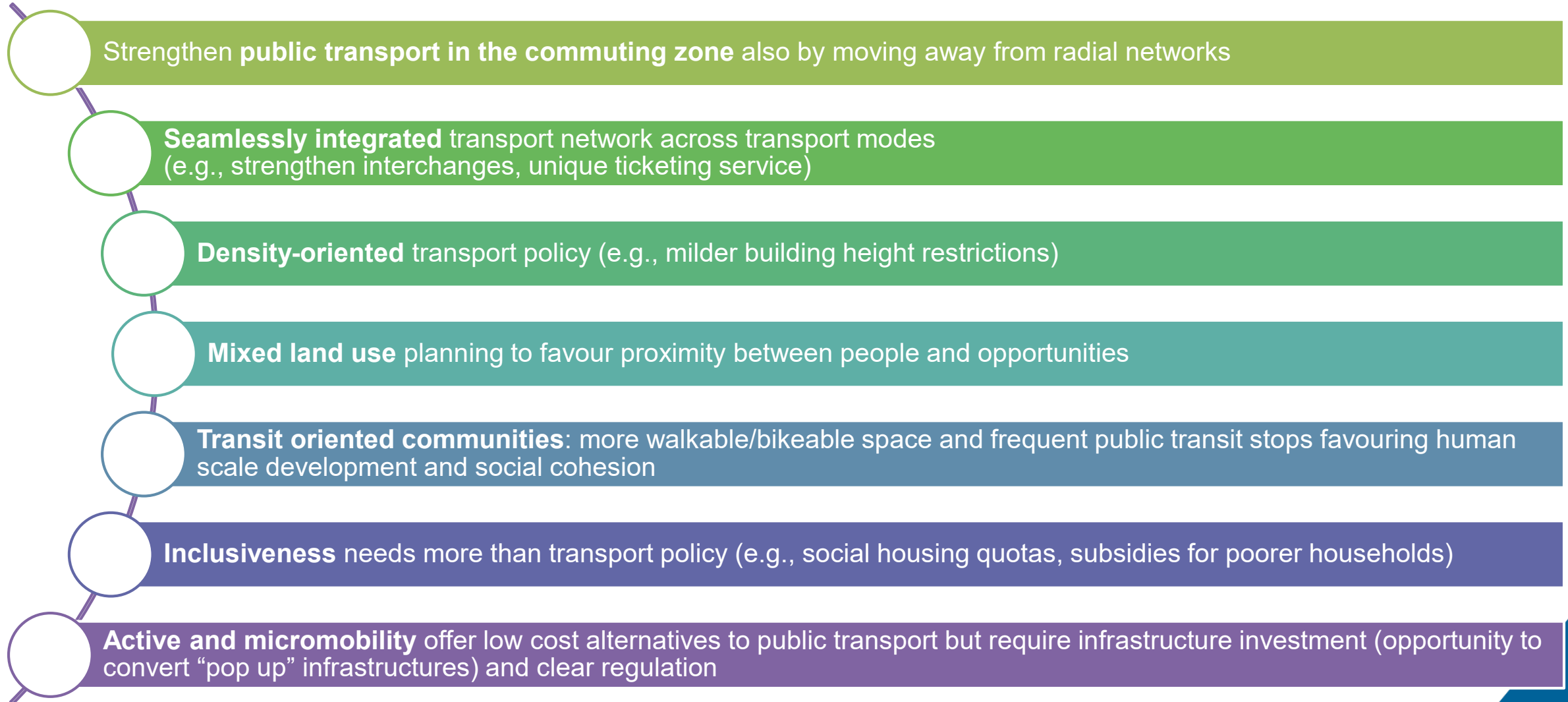
- They provide a large number of opportunities in the **proximity** of both rich and poor neighbourhoods
- **Transport performance** alone **is not sufficient**



PLANNING BETTER CITIES



Planning for sustainable accessibility requires a **holistic** approach





Planning requires a **multi-level governance** approach

National

- Planning framework sets guidelines and goals

Regional

- Development/growth strategy sets investment priorities

Municipal

- Planning operationalises national and regional goals

Citizens

- Integrating citizen engagement in the whole planning process to ensure people's well-being is at the core



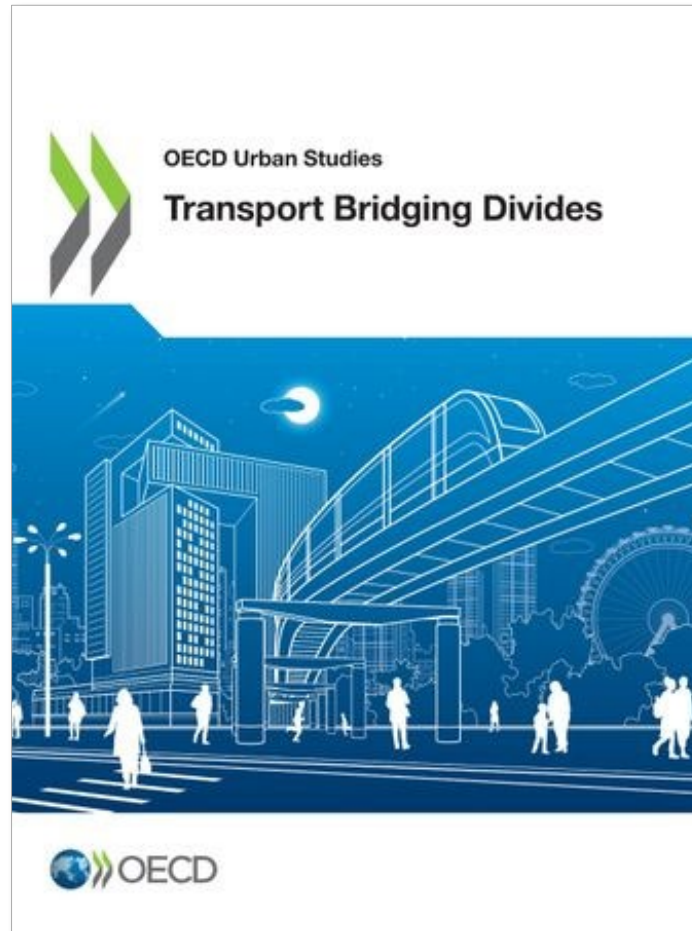
Thank you



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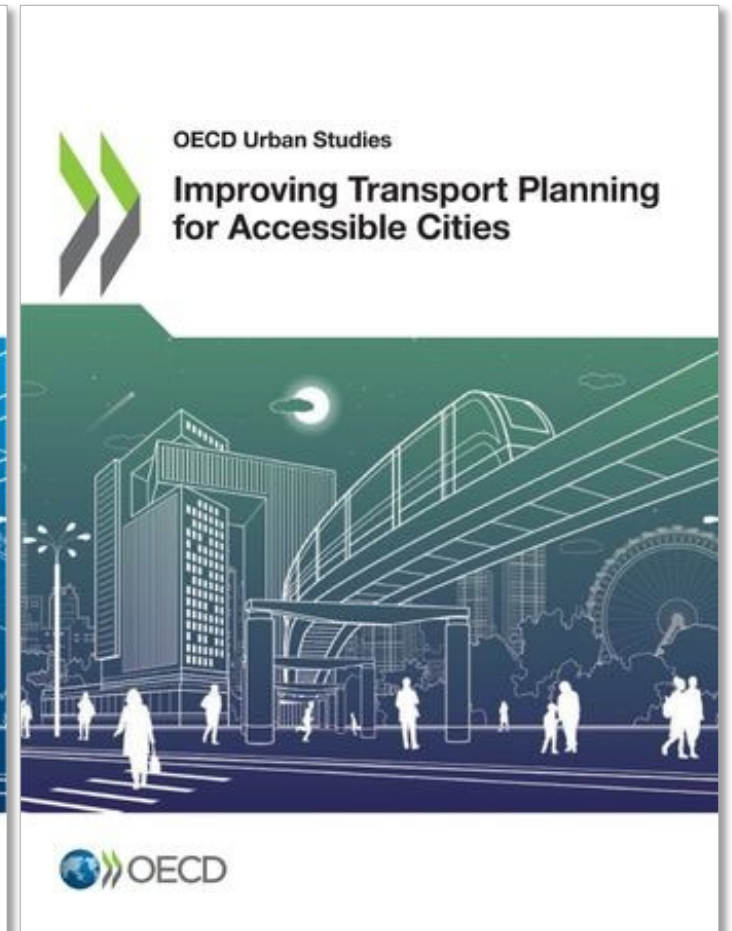
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Read the report:

doi.org/10.1787/55ae1fd8-en



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