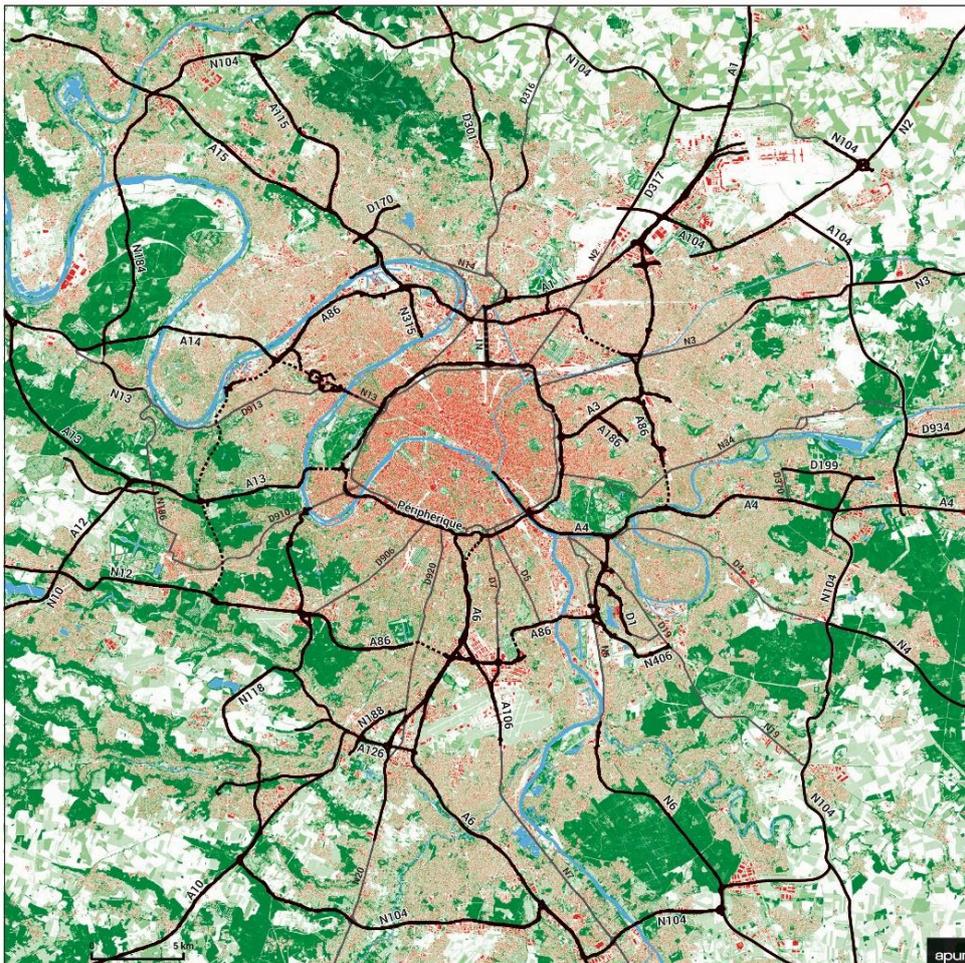




International consultation

Highways, ring road, expressways of tomorrow in the Greater Paris

Presentation File



MAY 2018

This document does not replace in any case legal contract documents n°Op2_2018 – consultation internationale sur le devenir des autoroutes, du boulevard périphérique et des voies rapides du Grand Paris.

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Context and issues of the international consultation

1- Background

Since the beginning of 2017, the Greater Paris Metropolitan Forum has been carrying out a vast project on the evolution of regional mobilities by 2030 with the joint management of AMIF, the City of Paris, the Grand Paris Metropolitan Authority, and in connection with all the communities concerned. Elected officials have involved all mobility stakeholders in Ile-de-France. The process resulted in a White Paper for sustainable, optimized and intelligent mobility by 2030 in March 2018.

From this White Paper, which formulates many proposals to improve the mobility of tomorrow, the Forum has chosen to continue its reflection around one of these lines of work which concerns the evolution of urban highways and expressways.

2- Presentation of the consultation

The question of the future use of highways and expressways arises in most world and French cities, in a context of strong technological innovation, including the development of smartphone applications for travel assistance and information. users - now largely integrated into the daily lives of Parisians - the search for new engines, including electric motors, and the exploitation of artificial intelligence for autonomous vehicles. In the face of the negative externalities generated by pollution and congestion (for example, mobility contributes, for example, to about a third of greenhouse gas and fine particle emissions), many metropolises are wondering about optimize the use of these major infrastructures or implement their requalification, taking into account the economic and social constraints of the demand for mobility.

Conscious of these issues, the local authorities - gathered in the joint study syndicate Greater Paris Metropolitan Forum - in partnership with the State, launch an international consultation on Highways, ring road, expressways of tomorrow in the Greater Paris.

Through collective work carried out in parallel, four multidisciplinary teams will produce prospective scenarios for upgrading highways, ring road and expressways of Greater Paris in the medium and long term (with staking at 2030 and 2050). It will also be a question of sharing these issues with citizens and civil society, since the results of the work will materialize through a public exhibition, and consultation mechanisms will be implemented throughout the process.

3- General problem of consultation

This international consultation is part of a process of forward-looking and strategic thinking located upstream of operational projects and whose productions will be able to inform decision-making.

The international consultation is not intended to question the creation of new highways or expressways but on the optimization of the existing master network and its urban integration. It is not a question of describing a utopian vision but of proposing a credible evolution of the positioning of highways, ring road and expressways of Greater Paris in the global supply of transport on this territory. Particular attention will be paid to explaining the processes of evolution and urban transition. The stakes of gains but also possibly losses (in use, in function) will be clearly explained. The consequences in terms of global traffic, impact on the transport system, cost evaluation and

other economic consequences should be estimated as precisely as possible. The prospective study and the scenarios of evolution will have to present solutions relating to the following stakes.

A / Improve the functioning of the defined network as in the study area to improve daily mobility in Ile-de-France

- Optimize flows of people and goods;
- Reduce the saturation of the main, secondary and local road networks at peak times.
- Design projects that take into account the impact on the saturation of public transport, already critical in many sections, and which integrate a progressive implementation approach with accompanying measures to facilitate their acceptance.

B / Reduce negative externalities related to highway traffic on the main network

- Massively reduce greenhouse gas emissions, air pollution and noise pollution;
- Massively reduce road accident;

C / Towards highways and expressways better integrated with the territories they cross

- Towards a better urban integration and a reduction of urban cuts generated by highways and expressways;
- Towards a valuation of the land that borders them.

D / Towards possible solutions for public finances and an economically sustainable model in its regional context (in terms of both investment and operation)

The solutions presented by the teams will have to deal with these issues by answering the following questions:

What will be highways and expressways of tomorrow? What should be its functions and its role in Greater Paris?

- How to adapt the road to the mobility of tomorrow (modes of travel, uses ...)?
- How to better integrate the highway in the city, by optimizing the rights of way, especially those bordering the infrastructure and the points of contact with the territories?
- What other potential (ecological, landscape, energy ...) for highways?
- How to make highway infrastructure resilient?

By what means and what process to transform the highways and expressways of Greater Paris?

- Which economic models for the future highway, to ensure and optimize its renewed operation and the financing of its possible evolutions? What are the financial dimensions of the solutions proposed for 2024/2030?
- How to stagger this process of transformation?
- How to associate users and residents with the future of this infrastructure?
- What creative ideas can be proposed for 2024 before more sustainable development by 2030 and 2050?

The teams will have to systematically analyze the impacts of the solutions presented on the whole territory concerned. In addition to proposals of a general nature, the teams will devote a significant part of their work to focus on one or more sections, or on a few territories that may include the three types of track, which will be defined at the start of the mission.

Multidisciplinary and international teams

1- Agent

The four teams are placed under the responsibility of an agent who must have the following qualification: engineer, architect and / or planner.

2- Mandatory skills

The teams will bring together the main disciplines concerned by spatial planning, mobility and technological developments. It will therefore be necessary to represent the following areas of expertise: architects, town planners, landscape architects, economists, mobility and transport experts (including traffic studies), environmental experts. It will also bring together the necessary skills for the expression and representation of research work. For the design and production of visual communication materials for the final exhibition for the general public, the teams will draw on the experience of visual artists and other specialists in educational expression.

Candidates and offers will have to demonstrate, their ability to effectively combine the contributions of practitioners and scientists, making compatible their strategic reflexes, their methodological requirements and their professional cultures.

3- Optional skills

Optional skills can be integrated into teams or solicited by teams during their work: political scientists, geographers, historians, demographers, sociologists, infrastructure specialists, artists (plastic artists, science fiction writers, photographers ...).

The teams will be able to benefit from the contribution of other specialists and / or research units recognized in their field which must be linked to the question of the mobilities of the future. These scientific skills and / or research units should belong to universities, schools, public or private bodies. If necessary, study projects in the context of university courses may be attached to the work of the teams. A very significant place will be reserved for scientific skills and productions.

Process of the international consultation

The international consultation will mobilize for several months multidisciplinary teams, placed under the responsibility of a representative architect, urban planner, and / or engineer. It will be concretized in particular by a global publication gathering the studies of the teams, and by a public exhibition.

1- The steering committee of the consultation

The steering committee (COPIL) will be the political body of the process throughout its duration. It takes the necessary guidance to ensure the achievement of common objectives, ensuring the effectiveness and relevance of all aspects of the process. The decisions of the COPIL must be the subject of a very broad consensus.

Chaired by the President of Greater Paris Metropolitan Forum / her representative, it is composed of:

- The Greater Paris Metropolitan Forum, represented by its president or representative and its first vice-president;
- The State, represented by the Ile-de-France Regional Prefect or his representative, and a representative of the State services;
- The City of Paris, represented by the Deputy Mayor of Urban Planning and the Deputy Mayor of Transport or their representatives;
- The Île-de-France Region, represented by 2 vice-presidents or their representatives;
- The President of Grand Paris Metropolitan Authority or his representative;
- The President of the Association of Mayors of Ile-de-France or his (her) representative (e);
- The president of any territorial collectivity participating in the financing or his / her representative;
- If applicable, the officer of any private institution participating in the funding, or his / her representative.

The management team of the Forum, the directors of the urban planning agencies (Aur and IAU-IdF) attend the meetings of the Steering Committee, which can also request the presence of the technical services of the funding partners as needed.

2- Coordination seminars

The meetings between the teams and the steering committee are called "coordination seminars". Their purpose is to ensure the complementarity of the teams' work, and their coherence and relevance with regard to the initial objectives of the consultation.

The work of the teams will be staked out by 3 coordination seminars (September 2018, January 2019, April 2019).

3- Consultation with citizens and civil society

Various mechanisms will be set up to involve citizens and civil society in reflection throughout the project. It will thus collect opinions and expertise of use likely to enlighten the teams during their work, then to discuss the scenarios imagined by the teams with the citizens.

4- The final exhibition

The final exhibition will present the outcome of the work of each team as well as the results of the consultation actions. Its purpose is to enable the general public, in particular Ile-de-France, to take full ownership of all the content that has been produced during the international consultation. Public debates, symposiums, and other interactive devices will aim to deepen the opening of reflections to citizens and civil society.

The place chosen for the exhibition will be announced soon.

Handful information

Find all information on International consultation :

<http://www.forumgrandparis.fr/consultation-internationale>

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