

**46<sup>TH</sup> ASECAP STUDY & INFORMATION DAYS**

# *The Role of the Infrastructure Investments in the New EU Road Mobility Package*

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# How to imagine access to the north of Paris by 2030/2050

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# The context

- Urban mobility is increasing but is also evolving like never before
- Urban motorways will be at the heart of that evolution
- A major challenge of big cities is to reduce traffic
  - To help alleviating congestion and reduce pollution
  - A strong will of local authorities to ban cars with internal combustion engines from city centres, starting in 2030
- New challenges ahead in which motorway companies are willing to get involved

**Easing urban mobility is the new frontier**

# Access north as a mobility lab

- Access north of Paris from Northern Europe and Charles de Gaulle airport presents the most important difficulties
  - A1 is one of the most congested highway in France
  - Railway networks are almost saturated
- With the « Grand Paris project » and the 2024 Olympic games, this area will benefit tomorrow from new transport infrastructures
  - CDG Express line, Grand Paris Metro lines, new Pleyel crossroads stations....
- Good opportunity to rethink the functionalities of the A1 motorway

# A trip to the future of Paris

- How can we imagine access to the north of Paris by 2030/2050 ?
  - redesigning the infrastructure to welcome new mobility usages
  - transforming the A1 motorway into a multimodal support in the surroundings of Paris
  - inventing ways to progressively divert traffic which could be duplicable to any important metropolitan areas
  - preparing the infrastructure to welcome autonomous cars , shuttles and car pooling with reserved lanes
  - building intermodal stations
- A project launched by ASFA and achieved by a team of 9 students (engineers and architects) as part of their graduation project

# A highly congested network



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# Coming right in the City



# A vision for tomorrow



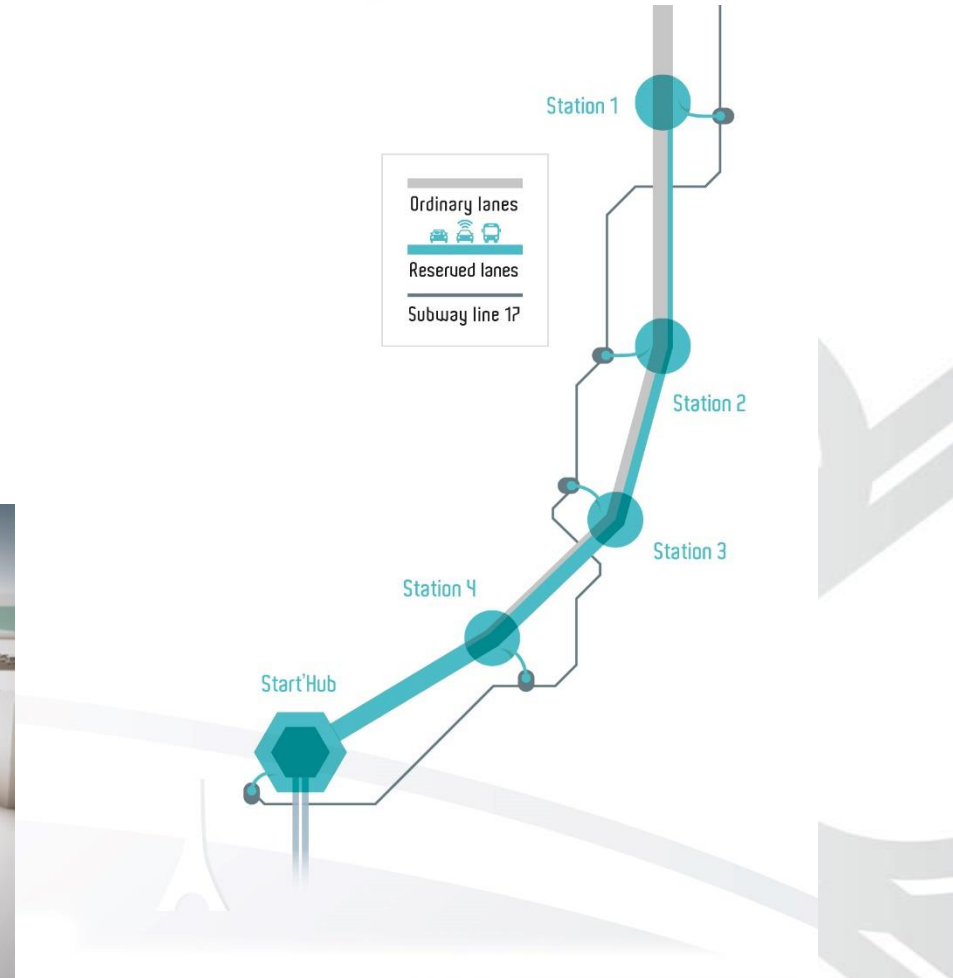
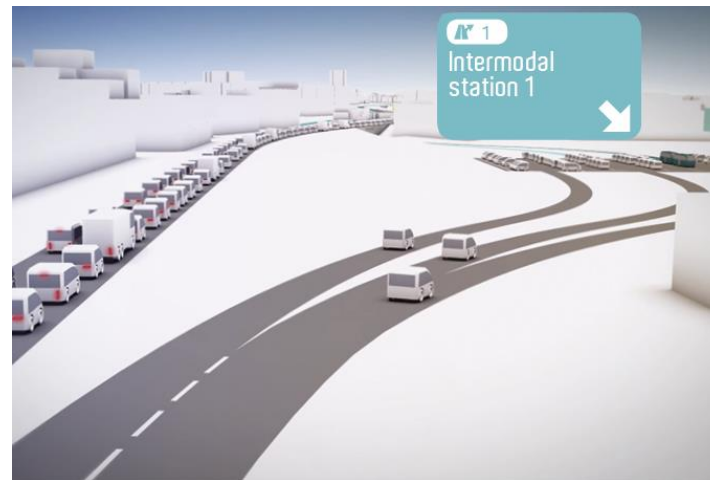


# The project

- The idea
  - To reduce gradually traffic approaching city centre
  - To create an interconnection platform at the entrance to Paris to allow transfers
- Difficulties
  - How to create interchange absorbing such a traffic flow?
  - Little available space to park 100.000 motorists per day
- An innovative solution
  - To transform the A1 motorway, between Charles De Gaulle Airport and Paris, into a continuous interface, by creating interconnection between this motorway and the new mass public transportation lines

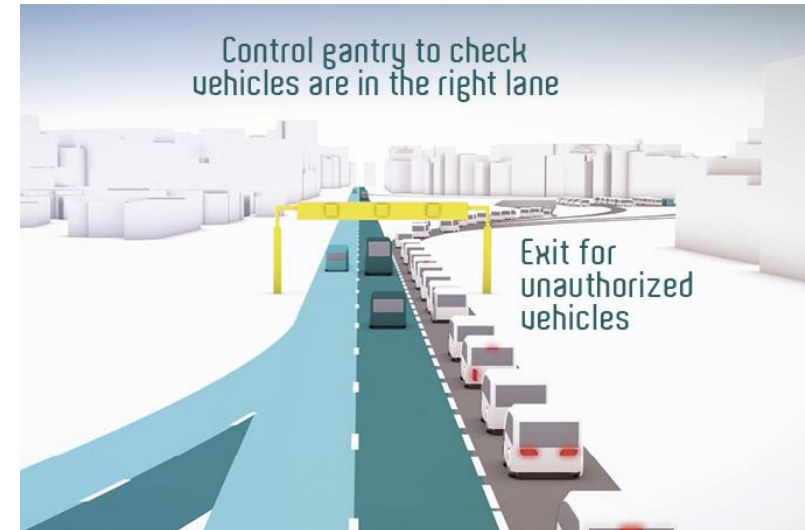
# Five intermodal stations

- Over 20 km, gradually reserving access only to authorized vehicles
  - reserved lanes
  - interconnection areas

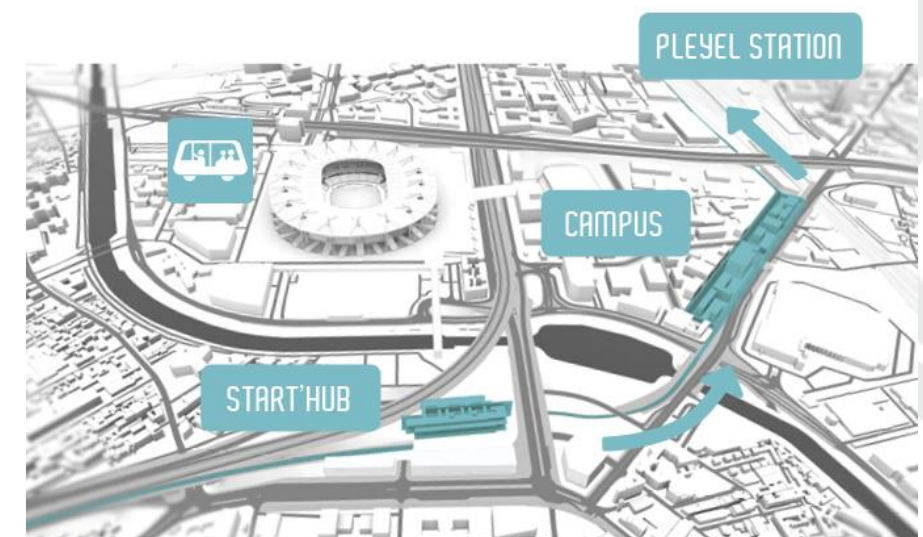
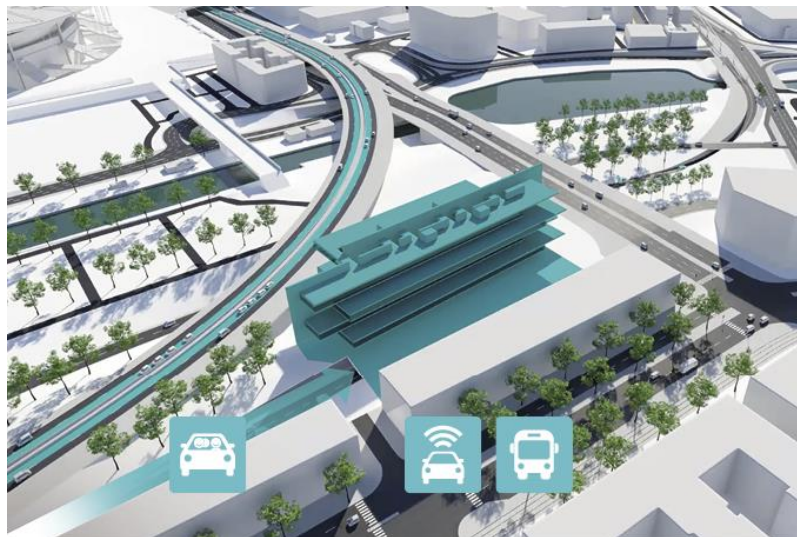
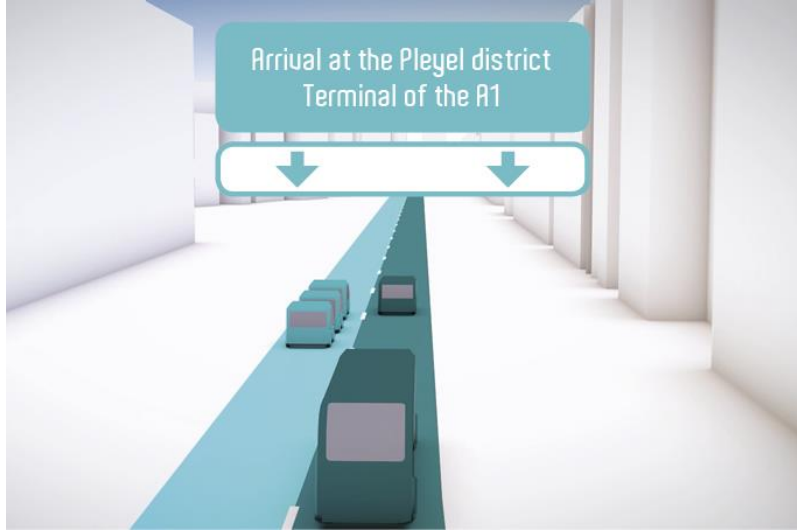


# Innovative traffic management

- These development are technically possible , but must be accompanied by new regulations :
  - Which controls of the right use of the lanes?
  - What sanctions for offenders?



# At the end of A1: the start hub



# A multi layer financing model

- A project estimated between 1 and 2 billion (highway investments, intermodal stations, interchanges)
  - Applying new toll on free existing roads
    - there will be strong public opposition
    - partial tolling (HOT lanes) might be an option
  - Backing new investments on existing neighboring concessions
  - Taxes and user fees for mass transit systems
- For the development of the terminal area of Pleyel
  - Creation of a new area of activity whose economic model is to be assessed more precisely, but which can leverage private financing

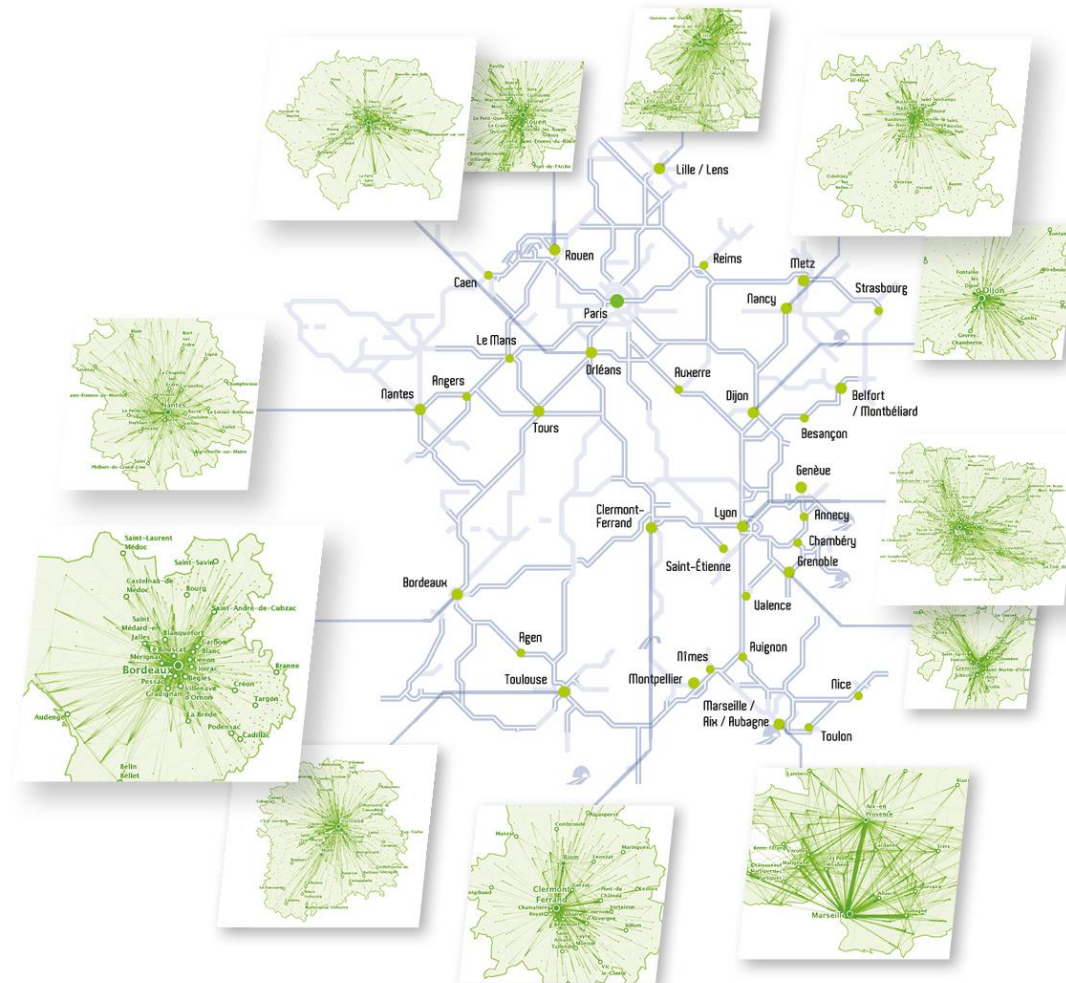
# A project with many returns



## Annual socio-economic benefits:

- 25.000 tons CO<sub>2</sub> emission reduction
- 10 million litres fuel saved
- 8 million hours gained, accounting for an economic value of 150 million €
- 12 000 jobs created during construction

# Which could be duplicated in many cities



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