The challenge of High Speed Trains for the Territorial Development

What about France's Experience ?

Marc GUIGON – UIC, France, 2012 – guigon @uic.org

How to develop the economic poles and the attractiveness of the cities trough the implementation of HSR?

- HSR, the French context
- HSR & Development
- Keys factors

HSR, the French context

2012 : 30 years of HSR

- 1981 : the first HSR Line

- Many projets during 30 years

- More than 1800 km of new Lines

- 30 years of experience

- Valuable knowledges

Many projects for future

- 4500 additional km for future
- To realize a real network
- For a best connection
- And more exchanges
- Complying with more sustainable development
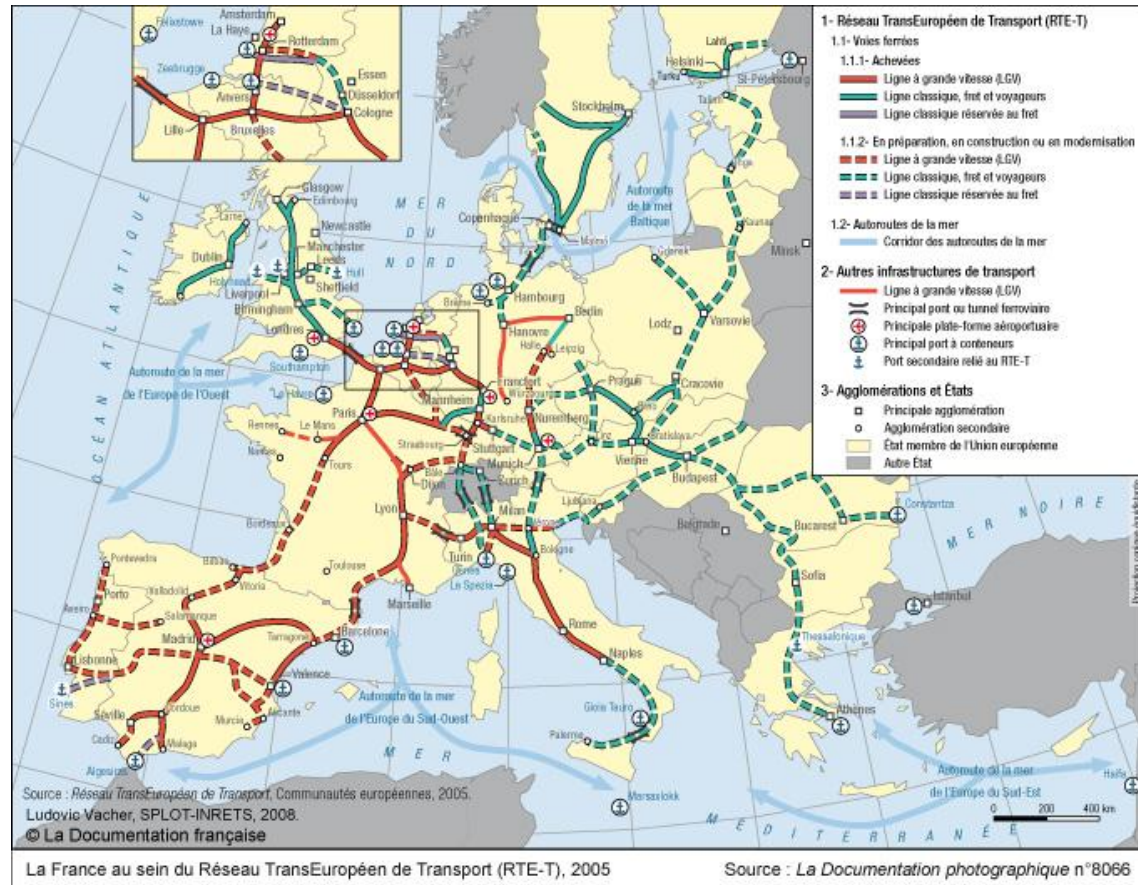
- HSR : a drastic change for the connected spaces :

  - ☐ decrease of travel times
  - ☐ Increase of accessibility
  - ☐ belonging to an international network
  - ☐ opening to other spaces

➜ more exchanges

➜ more development

La France au sein du Réseau TransEuropéen de Transport (RTE-T), 2005   Source : *La Documentation photographique* n°8066

A French network for connection with entire Europe

Territories are very hopeful…

- **They hope for new dynamics**

  - ☐ New activities
  - ☐ New populations
  - ☐ New opening
  - ☐ …

- **So they mobilize to be connected**

- **No connection ➜ No development !**

Auvergne region says « YES » to HSR !

… But suspicious too

- HSR can't desserve all territories

- Some of them have only negative externalities from HSR (noise, impact on environment…)

- Many protestations

- One more raison that pushes territories to want more connections

Effects of HSR on mobility

- HSR increases mobilities

- It allows to brows larger distances…

- …in less time

- So traveling is easier (business travels,…)

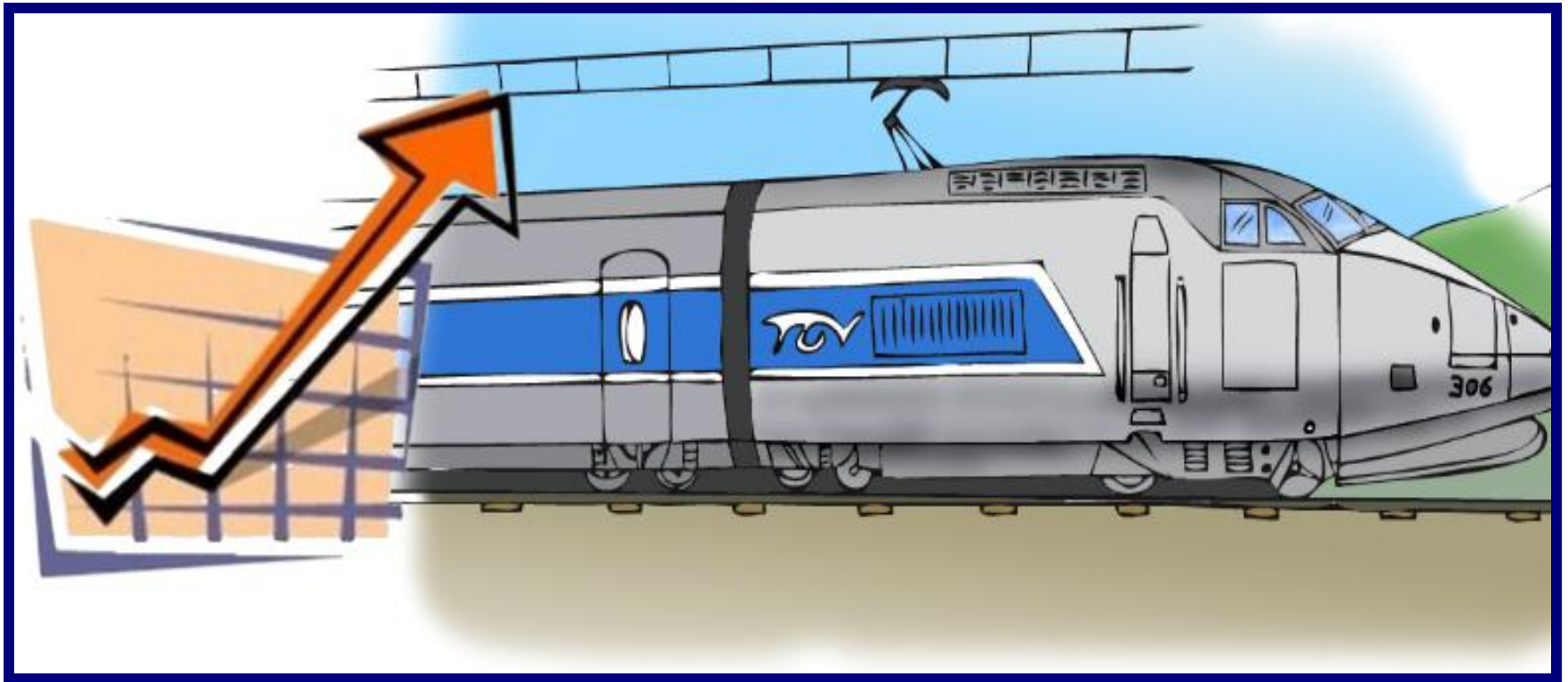- More goings and comings (+30% for the Atlantique HSR Line : Paris – Bordeaux)

A more environmentally friendly mobility

- **Modal report from air mode**

  - For instance, East-European HSR line allows an increase of the rail's market share : 35% to 70%

  - Air mode : 2 millions passengers to 1 million (Paris to Strasbourg)

HSR & Development

A tool to develop local transport

- **Their connection with other transport network is necessary to disseminate the HSR benefits**
  - Regional transport
    - Regional trains
    - Long distance busses
  - Urban transport
    - Tramways
    - Busses
    - Cycles
    - Pedestrians…

Connection with regional transports

HSR's incorporation : a tool for reorganizing regional transport network

- For instance : HSR in East of France
- HSR's incorporation in 2007
- An overall increase of regional traffic : an average of +20%
- Railway timetables are coordinated with HSR's timetables

HSR + Regional network : a necessity for disseminating speed's benefits

A project for Nancy (East of France)

Bordeaux : tramway is connected to HSR station

Le Mans HSR Station and a tramway (West of France)

A tool to develop urbanism

- HSR station's areas are places to :
  - Develop real estate
    - For business activities
    - For housing projects
  - Restructure entire areas
    - Stations square
    - Their connection through urban transports
- Functions of areas can change
  - Housing
  - Companies
  - Shops
  - …

A tool to develop real estate

- HSR station's areas are places to develop real estate
  - ☐ Housing projects
  - ☐ Business activities
  - ☐ Restructuring to make stations to become exchange poles

- Time of HSR's incorporating is time to increase residential housing

- HSR : a tool for accelerating investments

Lille station : Euralille under construction

Le Mans : Novaxis – a successfull real estate program

Reims (Champagne) : Clairmarais area under construction

A tool to develop business

- Extend the sphere of activity
  - New markets
  - Reach new zones
  - Connection of airports
- Decrease the cost of transport
  - Less time in the transport mode
  - Less cost ot tickets

A tool to develop tourism

- Urban tourism (museum, monuments…)
- Tourism for work (workshop, conferences…)
- Holidays
- Increase of attractiveness for the sites which are already famous

Paris - Banyuls Sur Mer : 5h30 / Perpignan TGV Méditerranée !

How to achieve benefits for regional planning?

- HSR allows one best attractiveness for entire regions
- HSR and regional transports have to be thought together
  - Interconnection
  - Improvement of existing network
- Regional cities must cooperate
  - To develop exchanges
  - To build a common development
  - Local transport strategies
  - Economic strategies
  - Urban planning
  - Strategies for universities
  - Strategies for services
  - ...

➔ A network of cities which can tour around the country

Keys factors

HSR needs local strategies for leading to development

- The local context is important
- The need for an actor system (cities, regions, economic actors, …)
- The need to begin the study from the initial stages
- The need to build a territory lookout post
- Connection between all other transport network
- Place of the station : downtown station
- Real estate programs : housing and office, shops
- Marketing and communication

- Marketing : "sell you city" to attract business activities

Reims : marketing before, during, and beyond the incorporation of HSR

Any questions ?