



PRESS RELEASE

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Public thematic report

ROAD POLICY IN ÎLE-DE-FRANCE

Covering 2% of the national territory, *Île-de-France* accounts for 18% of the French population, 22% of jobs and 32% of French GDP. In this respect, the operation and maintenance of *Île-de-France's* road network often fail to live up to its strategic nature, its level of use and the challenges it faces, which consist of: on the one hand, properly maintaining and managing an ageing network, to enable it to continue to ensure that traffic flows as smoothly and safely as possible; on the other hand, modernising it to adapt it to the requirements of the ecological transition, in particular by encouraging a diversification of its uses and better links with public transport. These issues are all the more important as they relate to a policy that represents, in *Île-de-France* (for the State, the departments and the City of Paris alone), an annual public expenditure of around €1.17 billion. The Court's report is limited to national roads, the Paris ring road and departmental roads, and excludes municipal roads that serve homes.

Obstacles to road policy in *Île-de-France*

In the *Île-de-France* region, the Paris ring road, owned by the City of Paris, forms, along with the national roads, the region's "main network", with a total length of 656 kilometres. On this major network, the state of road traffic and congestion appears to be properly monitored and is accompanied by the gradual implementation of traffic management tools. However, our knowledge of total flows, including heavy goods vehicles, their trends, the nature of journeys and emerging needs is still inadequate. The estimate commonly given – 4 million users per day on the national roads alone, i.e. 25% of journeys in the Paris region – is the result of old, or even poorly identified, studies. On a more qualitative level, it is regrettable that satisfaction surveys have been abandoned as a means of taking better account of user expectations. In addition, the lack of harmonisation and sharing of existing road data between the various network managers and with public transport managers is an obstacle to accurate knowledge of journeys and an exhaustive vision of mobility, including public transport, which is essential for the adoption of a coherent strategy for sustainable mobility. Another cause of this situation is linked to the fact that responsibility for the "main network" in the *Île-de-France* region is shared between a number of public players and, above all, the fact that they are not sufficiently coordinated: State, region, *Île-de-France Mobilités* (IDFM), Greater Paris metropolitan area, departments, inter-municipal public bodies and municipalities. Their cooperation and coordination, which mainly take the form of joint programming documents that are not very effective, are insufficiently developed. Despite the fact that this issue had been highlighted for some time, it was not until 2024 that the first data-sharing platform was set up. It is still coming up against technical obstacles (method, formats) and the need to convince certain road administrators and managers to take part. In this respect, it would be advisable to involve the departments, which own most of the *Île-de-France* road network and are necessarily concerned by the management of the "main network".

In theory, decentralising national roads to the region or IDFM could make it easier to link road policy with transport policy in general. However, in addition to the fact that the possibility of experimenting with making national roads available was not taken up by the region when it was offered by law, it should be remembered

that this main network also has strategic national interests in the *Île-de-France* region. Implementing such a reform would also raise the question of funding, as well as the technical arrangements for transferring skills and resources. It would also create an additional player in road policy, at the risk of making its governance even more complex. The Court therefore favours improved coordination between the various stakeholders in order to define a road policy at the regional level, linked to the public transport mobility policy. It is first and foremost up to the State, by virtue of its responsibilities as manager and its institutional position, to take the necessary initiatives in this direction, which does not exclude consideration of changes in governance in the longer term. In this context, the Court recommends that the State acquire the technical means to estimate and monitor traffic levels on the main *Île-de-France* network, distinguishing between different vehicle categories, particularly heavy goods vehicles. It also recommends completing the process of sharing road data between the various network managers and players involved in mobility policy.

A network whose management does not always match its strategic nature

While the *Ile-de-France's* road network has fulfilled its role satisfactorily to date, its maintenance and monitoring do not always appear to be commensurate with its economic and social importance, or with the number of people using it. Similarly, knowledge and monitoring of the condition of departmental roads is uneven.

In fact, several evaluation reference systems coexist, and each manager uses his or her own classification system, with varying levels of precision and even approximate knowledge, particularly where the ring road is concerned. The main road network managed by the State is better monitored, but it is ageing and generally in poor condition, with the exception of the tunnels, which were the subject of a major effort in the early 2000s, in application of a law passed in 2002 following the fire in the *Mont Blanc* tunnel. The recent increase in the financial resources allocated should therefore be amplified, and the measures to improve the productivity of the offices responsible for network maintenance should be continued, given the progress made over the last period. This concerns human resources management in particular, after a long period of neglect in terms of monitoring staff activity, working hours and absences. In the departments, management methods also need to be reviewed in order to improve performance, above all through the use of cost accounting, which is necessary in order to gain precise knowledge of the various costs associated with road management and to steer its development in a financially constrained context. At a time when annual road spending by the State, the City of Paris and the *Ile-de-France* departments totals €1.17 billion, such an effort is all the more imperative given that it is not just a question of bringing the assets concerned up to standard but also, given the age of their design, of applying the new standards in force and adapting them to contemporary mobility challenges. Road safety policy, given the region's very specific characteristics in this area, and particularly the adaptation of infrastructure to the objective of reducing accident rates, must also be relaunched.

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4^e CAMPAGNE de participation citoyenne

de la Cour et des chambres régionales
et territoriales des comptes
du 1^{er} au 30 septembre 2025



Plateforme citoyenne
DE LA COUR ET DES CHAMBRES
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