

URBAN AND TRANSPORT PLANNING: THE GRAND PARIS PROJECT EXAMPLE

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Toronto November 2014

The Urban Context

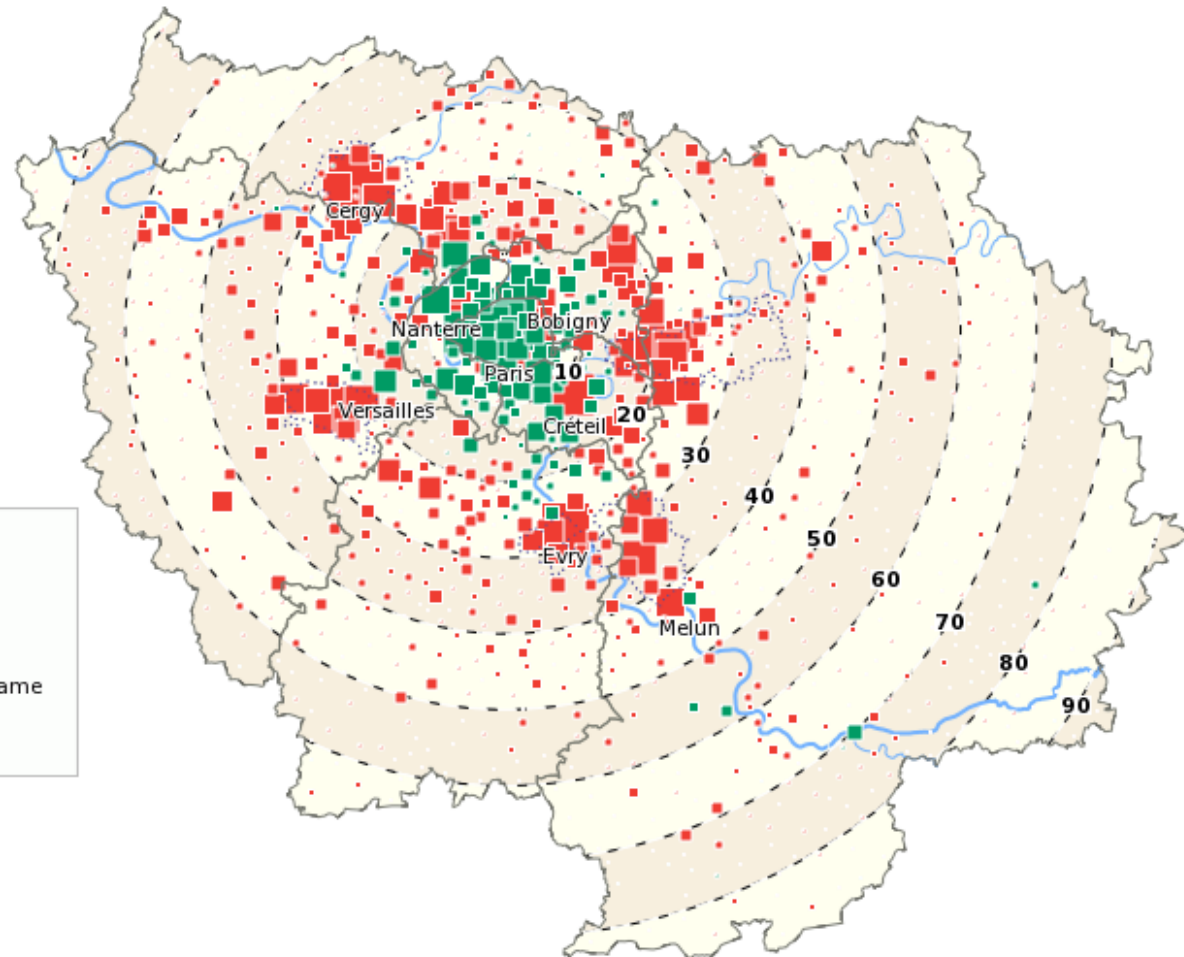
Greater Paris: The largest metropolis in Europe

11.7 million
inhabitants

5.7 million
jobs



Urbanization has sprawled in the last 60 years



Habitants par an

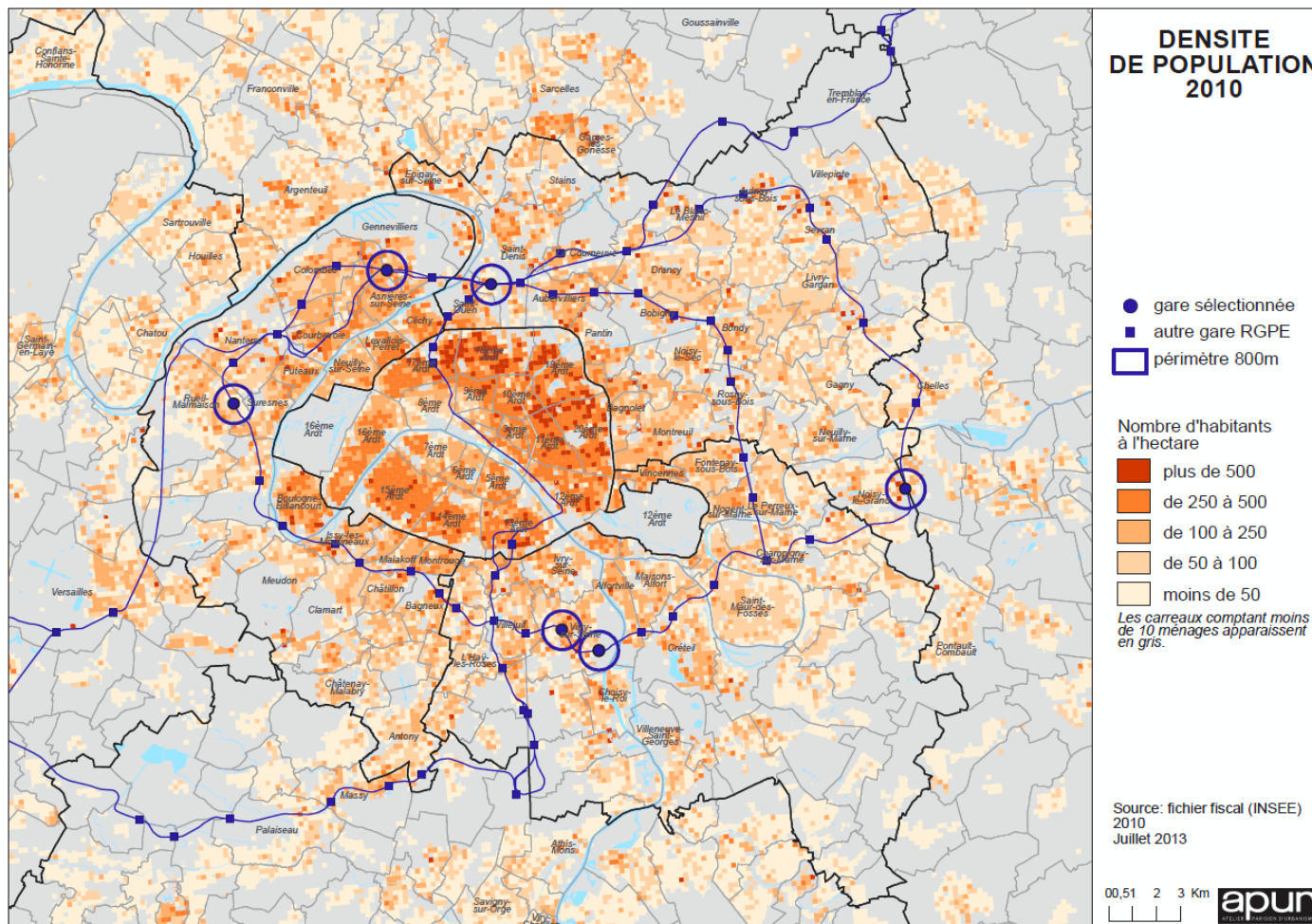
- + 1 000
- + 500
- - 500
- - 1 000

--- Distance en km de Notre-Dame

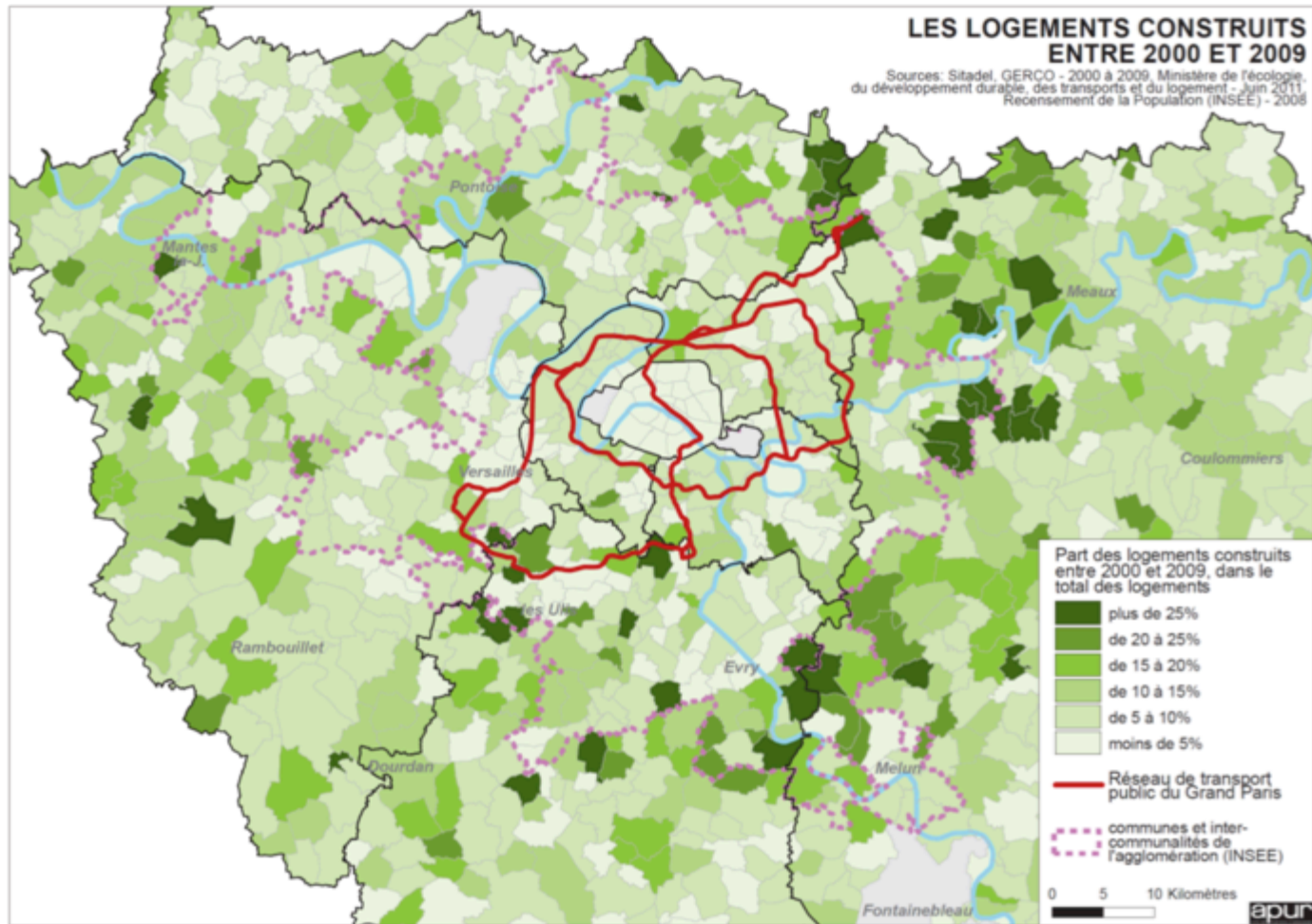
Réseau hydrographique

~ La Seine - Riv Princ.

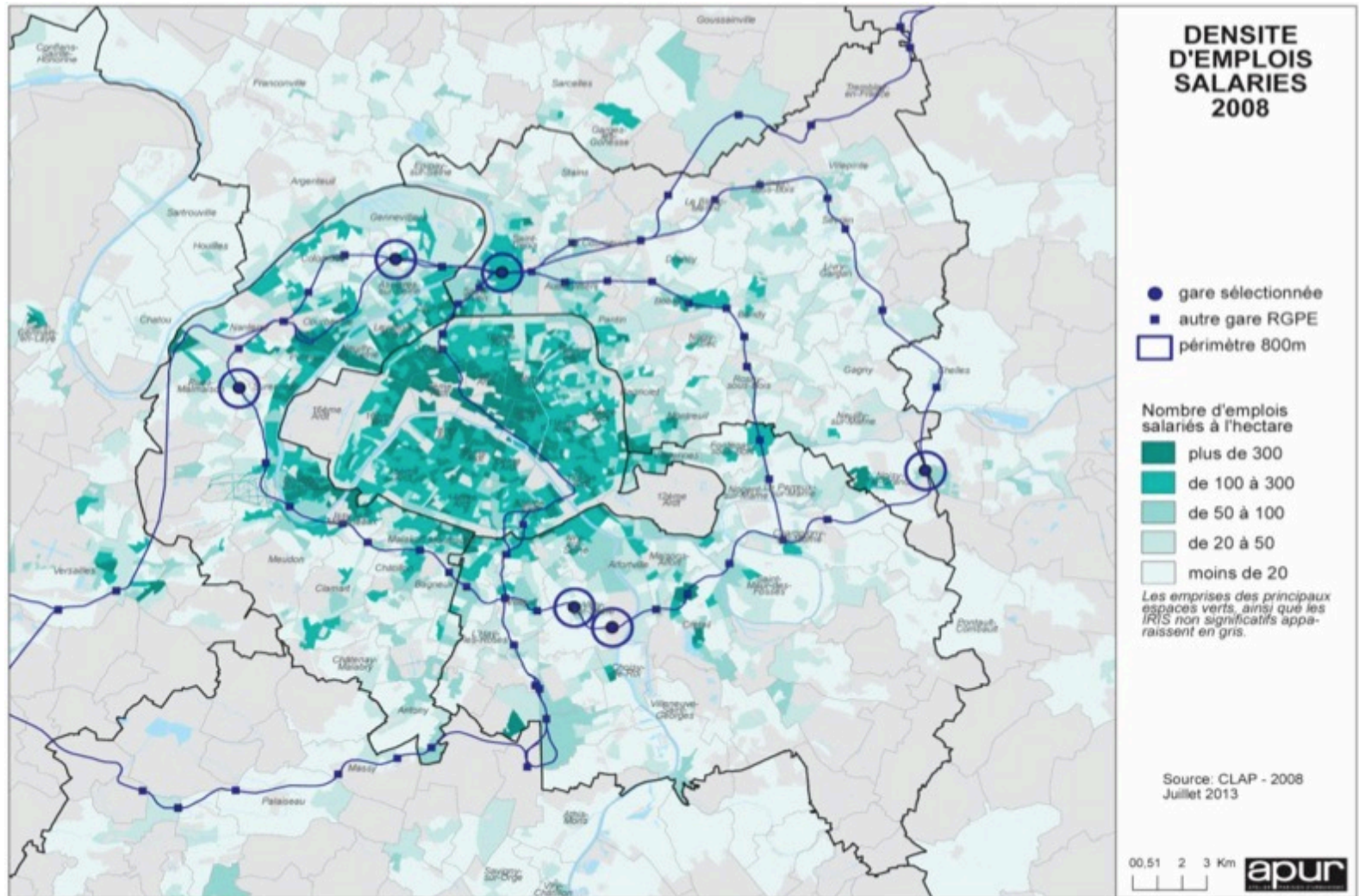
Housing is still concentrated in the central area



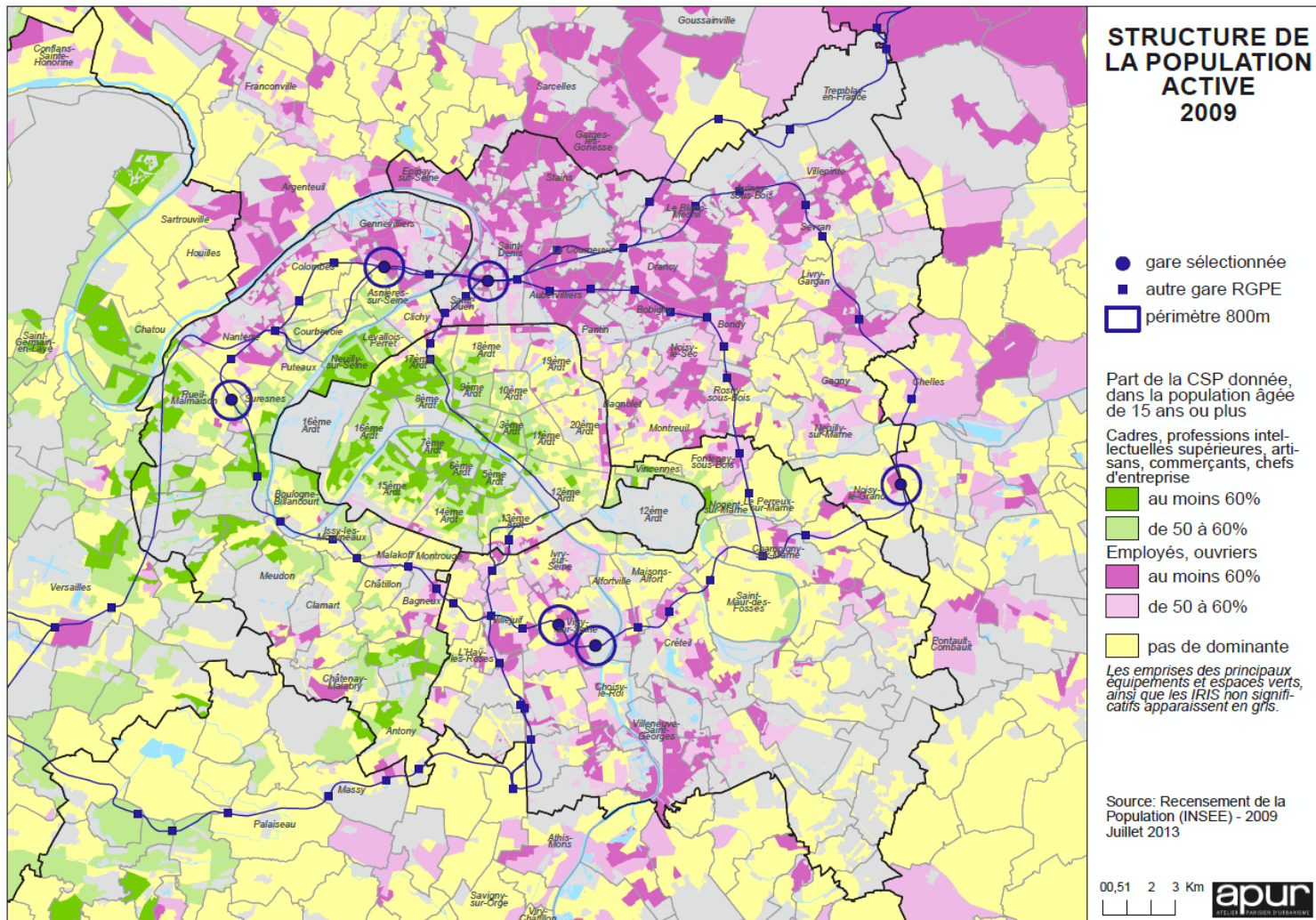
Housing construction is now concentrated mainly in suburban areas



Jobs remain concentrated in central Paris and immediate outskirts

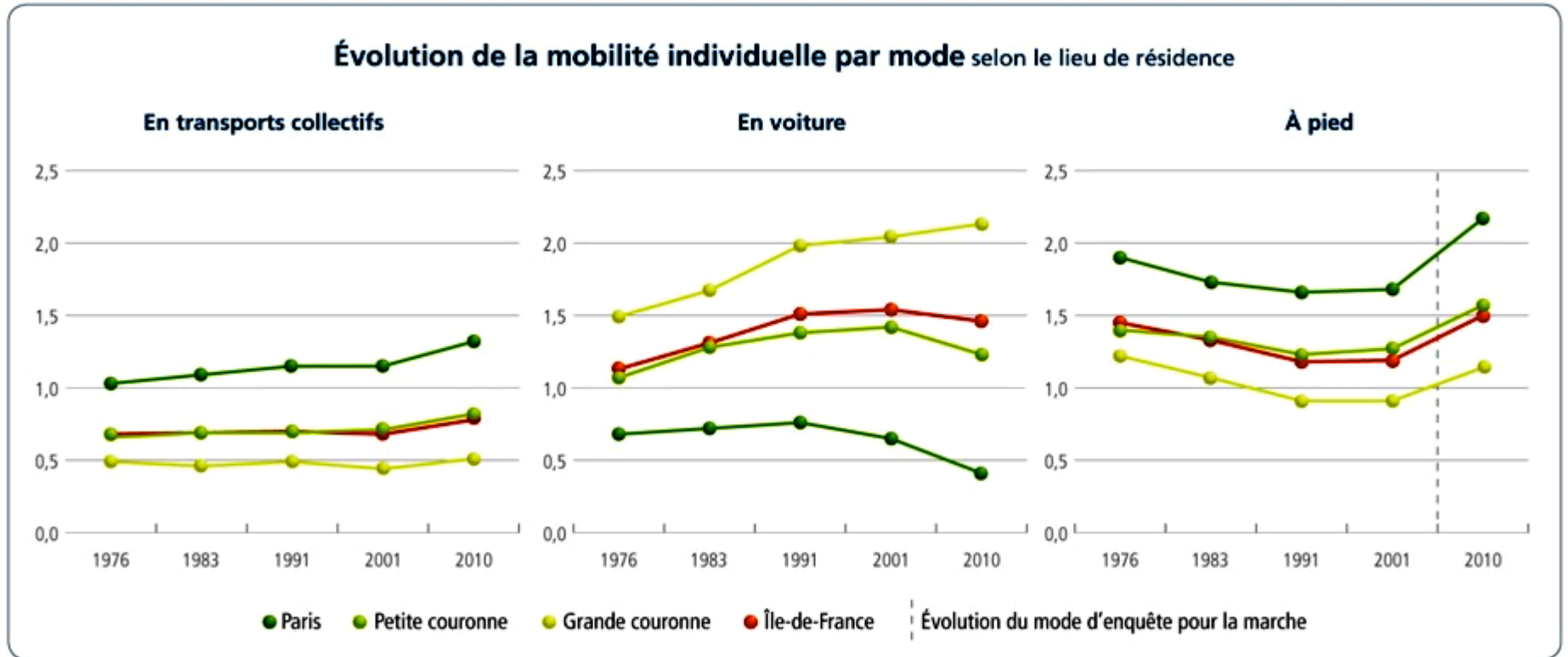


Strong social division remains: workers and managers live in different neighborhoods



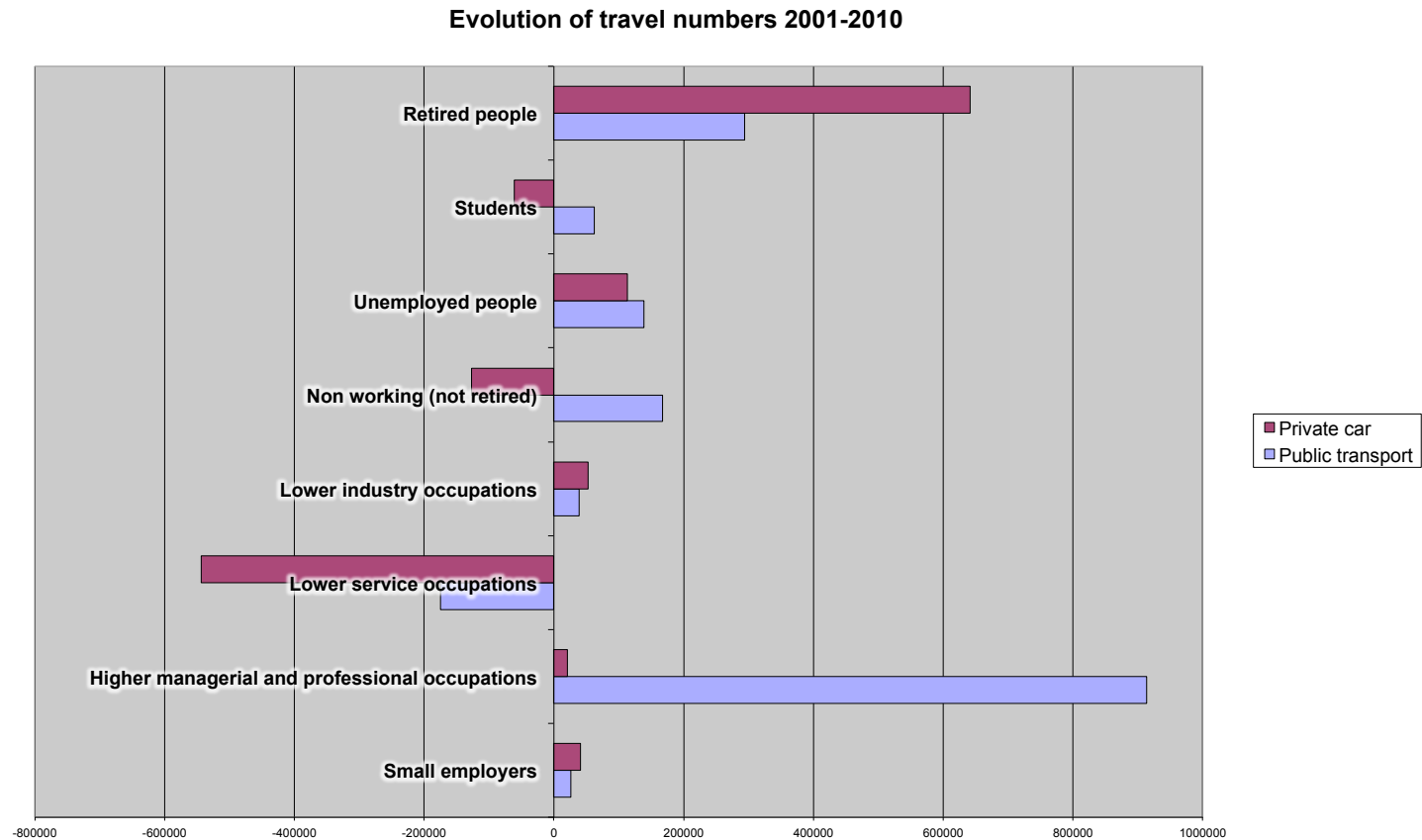
Main trends in transport and mobility

- Car use is decreasing except in outer suburbs (- 35% in Paris city)

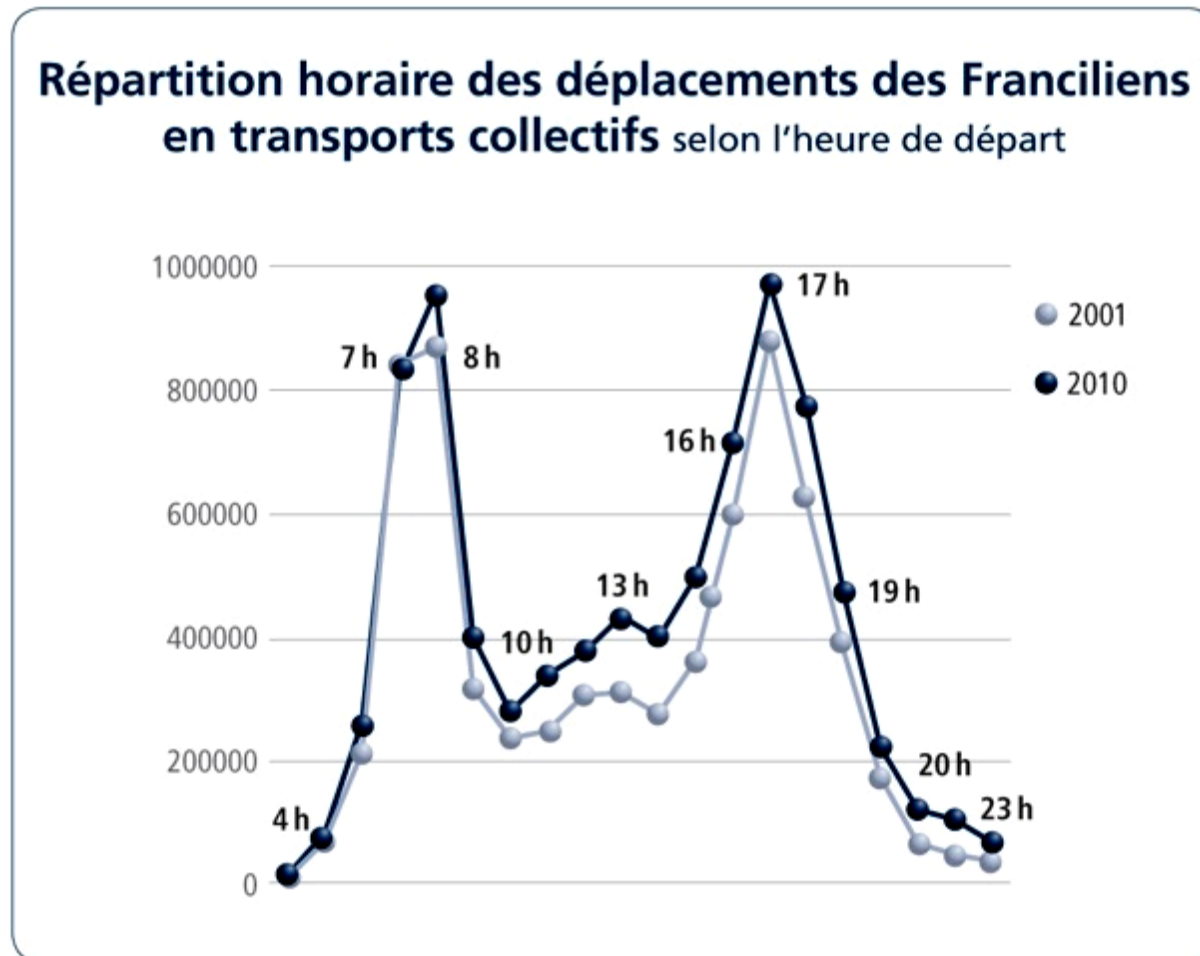


Source: Urban Planning Institute for Ile-de-France, 2013.

- Car use is still increasing for retired people (generational effect)
- Commuting is fairly well covered by public transport, except for less qualified workers who suffer from residential social division



- Public transport use is now increasing even outside of peak hours (people respond positively to transport service supply, provided the service quality is good)

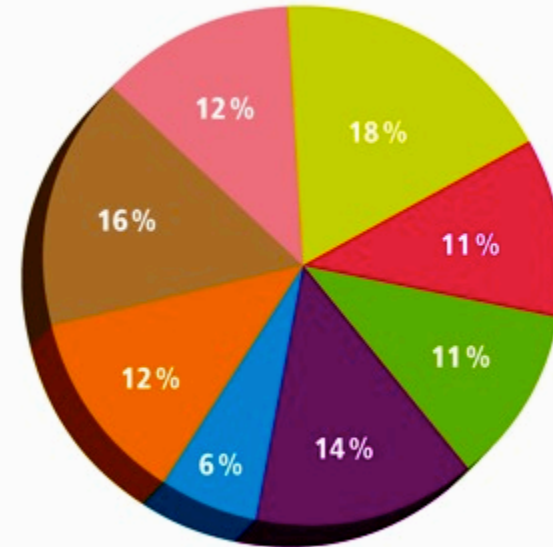


Source: Urban Planning Institute for Ile-de-France, 2013.

- An increase of non-job mobility.
Only 30 % of travels and 50 % of the distances covered are linked to job activity.

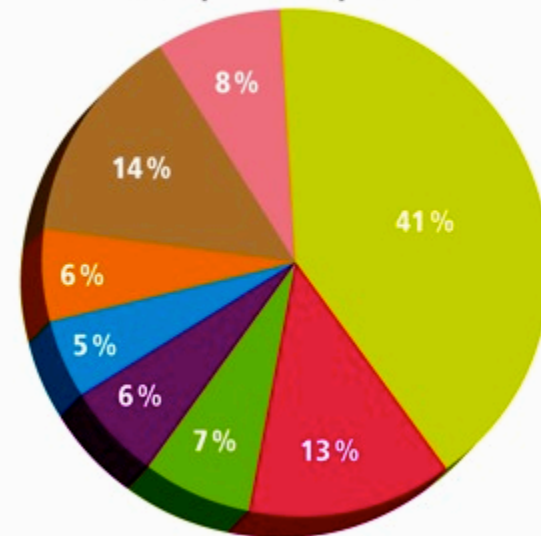
- Domicile<-->Travail
- Secondaires liés au travail
- Domicile<-->Études
- Domicile<-->Achats
- Domicile<-->Affaires personnelles, autres
- Domicile<-->Accompagnement
- Domicile<-->Loisirs/Visites
- Secondaires non liés au travail

Répartition des déplacements par motif



2010

Répartition des distances quotidiennes des déplacements par motif



2010

- People use IT tools for a more intelligent mobility (but not necessarily for less mobility)

The screenshot shows the vianavigo.com website interface. At the top, there's a navigation bar with the logo and the text "L'Île-de-France à portée de clic TRAIN • RER • MÉTRO • TRAM • T ZEN • BUS". Below this, there are tabs for "Routes & District maps", "Timetables & Line maps", "Tickets and fares", "Your transportation guideline", and "Traffic news".

The "Journey planner" section includes:

- Departure (Address, station, place...)
- Arrival (Address, station, place...)
- Date: 11-22-2013
- Timetable: Departure from 11:20
- A "Search" button.

The "Transport nearby" section includes:

- Location (City, address, stop, place...)
- A "Search" button.

The "Traffic news" section lists:

- Mouvement social ligne B** (00h00)
- RER B: quelques perturbations le vendredi 22 nov.** (10h50)
- Ligne 4 trafic ralenti** (10h39)

The main map shows the Paris region with various train lines and stations. A pop-up window on the map says:

By the map is easy!

Zoom in on the map to:

- define a route,
- access to line timetable,
- view a district map

At the bottom, there's a footer with "© 2012 vianavigo" and "Legal information | Contact | Services | Sitemap | Help".

The Grand Paris Express project

Reduce travel time



Reduce travel time

Aujourd'hui

(M) 8

(M) 6

(RER) A

57 mn

Demain → 11 mn

Gain 3/4 heure
environ

First section to be built

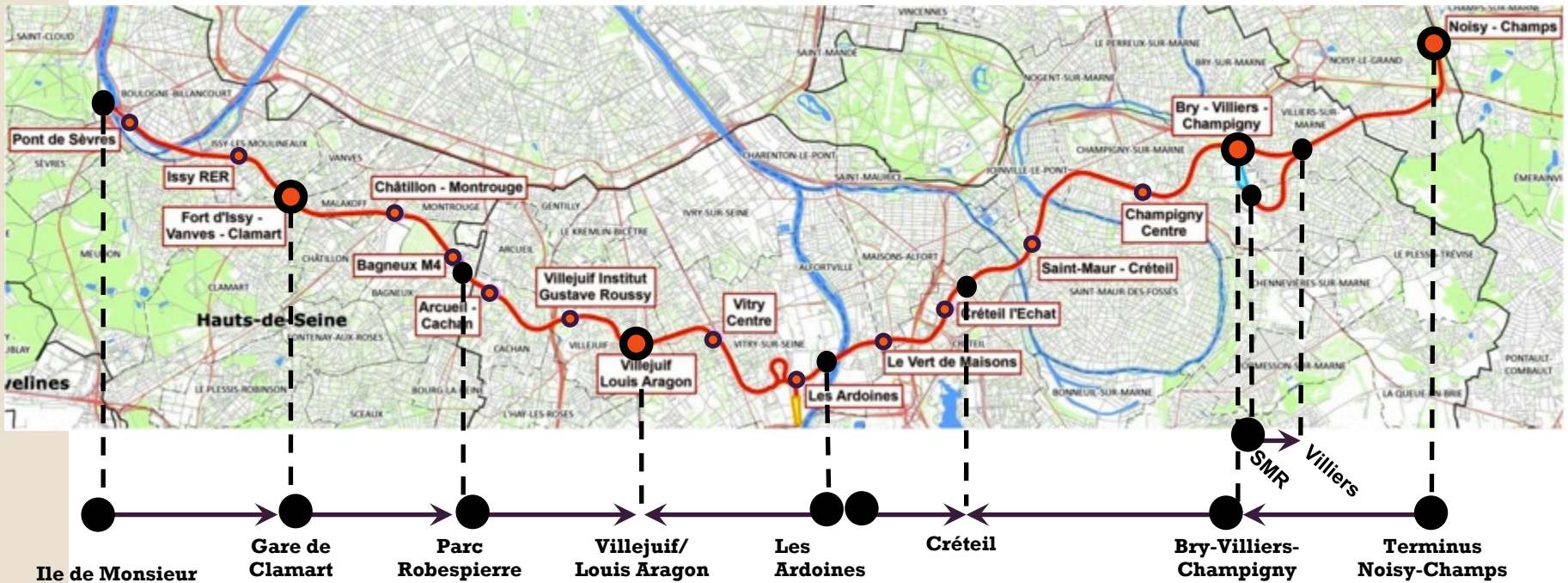


16 gares
22 communes
4 départements (92,94,93,77)
33 km de ligne

35 000 à 40 000
voyageurs à l'heure de pointe
du matin
250 000 à 300 000
voyageurs / jour (en semaine)

Several simultaneous building sites

10 shafts & 7 drills

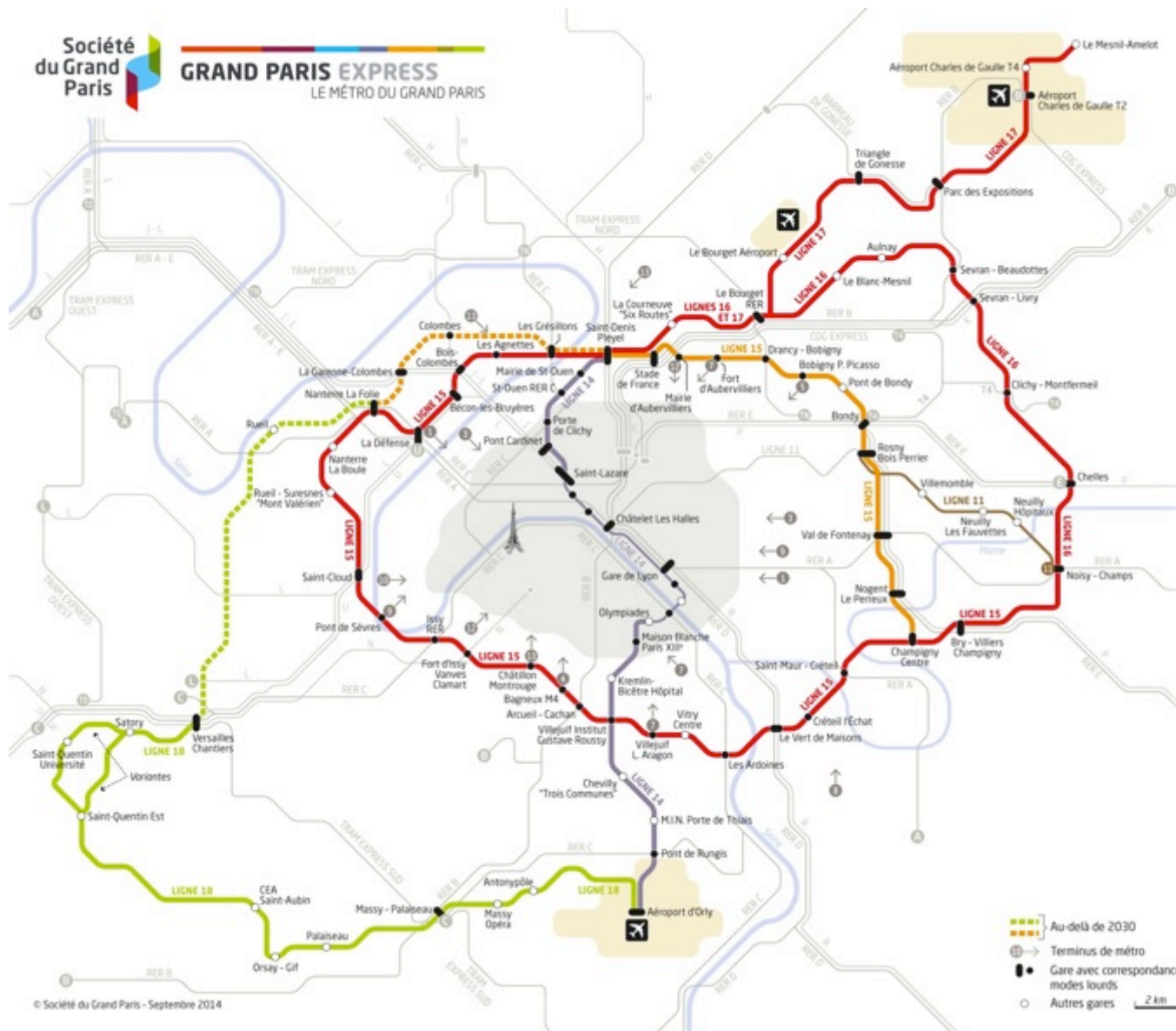


- Station
- Drill shaft in station
- Drill shaft outside a station
- Drilling direction

Scheduled service launches

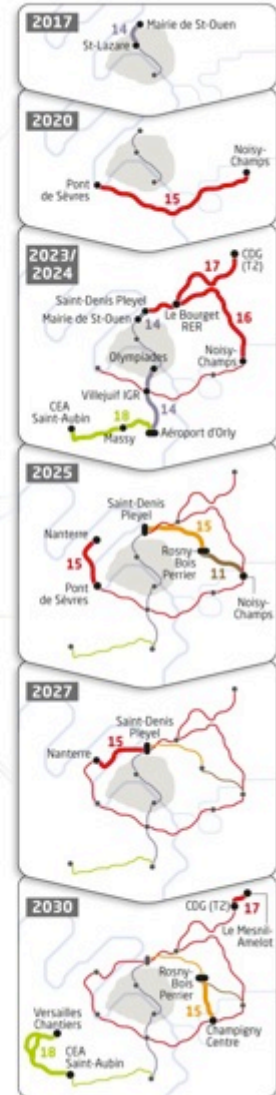


Société du Grand Paris
GRAND PARIS EXPRESS
 LE MÉTRO DU GRAND PARIS



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Horizons de mises en service



Costs and financing

Costs

A **€23.5 billion** investment for Grand Paris Express in addition to €7 billion to expand and modernize existing networks

€5.3 billion committed in July 2013 to finance the first section: *Noisy Champs Pont de Sèvres*, due to open in 2020

Financing: long-lasting revenues to face annual repayments of the debt:

- Annual fiscal revenues dedicated to the project: tax on all office premises in the Paris Region + an additional tax on all households
- Funding from the State and local authorities
- Rail and track usage fee
- Revenues from real estate project
- Commercial revenues in the stations

Economic impact of the project

- Transport user benefits
- Urbanisation economies
- Wider economic benefits
- Reduction of social and spatial inequalities

The assessment of the economic impact of the Project

Central scenario Economic Benefits (2012 assessment)	Present value (€ bn)
Total transport user benefits	34,0
Public service and other urban benefits	10,5
<i>Agglomeration</i>	<i>7,2</i>
<i>Reallocation of growth in more productive areas</i>	<i>7,5</i>
<i>Additional growth</i>	<i>14,3</i>
Total wider impacts	29,0
Total benefits	73,5
Total costs	34,4
Reduction of social inequalities	????

Expected contribution to urban development

The urban strategy of the Grand Paris Express

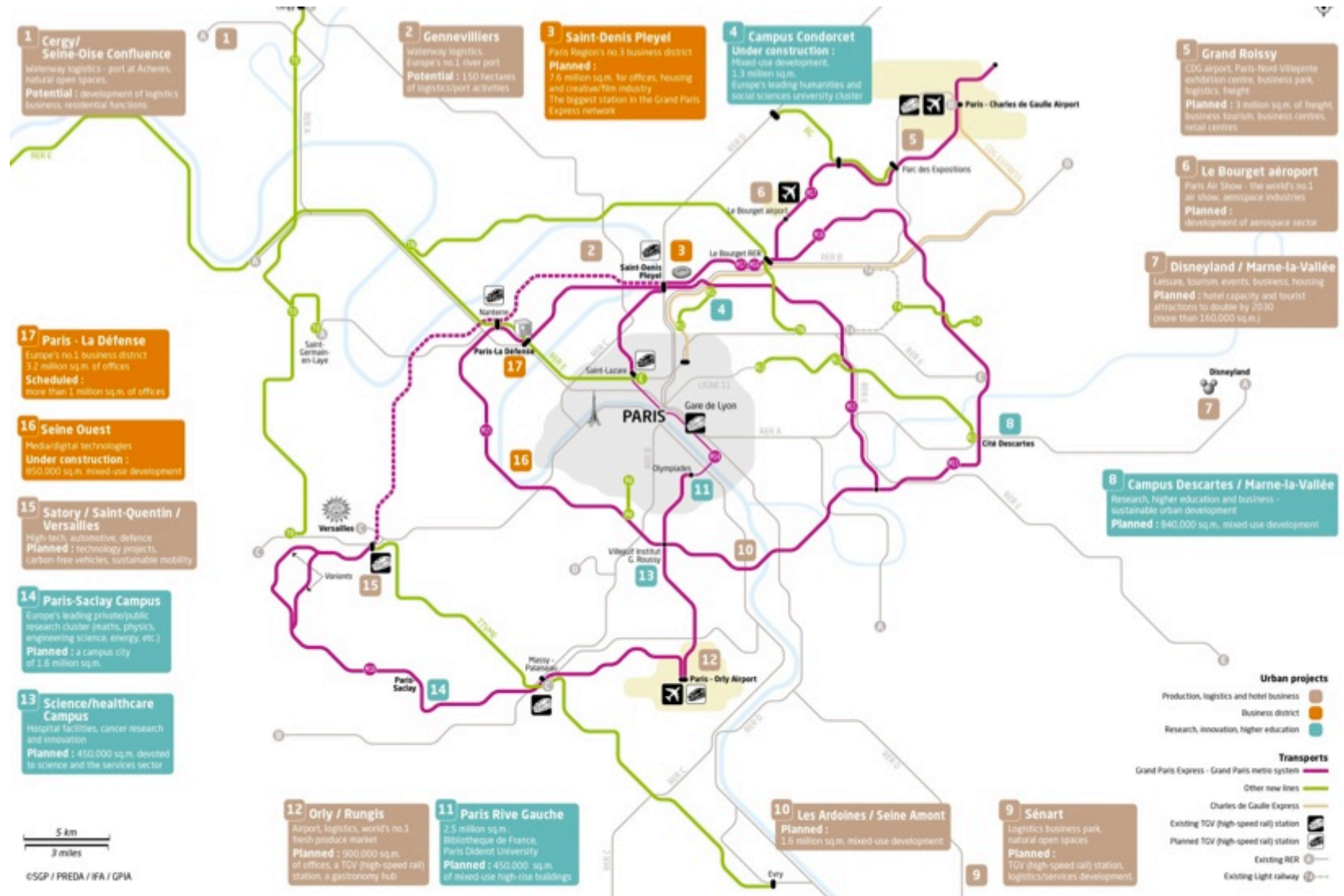
A strategy shared by all national and local authorities:

generate new urbanization in the surroundings of the stations of the new metro lines

in order to –

- reduce territorial inequity,
- reinforce Greater Paris attractiveness, and
- allow the construction of 70 000 housing units/year.

Major urban projects around the new transport network



How to generate new urbanization around the stations

- Limitation of urban extensions thanks to strict regional planning regulations



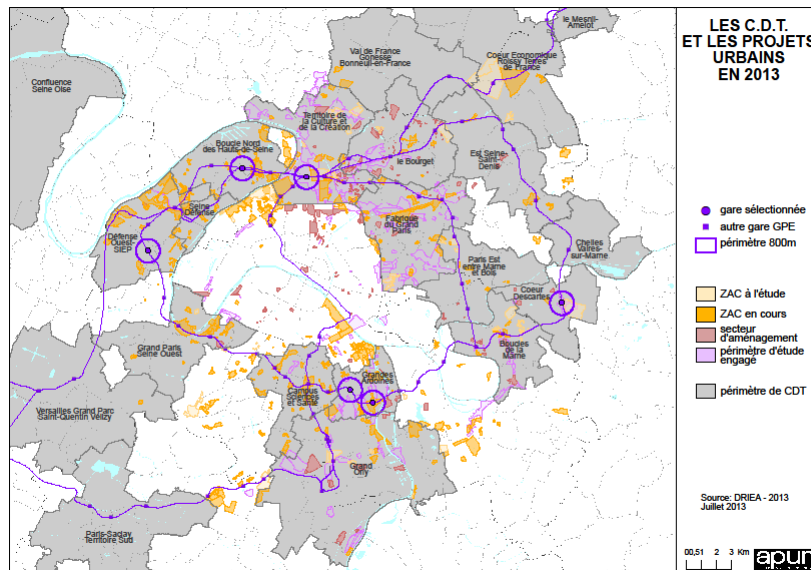
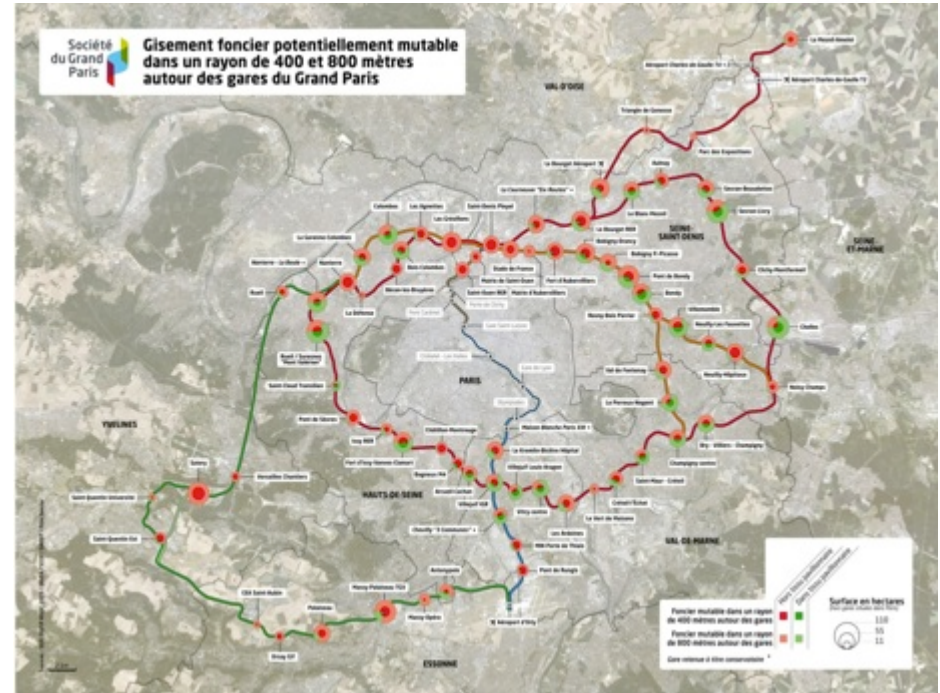
- Regeneration of former industrial zones



- Densification of traditional urban neighborhoods

The steps

1. Identification of real estate potentials



2. Territory development projects



3. Urban projects



4. Constructions in the new stations immediate surroundings

What are the difficulties that could come up ?

- The inhabitants are reluctant to accept a higher density in their neighborhood
- The cost of urban regeneration of brownfields: depollution, services, financing
- Long-lasting urban development procedures.
- The weak attractiveness of cut-off territories concentrating a high level of social difficulties
- The issue of peri-urban areas.

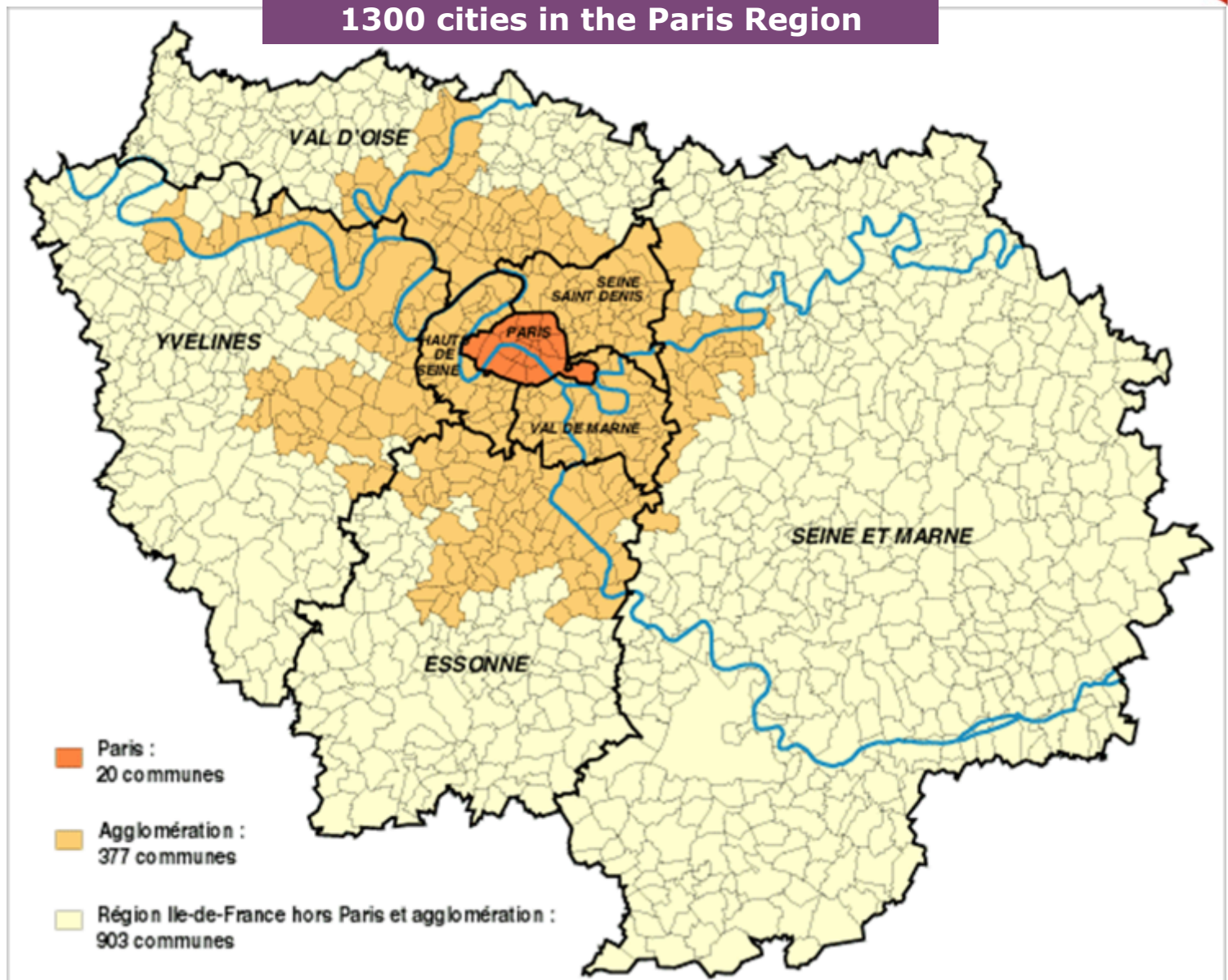
What are the success factors?

- A better service for the metropolitan area
- An increased value for new urban development
- The visibility of the Grand Paris project

Working towards the Greater Paris Authority

Extreme territorial fragmentation

1300 cities in the Paris Region



A new metropolitan authority in January 2016

Métropole du Grand Paris
6.7 million inhabitants

Territoire de Plaine commune
(407 000 inhabitants)

Territoire de la
Ville de Paris
(2.4 million
inhabitants)

Ville de Saint
Denis
(157 000
inhabitants)

Ville de Saint
Ouen
(47 000
inhabitants)

Ville de Paris
(2.4 million
inhabitants)

Thanks for your attention!

