URBAN AND TRANSPORT PLANNING: THE GRAND PARIS PROJECT EXAMPLE

Catherine Barbé

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
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)

• 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)

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

• People use IT tools for a more intelligent mobility (but not necessarily for less mobility)
The Grand Paris Express project
The new transport network

• Improve everyday life
• Contribute to economic development
• Open up secluded areas
• Relieve congestion

205 km

69 stations
(including airports and high speed rail connections)
Reduce travel time
Reduce travel time

Aujourd'hui
- 8
- 6
- RA

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
Scheduled service launches
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

<table>
<thead>
<tr>
<th>Central scenario Economic Benefits (2012 assessment)</th>
<th>Present value (€ bn)</th>
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<tbody>
<tr>
<td><strong>Total transport user benefits</strong></td>
<td>34.0</td>
</tr>
<tr>
<td><strong>Public service and other urban benefits</strong></td>
<td>10.5</td>
</tr>
<tr>
<td>Agglomeration</td>
<td>7.2</td>
</tr>
<tr>
<td>Reallocation of growth in more productive areas</td>
<td>7.5</td>
</tr>
<tr>
<td>Additional growth</td>
<td>14.3</td>
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<tr>
<td><strong>Total wider impacts</strong></td>
<td>29.0</td>
</tr>
<tr>
<td><strong>Total benefits</strong></td>
<td>73.5</td>
</tr>
<tr>
<td><strong>Total costs</strong></td>
<td>34.4</td>
</tr>
<tr>
<td><strong>Reduction of social inequalities</strong></td>
<td>?????</td>
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</tbody>
</table>
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
Potential new urbanization around the stations
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
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 metropolis in the process of being set up
A new metropolitan authority in January 2016

Métropole du Grand Paris
6.7 million inhabitants

Territoire de Plaine commune
(407,000 inhabitants)

Ville de Saint Denis
(157,000 inhabitants)

Ville de Saint Ouen
(47,000 inhabitants)

Territoire de la Ville de Paris
(2.4 million inhabitants)

Ville de Paris
(2.4 million inhabitants)
Thanks for your attention!