



# The “Greater Paris” project

## Paris: a world city

- Paris lies at the heart of **Europe’s leading** economic region, with a GDP of more than **€550 billion**.
- Paris is a **city that boasts the highest number of headquarters of Fortune Global 500 companies in Europe**, putting it in **third place in the world** after Tokyo and Beijing.
- Paris is the only metropolitan area within the euro zone to have **more than 12 million residents**.

## 1. -The “Greater Paris” project

The aim of the project is to kick-start an innovation-based growth dynamic rooted in the region but which will benefit the French economy as a whole.

### Five requirements to kick-start this growth dynamic:

1. Erasing physical and symbolic boundaries between Paris and its suburbs.
2. Equipping the Paris region with major centers of excellence with global reach.
3. Improving sea, river, rail and air transport links serving the Paris metropolitan area so that it is better connected to the world.
4. Responding to environmental challenges to build a sustainable 21st century city.
5. Responding to the urgent need for long-term investment in housing and transport.

## 2. Implementation

### INVOLVEMENT OF URBAN ARCHITECTS

In December 2007, the President of France launched an “**international consultation**” that brought together ten teams of architects and urban developers. This consultation will be extended through the new “**International Workshop on Greater Paris**”, based at the Palais de Tokyo, which has assembled **650 development projects**.



## PUBLIC CONSULTATION

The Act no. 2010-597 of June 3, 2010 on Greater Paris established that a public consultation would take place on the Greater Paris public transport network.

### In brief:

- The consultation ran from September 2010 to January 2011.
- **15,000** people took part in **55** public meetings.
- The specially set up website received **170,000** hits and **835** questions were asked.

### Aims of the consultation:

- To inform the population about the project submitted for consultation, its appropriateness, challenges, characteristics, technical aspects and impacts, and to help people understand the positions adopted by the project’s key stakeholders.
- To give people an opportunity to express their views on the Greater Paris public transport network by putting forward observations, criticisms, suggestions and proposals on all aspects of the project.
- To alert the project owners to other factors to be taken into consideration.

→ <http://www.debatpublic-reseau-grandparis.org>

## A SINGLE CONTRACTOR: THE SOCIÉTÉ DU GRAND PARIS

The Société du Grand Paris is an industrial and commercial public institution (*établissement public à caractère industriel et commercial* – EPIC) created by Act no. 2010-597 of June 3, 2010 on Greater Paris, with its registered office in Saint-Denis.

- Its main role is to design and draw up the overall master plan and the infrastructure projects plan making up the Greater Paris public transport network.
- It is also responsible for delivering the project, which includes the following:
  - Building lines, structures and fixed installations
  - Building and developing stations, including interchanges
  - Purchasing rolling stock designed to run on this infrastructure

→ <http://www.societedugrandparis.fr>

## 3 . Expected tangible benefits

### KEY FIGURES

⇒ **€32.4 billion:**

The total amount invested in public transport

⇒ **70,000:**

The number of housing units to be built each year

⇒ **17:**

The number of regional development contracts entered into by 2012

## Improved transport links

### In brief:

New automated public transport network encircling the capital (**125 miles**)

- **72** stations
- **2** to **3** million journeys each day
- Train waiting times during peak periods reduced to **90** seconds
- Average commercial speed of more than **40 mph**
- **€20.5 billion** in investment to deliver the Greater Paris Express
- Service is scheduled to begin on the first sections **from 2018**, with the network as a whole due to be completed in 2025

### Examples of best journey times:

From Roissy to La Défense	From Orly to the Gare de Lyon	From Villejuif to Champ-sur-Marne	From Boulogne-Billancourt to Créteil
Less than 30 minutes	20 minutes	20 minutes	20 minutes

### 2030 forecasts:

- **800,000** new jobs
- **1.5** million more residents

### Main travel benefits for Ile-de-France (Paris region) residents:

- **The network will cover the entire Paris conurbation:** the Greater Paris Metro will be interconnected with existing rail networks (five RER lines, five Transilien lines, six metro lines and six tram lines).
- **The project will make Paris more internationally accessible:** the metro will have links to **eight** major high-speed stations and **three** airports (Roissy-Charles de Gaulle, Orly and Le Bourget).
- **Pressure will be relieved on the rail network:** on average, the project will reduce line loads by between **10%** and **15%**.
- The project will **improve** transport conditions for millions of Ile-de-France (Paris region) residents and **support** urban and economic development in the region.

### OTHER NEAR-TERM TRANSPORT PROJECTS:

- **Extension of line 14 as far as Mairie de Saint-Ouen to relieve congestion on line 13**
- **Introduction of double-decker cars on RER line A from December 2011**
- **Creation of the new RER Eole, which will cut journey times between Paris and the western part of Ile-de-France (Paris region)**

## Regional development contracts

These contracts, which were established by the Greater Paris Act, are “durable agreements between the State and local authorities” aiming to ensure that the development dimension is factored into transport and housing projects. By 2012, **17 contracts** will have been signed, covering almost 100 municipalities in Ile-de-France (Paris region).

## A new sustainable urban landscape

The President of France has set a target of creating **70,000 new housing units a year** to meet existing needs. Currently, only 40,000 units are delivered each year; a further campaign to release publicly owned land is planned to enable at least **50,000 housing units to be built between now and 2016**.

## Innovation clusters and project areas: investment opportunities

**Nine innovation clusters** (which already count more than a hundred foreign companies among their members):

- Finance Innovation, [www.finance-innovation.org](http://www.finance-innovation.org)
- Cap Digital, [www.capdigital.com](http://www.capdigital.com)
- Systematic, [www.systematic-paris-region.org](http://www.systematic-paris-region.org)
- Medicen, [www.medicen.org](http://www.medicen.org)
- Advancity, [www.advancity.eu](http://www.advancity.eu)
- Astech, [www.pole-astech.org](http://www.pole-astech.org)
- Mov’eo, [www.pole-moveo.org](http://www.pole-moveo.org)
- Novalog, [www.novalog.eu](http://www.novalog.eu)
- Cosmetic Valley, [www.cosmetic-valley.com](http://www.cosmetic-valley.com)

**Several project areas have been identified to act as the framework for the Greater Paris project**, including the following:

- **Paris-Saclay**, France’s “Silicon Valley”: **€1.9 billion** in government “National Investment Program” funding will be dedicated to the Saclay Plateau (in the south of the Greater Paris region) to build **Europe’s biggest science and technology campus** by 2020. The Saclay site already accounts for 10% of France’s scientific research workforce; the target is to increase this to nearly 20% in the future. The Saclay campus will be served by the Greater Paris Express from 2018 onwards.
- **Roissy-Villepinte-Tremblay**: The aim is to make this area a **flagship gateway for French interaction with the world** and a showcase for France’s brightest talents. The Roissy hub will have links to the entire metropolitan area.
- **Seine-Oise confluence**: **Le Havre is to become the major port serving Greater Paris**, while the Seine Valley will provide the industrial and logistical link between this major sea port and Europe’s leading consumer area. Moreover, the completion of the Seine Nord canal will make extensive use of the Achères river freight platform.



- **South of Paris:** BioTech Valley, spanning from the south of Paris to Evry and Saclay, seeks to build up an outstanding concentration of top biotech players in the region in order to **ignite value creation in biotechnologies and research in life sciences**.
- **Saint-Denis Pleyel:** Running from the north of Paris to Ile Saint-Denis and Aubervilliers and taking in Saint-Ouen, this “area for creative design” is to become a **living symbol of France’s creative design potential**. *In this regard, the Cité du Cinéma, spearheaded by Luc Besson, is expected to be completed in the first half of 2012.*
- **Paris - La Défense:** This project will **intensify the economic power of the current business district**, bring together financial activities to give them greater visibility, establish high value-added services for companies, increase the number of schools and universities in relevant fields, etc. It encompasses the municipalities of Nanterre, Puteaux, Courbevoie, Suresnes, Rueil-Malmaison and La Garenne-Colombes.
- **Le Bourget:** The urban fabric of this core area to the north of Paris will be substantially **restructured to make it a coherent and pleasant urban ensemble**. Business activity at Le Bourget will be driven both by the aerospace and commercial aviation sectors and by the hotel, business tourism and food services industries. *Example: the recent establishment of Eurocopter at Dugny, creating 700 new jobs.*
- **Cité Descartes:** A center of excellence in the construction and development of “sustainable cities” will be founded to the east of Paris, bringing together new environmental technologies, construction, urban services, green industries and transport. *From 2012, the center will be home to research units belonging to the Ministry for Ecology and Sustainable Development.*
- **Gonesse Val de France:** The Val de France urban community covering Sarcelles, Villiers-le-Bel, Arnouville-lès-Gonesse and Garges-lès-Gonesse is to benefit from the opportunities afforded by the Greater Paris automated metro network to create **economic and social momentum throughout the area**.
- **East of Seine-Saint-Denis:** This area, which covers Aulnay-sous-Bois, Sevran, Livry-Gargan, Clichy-sous-Bois and Montfermeil, is aiming to **recreate a high-quality urban center** by completing the renovation of major complexes and reinserting them into a denser and more varied urban fabric, as well as fostering social inclusion for residents.

→ <http://www.mon-grandparis.fr/les-territoires-du-projet>



### Example key capital project for “Greater Paris”: Arena 92

The purpose of Arena 92 is to provide a sports and cultural facility for use by the general public. It will play host to major sporting events (national and European rugby championships) as well as around 30 contemporary and classical concerts every year.

Racing Arena 92, the Seine-Arche public development institution and the City of Nanterre held a consultation on the Arena 92 project and its surrounding area from October until the end of 2010.

This consultation phase followed an **international architecture competition** launched by Racing-Metro 92 in April 2010 to design Arena 92 in Nanterre. A total of **27 projects** were submitted, of which the panel of judges selected the four that most closely met the stated specifications. The winning projects were submitted by Buffi-AIA, Marc Mimram, Atelier Christian de Portzamparc and Wilmotte & Associés.

### PROJECT TIMELINE

