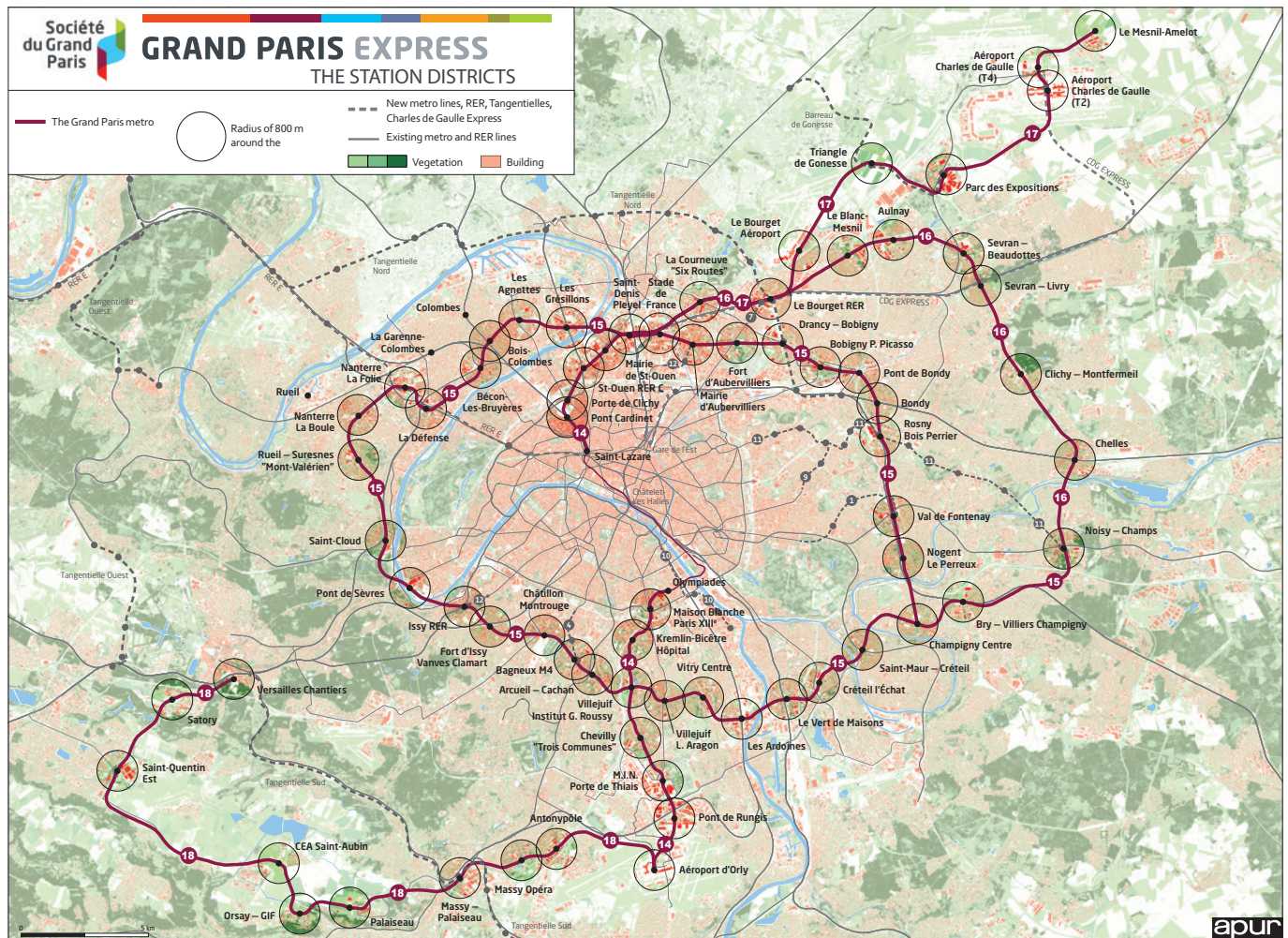


# Observatory of the Grand Paris Express Network (RGPE) station districts

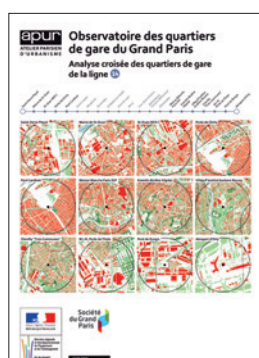


The observatory of the Grand Paris network station districts is a partnership-based tool used in common by the Société du Grand Paris (SGP), the Regional and Interdepartmental Infrastructure and Development Office (DRIEA) of the Paris Region and the Atelier Parisien d'Urbanisme (Apur).

## Goals

The observatory responds to the triple determination of the SGP, the DRIEA and Apur to have access to a knowledge and detailed analysis tool to characterise the districts in which the future stations will be located in the conurbation and monitor their subsequent development. It should enable better understanding of the urban fabric, monitoring of the urban and social changes these districts are

likely to experience, assessment of housing construction dynamics, economic development, energy transition and accessibility of the stations. The observatory proposes a “snapshot” of the station districts before the project is launched. Over the years, it will contribute to understanding the way in which the arrival of new public transport facilities increases attractiveness and drives territorial equilibriums and urban densification around stations, but also how it tends to upgrade the existing fabric and make it possible to capitalise on public space to the benefit of all modes of mobility and travel. It will also show how such stations can generate centralising functions. The observatory allows us to categorise the Grand Paris station districts as a function of common or varying issues. This information can be used to aid decision-making and inform programming choices.



Left: Crossed analysis of station districts on line 14. Right: Monograph of the Clichy - Montfermeil station district Line 16.

## The method

The observatory of the Grand Paris station districts is being built up gradually: a first stage of prefiguration in 2013 concerned a limited number of station districts and aimed to define the content of the observatory in liaison with the municipalities concerned, with the goal of applying the approach to all stations in 2014, 2015 and 2016. Prefiguration of the observatory was therefore carried out on six pilot stations located in the three departments of the inner ring of suburbs, giving an overall picture of the diversity of these station districts: Rueil-Suresnes "Mont Valérien", Les Agnettes in Les Hauts-de-Seine, Saint-Denis Pleyel and Noisy-Champs in Seine-Saint-Denis and Les Ardoines and Vitry Centre in Val-de-Marne. In 2014, the observatory focused on the station districts of lines 15 south and 16, while in 2015, it focused on lines 14, 15 west and 15 east. In 2016 it will focus on lines 17 and 18.

The observation is conducted on two scales:

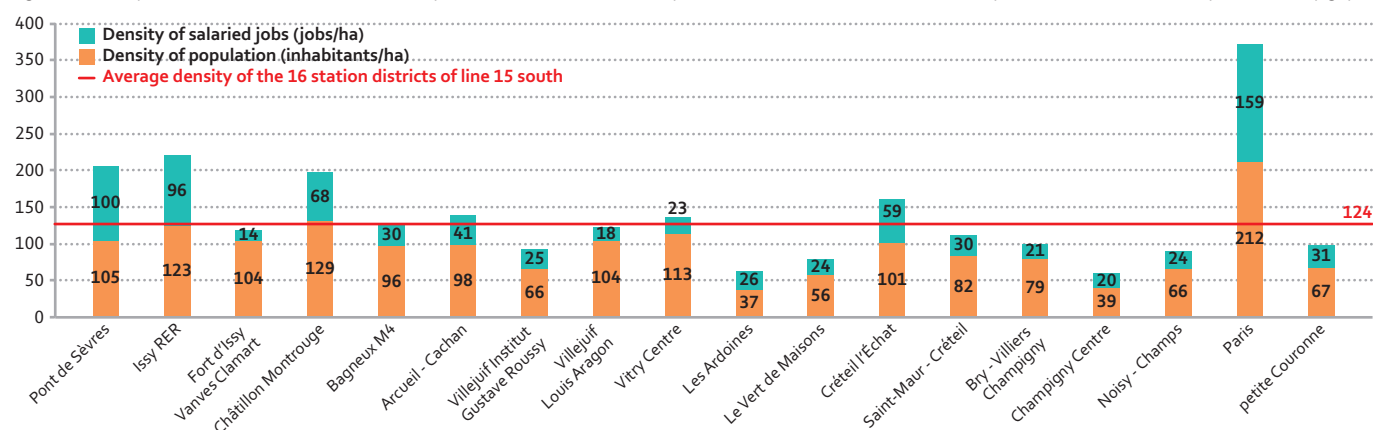
- a **crossed analysis by line** allowing comparison of the situation of station districts with each other;
- **monographs for each district** detailing the characteristics of each station district looked at in relation to its immediate environment, the municipalities concerned by the arrival of the station but also the other departments in the inner ring of suburbs.

## An analysis structured around six themes

- 1 - **Densities** (inhabitant/jobs)
- 2 - **Centralising functions**
- 3 - **Urban fabric and landscape**
- 4 - **Demographic, family and social trends**
- 5 - **Mobility** (usages and public spaces)
- 6 - **Dynamics of construction and urban projects**

## Cumulative densities of residents and jobs: the example of line 15 south

Significant discrepancies are observed between historically constituted station districts (Issy RER for instance) and other districts in the process of transformation (Bry Villiers Champigny).

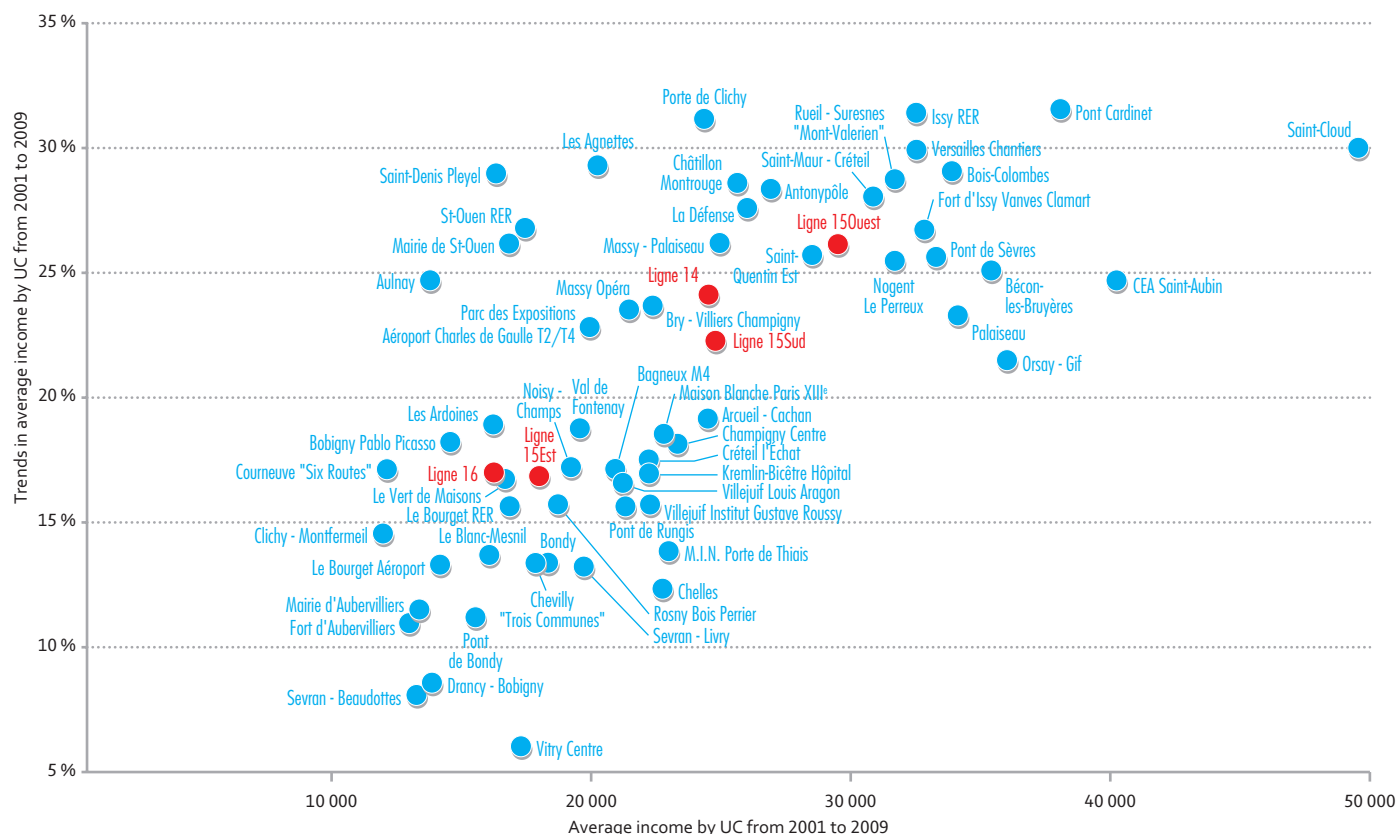


Sources : Insee CLAP 2009, Localised Tax Revenues on 31 December 2010, Occupancy tax on 1 January 2011

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## Trends in average household income by unit of consumption (UC)

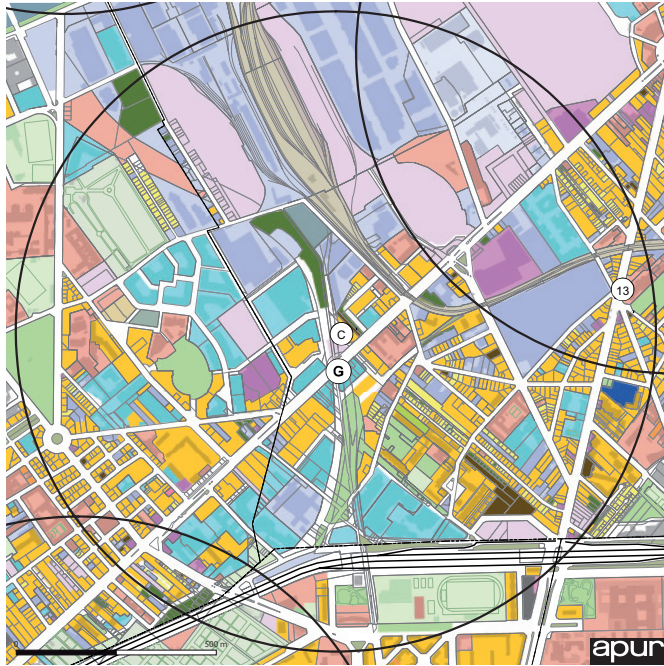
from 2001 to 2009 in the RGPE station districts





## Dominant functions, two examples on line 14

Urban functions per parcel according to field surveys: in the case of Saint-Ouen RER C, a mixed district in the process of development with a blend of industrial activities, recent tertiary programmes and collective housing complexes ; in the case of Villejuif Institut Gustave Roussy, several very large infrastructure items are surrounded by residential areas consisting primarily of individual housing.

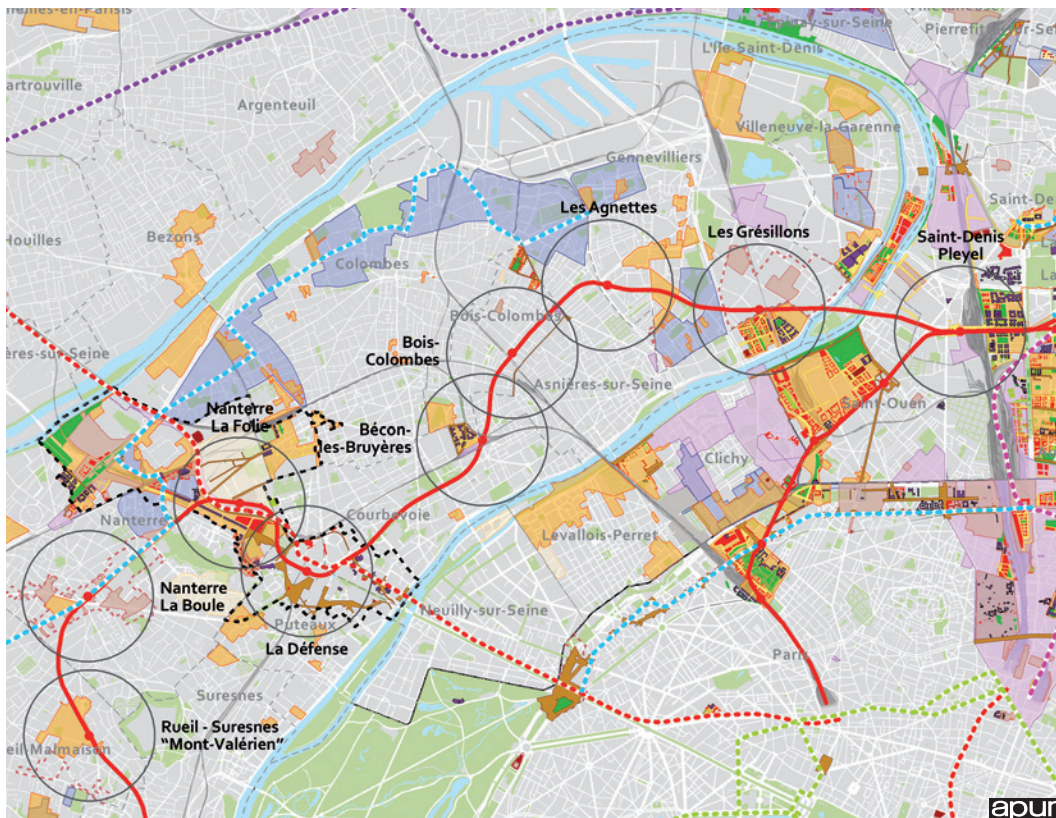


- |                     |                              |                                     |                           |
|---------------------|------------------------------|-------------------------------------|---------------------------|
| <b>Housing</b>      | <b>Infrastructure</b>        | <b>Type of activity</b>             | <b>Non-built land</b>     |
| Discontin. collect. | Public or private            | Tertiary activity                   | Green space               |
| Contin. collect.    | Commercial                   | Economic and/or industrial activity | Sport and outdoor leisure |
| Individual          | Covered market               | Urban service                       | Cemetery                  |
| Hotel               | Ⓒ RER, metro station         |                                     | Non-built land            |
|                     | Ⓔ RGPE station               |                                     | Ruin, waste/bare land     |
|                     | Parking / technical premises |                                     | Worksite in progress      |

Source : Apur September 2014

## Development and transport projects : the example of line 15 west

The observatory describes construction dynamics since 2000 in each of the districts and presents urban projects initiated or under study. These elements show two types of development: a process of transformation managed by the public authority (business park, individual housing estates or urban renewal projects), and a continuous process over a wider sector in an already built-up fabric, described in local land use plans.



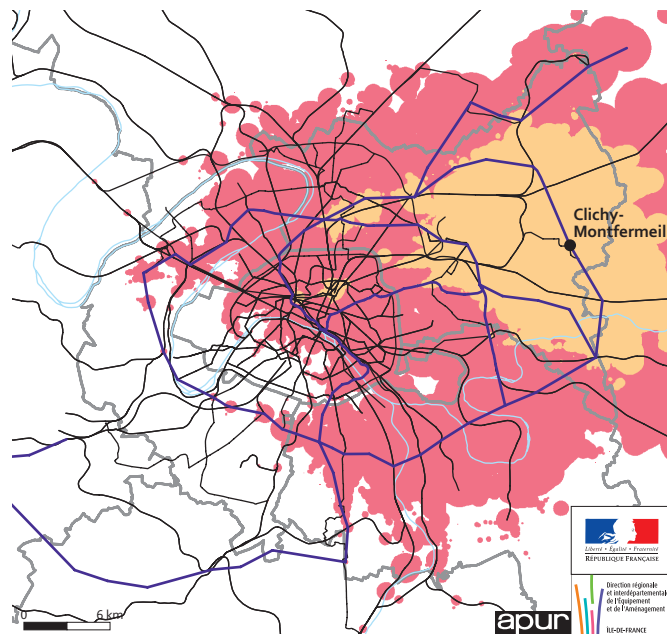
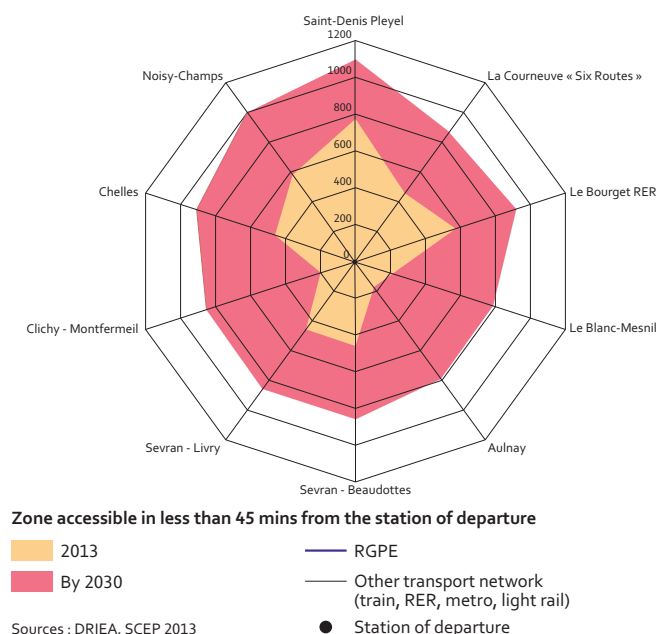
- |  |
|--|
| <b>Transport projects</b>                |
| ○ Scope 800 m                            |
| — RGPE : study                           |
| --- RER : study                          |
| --- Metro : worksite - study             |
| --- Tramway : worksite - study           |
| --- Tram Express Nord : worksite - study |
| --- TCSP, TZen : worksite - study        |
| --- CDG Express                          |
| <b>Urban projects in progress</b>        |
| BP - study                               |
| BP - progress                            |
| Other project sector - progress          |
| Urban Renewal Project                    |
| Scope OIN La Défense                     |
| Scope of study                           |
| Scope of reflection                      |
| Build. project                           |
| Build. requilif.                         |
| Build. comp.                             |
| Creation of pub. space                   |
| Requalif. of pub. space.                 |
| Green space, project                     |
| Green space private, project             |

Sources : Apur 2015, Nouveau Grand Paris (Mar. 2013), Protocol State Region (Feb. 2011), PDUIF Project (Jan. 2012), SDRIF Project (October 2013), STIF



## Zones of accessibility of the metropolis using the main public transport networks: example of line 16

The zones that can be reached by a 45-minute trip on public transport from the site of the future station shows substantial gains in accessibility of the metropolitan territory, thereby opening up the district.



## Complementary theme-based studies

- **The atlas of cultural venues** published in July 2015, with the DRAC, which reveals a dense web of existing and diverse facilities that is becoming even denser thanks to the new accessibility brought by the new metro.
- **Analysis of the economic fabric of station districts for line 15 south** carried out with INSEE, which reveals the concentrations of jobs and the economic particularities of each district. Analysis of the economic fabric of station districts for lines 14, 15 west, 15 east and 16 will be carried out at the beginning of 2016.
- **The study of health care facilities** carried out with ARS highlights gains in terms of accessibility of large health care facilities thanks to the RGPE and inequalities in the availability of primary health care from one station district to another.

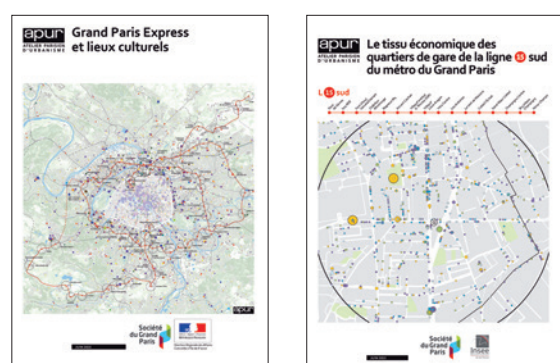
## A data visualisation tool

A data visualisation tool allowing dynamic and interactive discovery of the Grand Paris station districts is available on the Apur website.

It facilitates access to the different publications of the observatory: monographs, crossed analyses and thematic studies.

[http://www.apur.org/dataviz/observatoire\\_des\\_gares/index.html](http://www.apur.org/dataviz/observatoire_des_gares/index.html)

## Extracts from data visualisation



Left: Grand Paris Express and cultural venues. Right: The economic fabric of the station districts of line 15 south of the Grand Paris metro.



Apur, Atelier Parisien d'Urbanisme, is a non-profit organisation bringing together the City of Paris, the Department of Paris, the State, the DRIEA, Insee, CCI Paris, the Île-de-France region, the RATP (Paris region transport authority), Paris Métropole, the Société du Grand Paris, Eau de Paris (Paris water authority), the Est Ensemble urban community, EPAURIF, Grand Paris Aménagement, Paris Habitat, Ports de Paris, the Seine-Amont urban community, SIAAP, SIFUREP, SIPPEREC, SNCF Immobilier, the STIF, the Sycotom and the Prefiguration Mission of the Métropole du Grand Paris.



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