FROM THE PARIS METRO TO THE GRAND PARIS STATIONS

The Grand Paris stations will be built over a century after the Paris metro stations and several decades after the RER stations. They are an appropriate response to the various specific challenges involved in setting up Grand Paris and to the urban features specific to each area; they serve the environment, ensure accessibility, and answer the needs of population density.

THE HISTORIC METRO STATION

- A station directly under the public space
- Passages with short distances between each station
- Flows distributed throughout the city
- Corridors with multiple exits onto the pavements
- Initially designed without accessibility for people with reduced mobility

The RER station

In the early Seventies, the building of the RER in suburban towns led to the construction of stations either on the surface or underground. The importance of the RER for the areas that were being developed was underlined by the space the stations occupied in the landscape. Transport interconnections were organised around them. Nevertheless, at the time they were designed, these stations did not necessarily integrate functional diversification objectives (services, shops, etc.).

The Grand Paris station

The Grand Paris stations will use the principles of visibility and spatial simplicity of existing stations and buildings, even as they are being further developed underground. An emerging building in an urban area, which in some cases will involve building a new structure, will provide fast and comfortable access to trains. They will constitute a new entry to the Paris region network.

Efficient and functional

A station is above all a route that connects trains with the city’s public spaces and links with other means of transportation. The first goal is to ensure the clarity and speed of travel in the best possible conditions of safety, accessibility and information. To achieve this, the design of the Grand Paris stations follows an efficient organisation model, adapted to the specific characteristics of the network.

- It serves contrasting urban environments: some densely-built historic districts create limitations for the integration of a station, other up-and-coming areas could be redeveloped with the arrival of a station.
- A majority of stations will be underground: this will reduce as much as possible any nuisance caused by tunnel drilling, but particular attention must be paid to designing the route leading to trains.
- A new network will integrate the existing public transport network: 32 of the 57 stations will be connected to the RER Transilien or metro networks, implying an efficient organisation of connections between the various networks and reducing the number of corridors to a minimum.

The Grand Paris stations should yield compact facilities that are open to the city. A building set on an esplanade will generally concentrate all the entrances.

It will be a new landmark in the areas served, offering immediate and practical access to all the functions of a modern network (information, ticket sales, shops…). Access to the platforms, either underground or open-air, must be easy to understand, direct and intuitive.

Access points offer the very best accessibility, particularly for passengers with reduced mobility, with a sufficient number of escalators and lifts. The station area must offer a safe and user-friendly environment. Clear routes ensure easy connections between different means of public, shared or individual transportation, such as pedestrian, cycling etc.

2 million

is the number of commuters expected daily across the network of Grand Paris stations.

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ESSENTIALS

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AN EASY ROUTE
FROM ENTRANCE TO PLATFORMS

The stations are easy to identify. They stand out on an esplanade and clearly indicate access to the metro. The station is the transition between the city and the railroad network. It organises connections between different means of transport and the public space, in harmony with its environment. It also provides information about the city and public transport, as well as shops.

FAST ACCESS TO PLATFORMS

Access routes are quick and comfortable, with lifts and escalators in addition to traditional stairways. Passenger movement is in clear open areas, allowing for a broad view of the space and a clear route.

BOARDING THE TRAINS

The platforms are separated from the tracks and tunnels by glass doors, for improved safety and comfort (air quality, draughts, temperature, noise). The waiting area for train passengers is cleared of all obstacles. Signs are integrated in the walls and efficient information panels specify the destination, stops, waiting delays and journey times.

Welcome to the city, speedy access to platforms, seamless boarding of trains: these actions set the pace for travellers, from city to train. Built with a priority on controlling expenditures, these stations are laid out to guarantee the flow of commuter traffic, based on forecasts that take into account the demographic, social and economic developments planned in the Grand Paris area by 2035.