

apur

Paris and the 15-minute city

Recent developments and changes in scale

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Apur, the urban planning agency of Paris in 2025

Association since 1967, a tool for urban transition

70 people

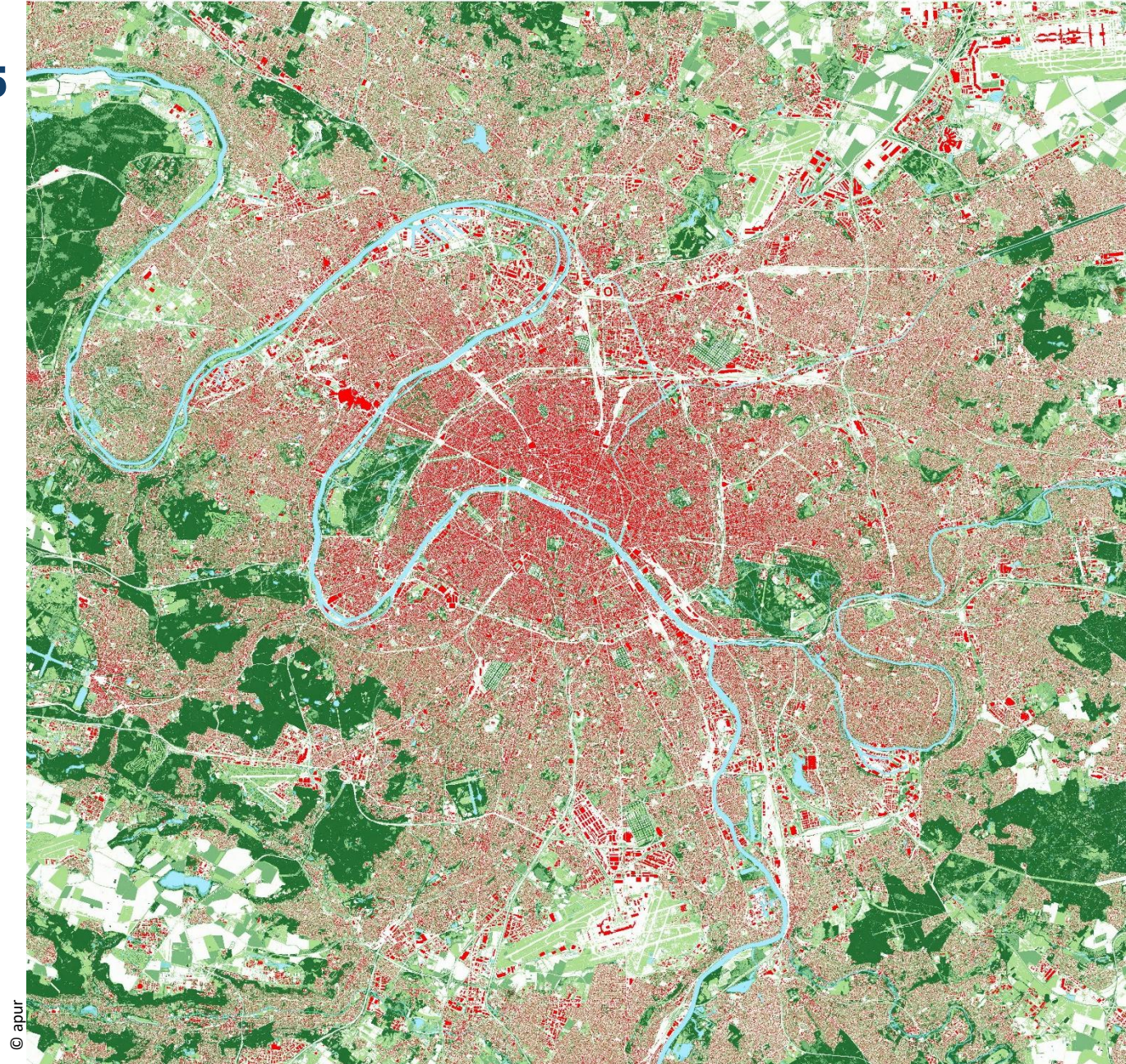
4 missions :

- to **amplify the territorial knowledge**
- to **contribute** to drawing up the direction of the City of Paris' development objectives, particularly through its **urban planning documents and projects** within Paris and its Metropolitan area.
- to **study** and **analyze** the anticipation of **urban and societal evolution**, which plays a role in defining **public planning and development policies**,
- To **develop synergies** between our partners and all the actors of the Grand Paris implementation

➤ **2 working scales : Paris & the Greater Paris metropolis**

29 stakeholders on Apur board, all public bodies

Virtual exhibition / Apur history : 50ans.apur.org



© apur



50 urban agencies in France

Urban agencies in France :

47 millions inhab. in France
(70% of the population)

400 collectivities

A national network : FNAU

<https://www.fnau.org/en/homepage/>



Towards an international network

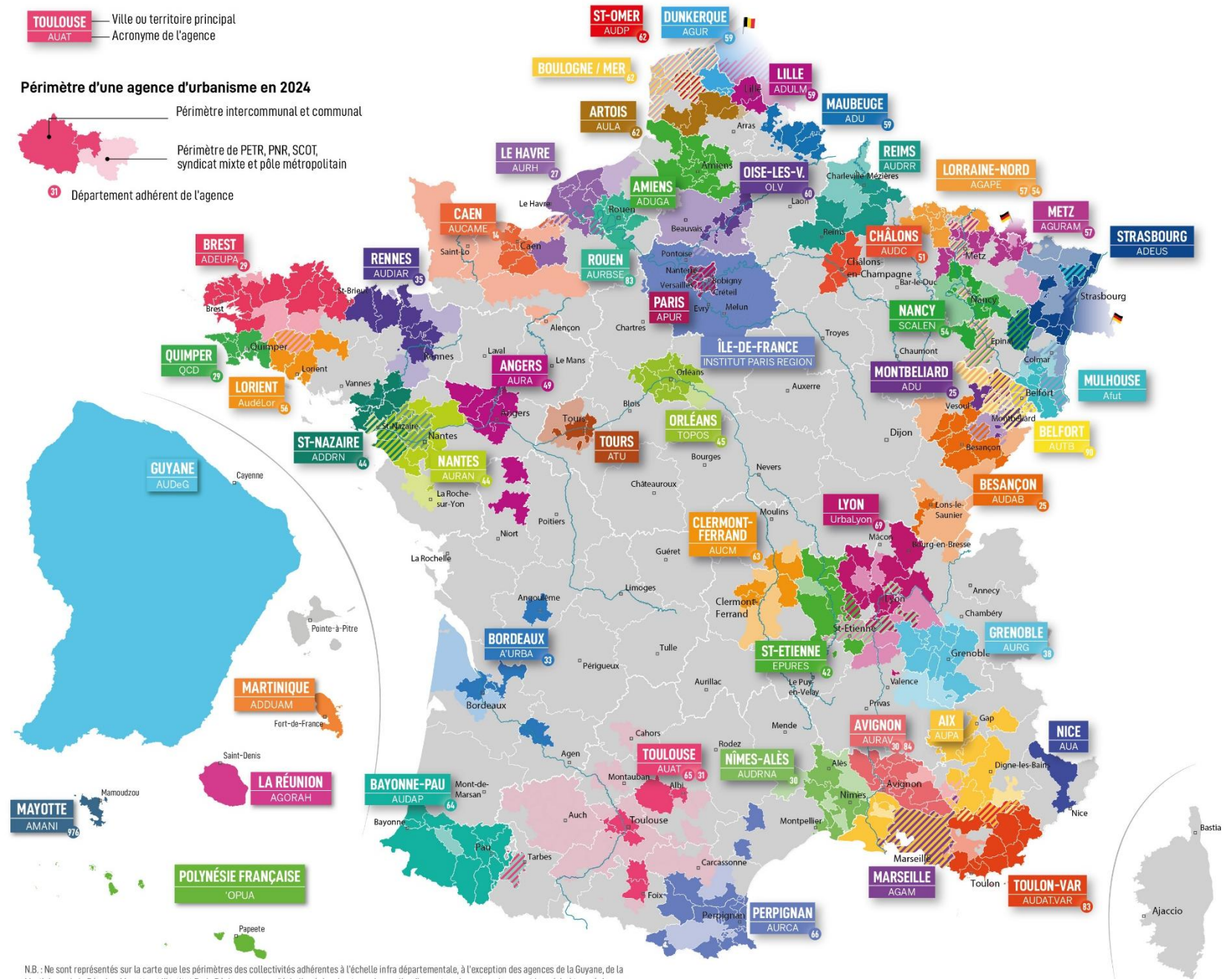


Agence d'urbanisme en 2024

TOULOUSE
AUAT
— Ville ou territoire principal
— Acronyme de l'agence

Périmètre d'une agence d'urbanisme en 2024

— Périmètre intercommunal et communal
— Périmètre de PETR, PNR, SCOT, syndicat mixte et pôle métropolitain
① Département adhérent de l'agence



N.B. : Ne sont représentés sur la carte que les périmètres des collectivités adhérentes à l'échelle infra départementale, à l'exception des agences de la Guyane, de la Martinique, de la Réunion, Mayotte et l'Institut Paris Région, agences d'échelle régionale et pour lesquelles figurent sur la carte uniquement les périmètres régionaux.

The 15-minute city concept

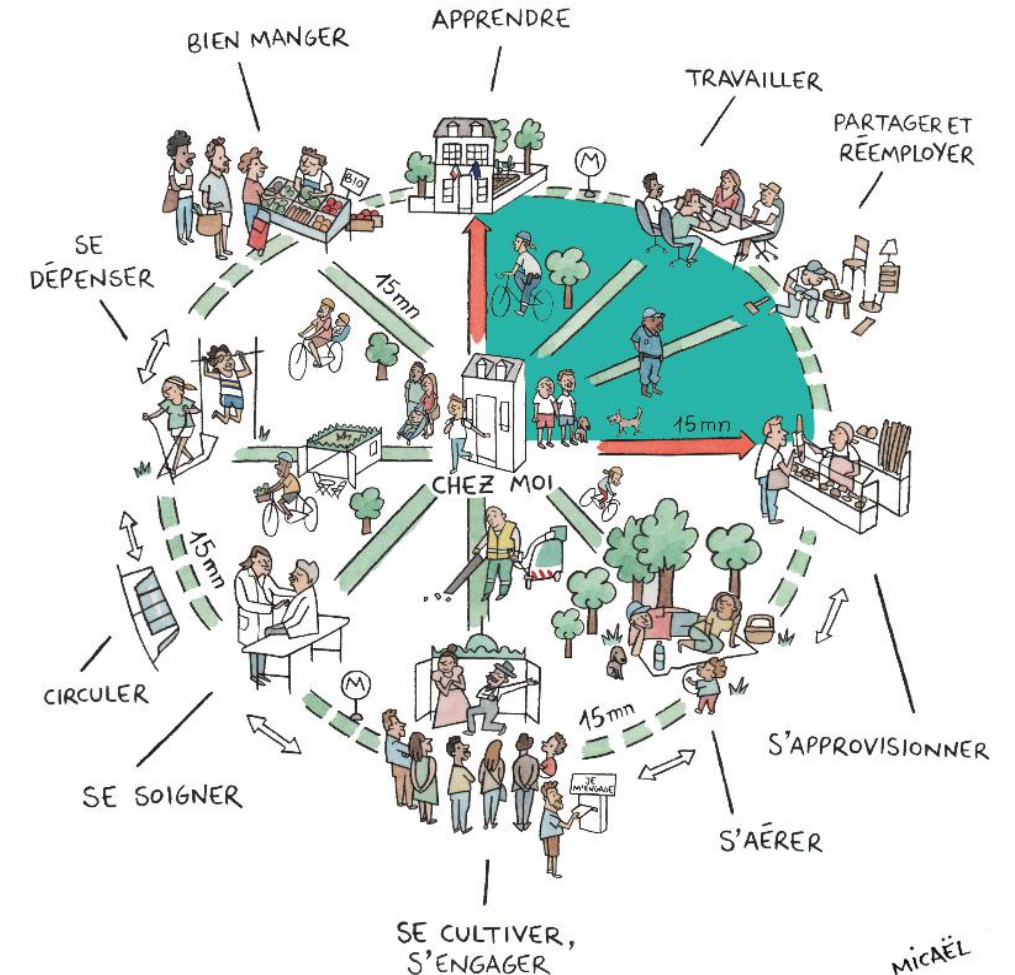
A concept that identifies the essential urban functions to Parisians that must be within reach in 15 minutes (by foot or bike)

It includes a number of actions: to turn Paris into a decentralized city “*villes des proximités*”, that offers a range of hyper-local services comprising the entire range of daily life

A common base of services in the neighborhood :

- Everyday services within reach in 15 minutes from home, including cultural and sports activities
- A breathing space within reach in 5 minutes from home, through schoolyards, school streets and “Paris Respire” neighborhoods programs
- Soft mobility modes
- Meeting places for citizens

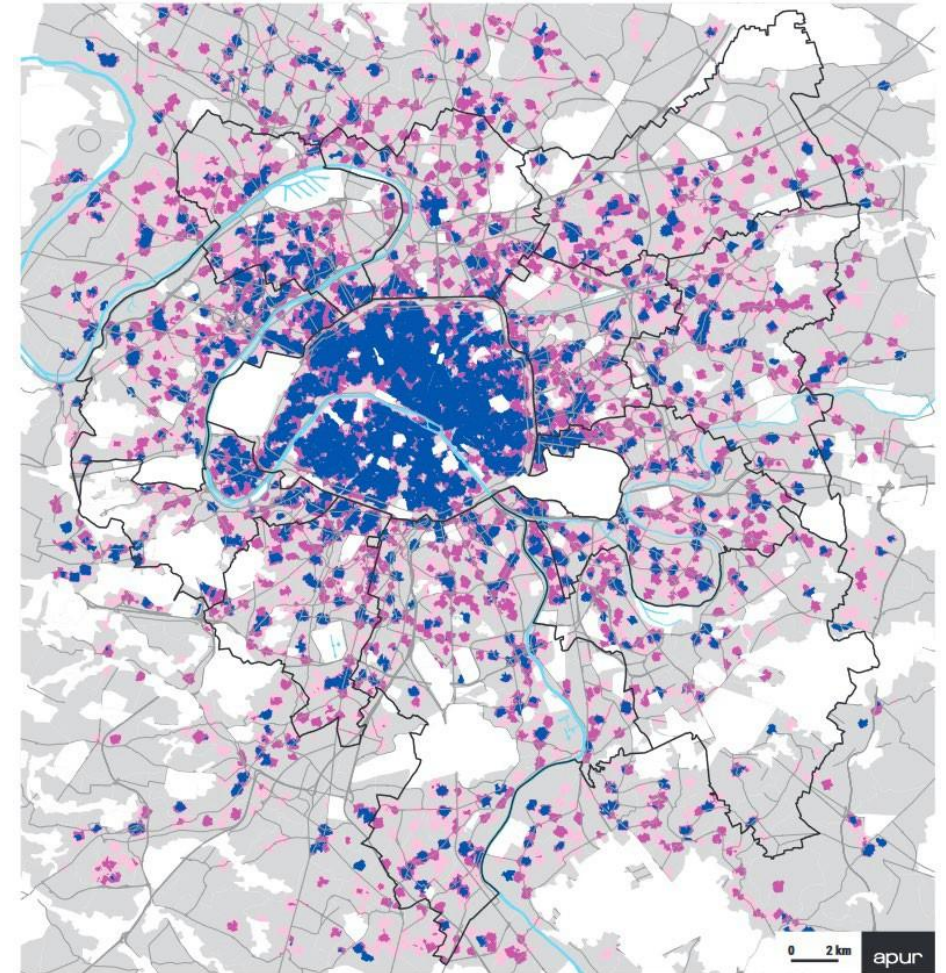
Le Paris
du quart d'heure



A neighborhood life favored by multiple centralities and by the density of Paris

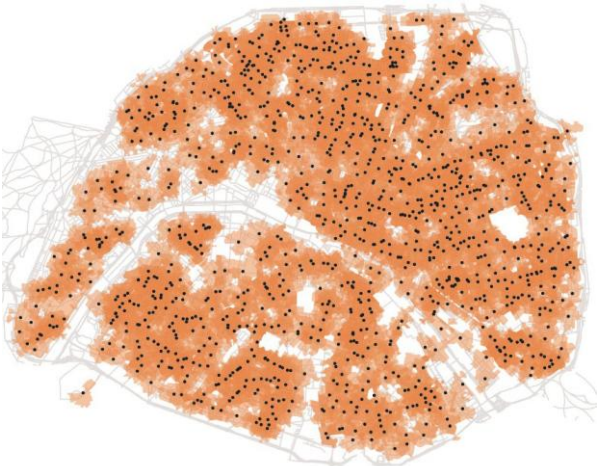
- **Paris is generally considered a city of proximities** due to the high concentration of facilities, shops and amenities, the importance of public spaces, and its diverse and efficient public transportation network.
- **More than a third of the working population works in the borough where they live** even in boroughs where the employment rate is low.
- The very strong attractiveness of Paris, combined with a high density of inhabitants and workers, has created **a multitude of places of urban life**: very lively neighborhood centers, bearers of a local and daily life, and globalized places that the inhabitants rarely visit.
- **Proximity is not uniform throughout Paris**: disparities in supply due to the distance of facilities or a narrower range of store types in certain areas. Urban barriers, noisy or polluted areas, infrastructures that are difficult to cross, reinforce the feeling of distance.
- **A challenge for the neighborhoods along the ring road** that separate Paris and the neighbouring cities.
- **A challenge for the Greater Paris Metropolis, which is much less well endowed with local stores** On the map, in blue shows the population with access to 3 main essential shops (bakery, pharmacy or bookstore/newspaper shop) within a 5 mn walk, in pink only 1 and in grey none.
- **An insufficient supply of convenience stores in recent urban operations** Lower retail densities than in the rest of Paris (4 times lower than the Paris average). Larger stores (1 to 2.5 compared to Paris) More chain stores (35% in the OA, 23% in Paris). Recently, a better consideration of the needs of the inhabitants, a diversification of the shops established, while taking care to limit the place of the chain stores

80% of the Parisian population has access to the 3 main essential stores within a 5 minutes walk



- Population ayant accès à 3 types de commerces
- Population ayant accès à 2 types de commerces sur 3
- Population ayant accès à 1 type de commerce sur 3

Paris, already a “15 minutes city”



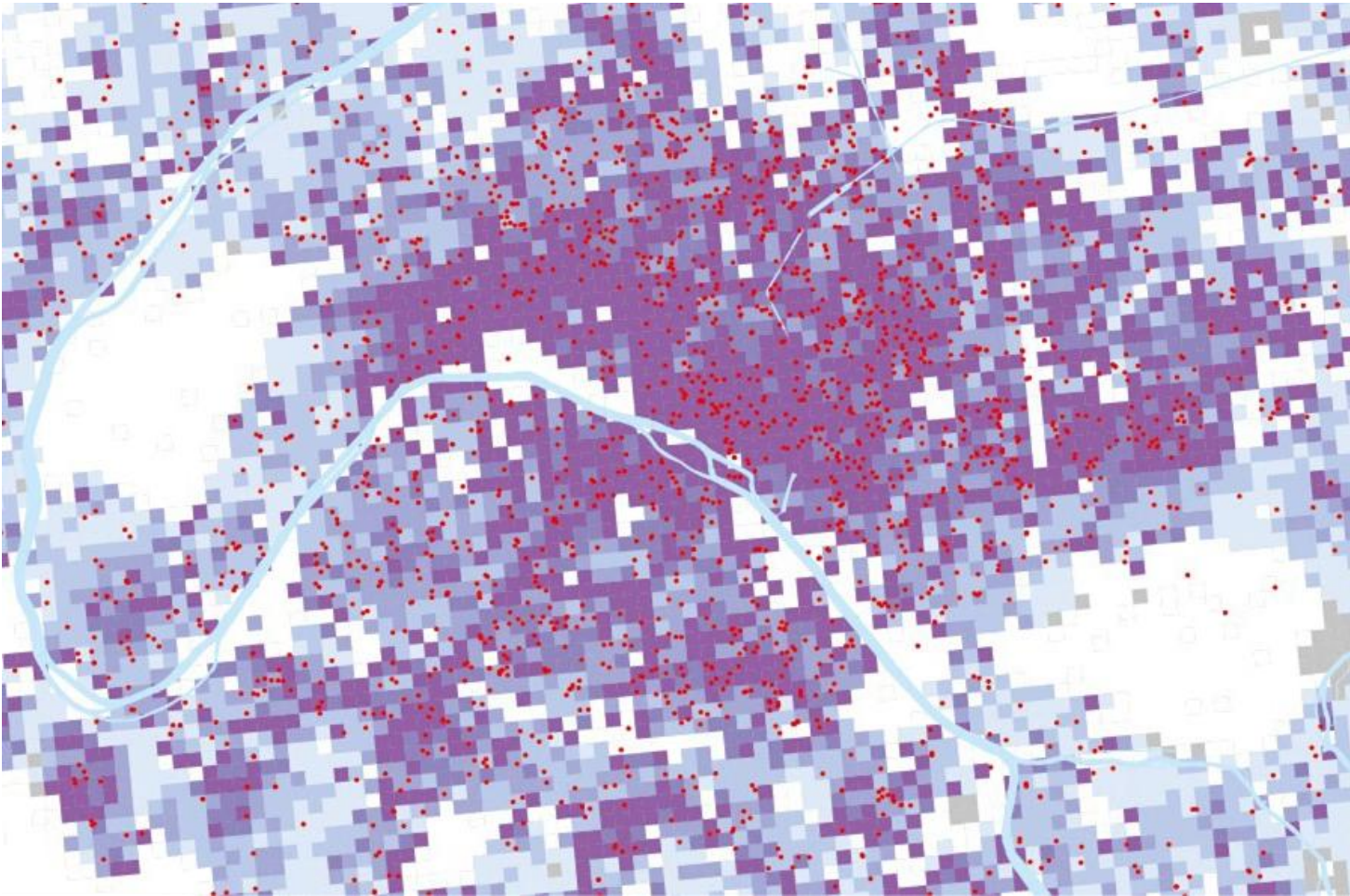
93% OF PARISIANS LIVE A 5-MINUTE WALK OR LESS FROM A BAKERY

• Bakeries (1,203) 5-minute walk or less from a bakery © apur



67% OF PARISIANS LIVE WITHIN A 5-MINUTE WALK FROM A WINE SELLER

• Wine sellers (681) Areas within a 5-minute walk of a wine seller © apur



DENSITY AND WALKING ACCESSIBILITY OF LOCAL CULTURAL FACILITIES (within 500 m)

© apur

Number of local cultural facilities within 500 m per population
(compared with median level in Greater Paris Metropolitan Area)

Over 3 times more	2 to 3 times more	1 to 2 times more
1 to 2 times less	Over 2 times less	No facilities

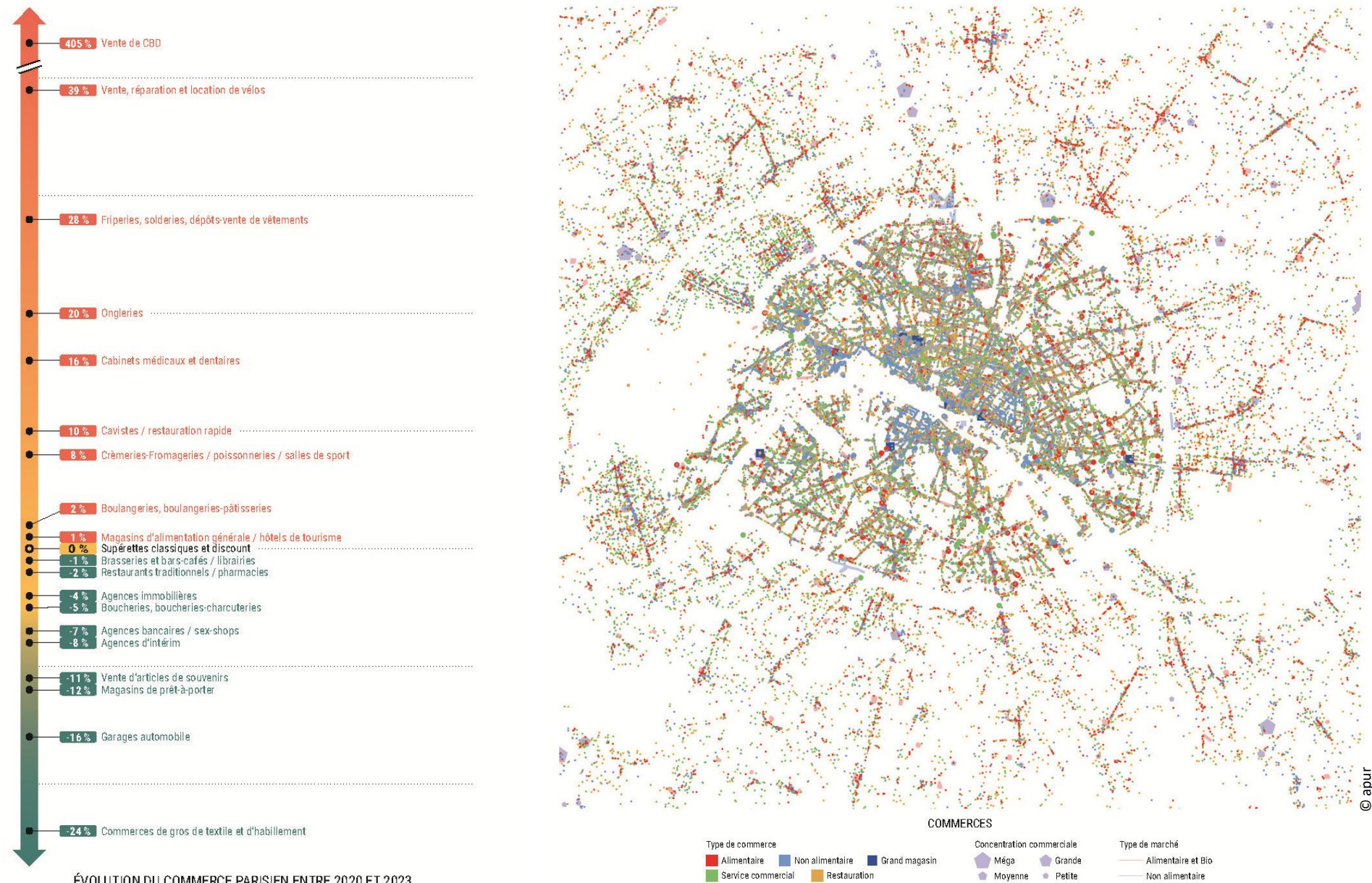
- Local cultural facilities
 - game library, documentation center, library, multimedia library, arts library
 - music school, dance school, Beaux-Arts school, drawing school, circus school, conservatory
 - micro-folie
 - cultural venue, youth facilities, events center, cultural center, Maison de la Culture, socio-cultural center, MPAA, foreign cultural center, recording studio
 - mixed-use cultural facility, third-party location

Note: White squares are uninhabited or have fewer than 40 inhabitants.

Source: Apur, Insee - 2019 / © Apur

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Retail Monitoring: A Database That Helps Us Understand Social Change

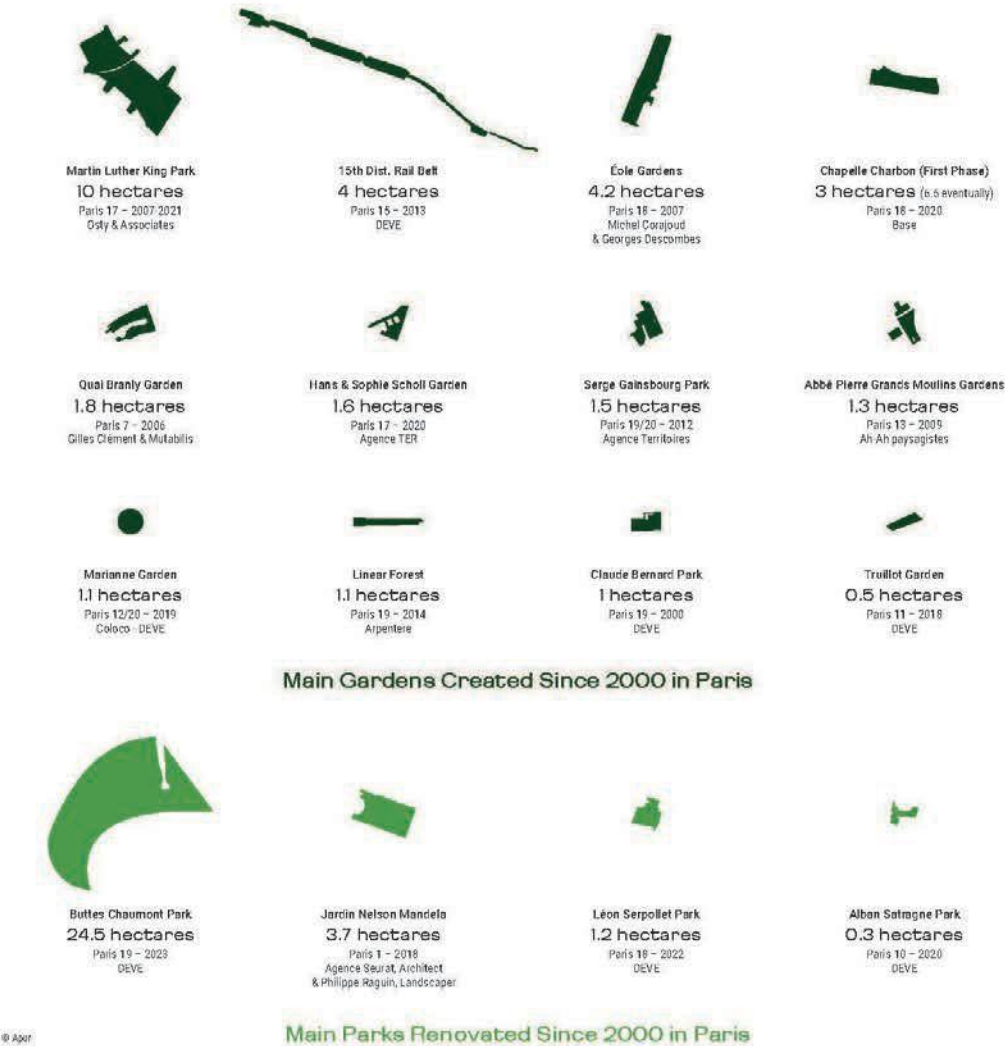


Parks and Gardens

+150 hectares

Over the past 20 years, 150 hectares of public green spaces have been opened, with varied landscaping: large parks in newer neighborhoods such as Martin Luther King Park or Chapelle Charbon or linear paths such as the old rail belt. These nature spaces used to be inaccessible, particularly in Paris's two forests or neighborhood parks. They are a welcome addition to the city's 530 public parks and gardens maintained

by the City of Paris. As of 2024, Paris boasts 1,905 hectares of public forest, parks, and gardens, amounting to 8.9 m² of public green spaces per inhabitant. To achieve the World Health Organization's goal of 10 m² in 2040 in a dense city environment, Paris's ambition is to open 300 new hectares to its population.



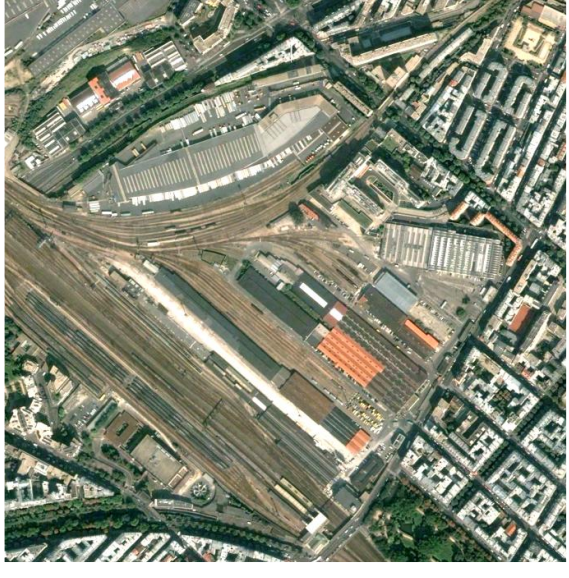
1,905 ha of public green spaces

of which 150 ha created since 2000

1,840 ha of forest (of which 1,335 open to the public)

8.9 m² of public green spaces per inhabitant in 2024, 10 m² by 2040 (+300 ha)

Transforming railway wasteland into public gardens



© inter-atlas



© google

Martin Luther King, 17^e



© apur



© apur

Clichy-Batignolles (17^e)

Transforming places and roundabouts



Place de Catalogne, 14^e in 2019



Place de Catalogne, 14^e in 2024

Pedestrianizing, unsealing and planting streets to extend gardens



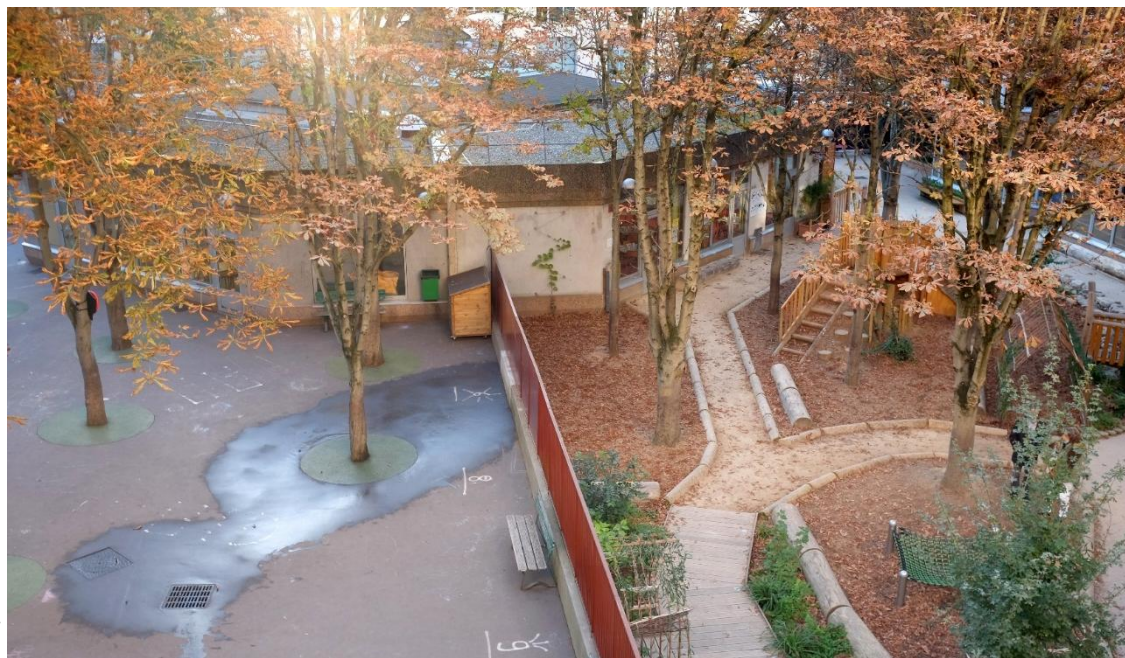
Square de la Salamandre, 12^e



Rue Mouton-Duvernet, 14^e



Transforming of 130 schoolyards into fresh adventure-gardens opened to public on weekends



© apur

École élémentaire vs école maternelle oasis rue Emeriau, 15e



© Ville de Paris

EE Maurice d'Ocagne, 14e



© apur

Ecole Maryze Hilsz, 20e

Acting on a local scale

The previous administration had begun to refocus its priorities to better meet local needs, and in particular to strengthen the decision-making authority of borough councils.

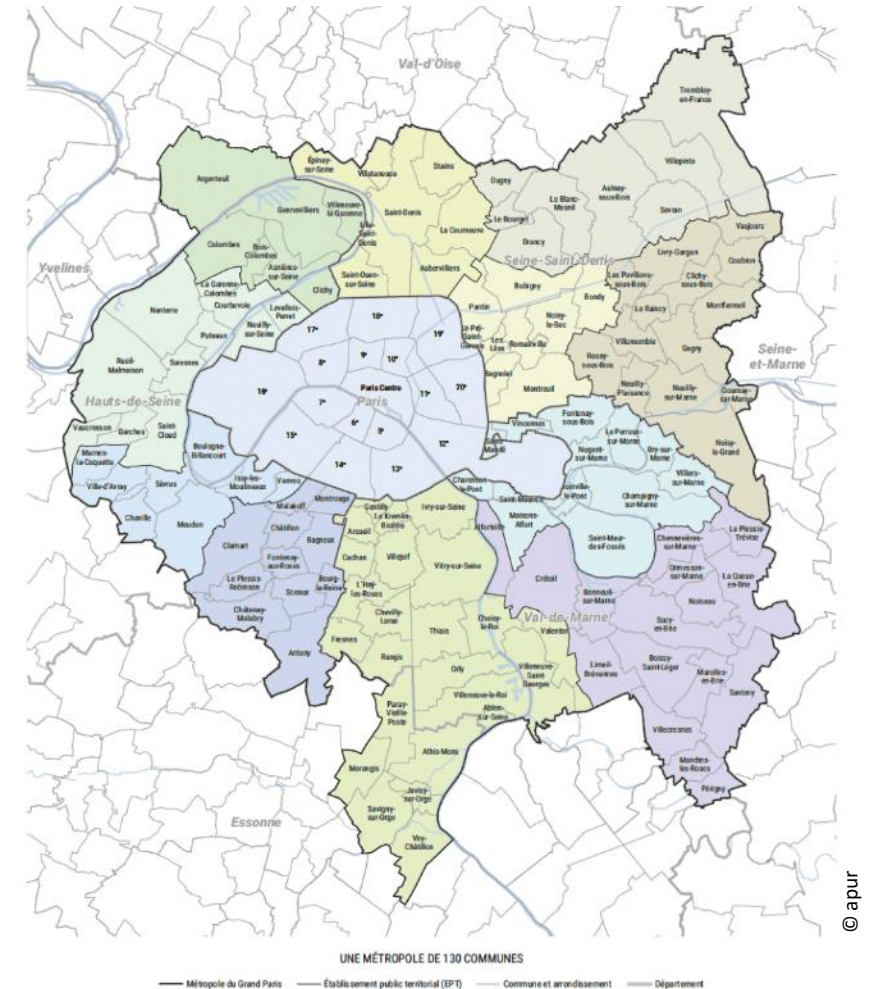
In November 2021, the Community Pact was adopted, establishing a focus on municipal actions aimed at meeting the needs of residents and neighborhoods While ensuring equal access to public services for all.

Placing schools at the heart of the neighborhood: a community hub and the primary venue for socialization

- The “**Classes Oasis**” program (elementary, middle, and high schools)
- The “**Open Classrooms**” and “**Open Daycare Centers**” program on Saturdays
- The “**Streets for Schools**” program, now renamed “Streets for Children ”

Developing the “**Beautify Your Neighborhood**” program: centralizing all neighborhood improvements into a single timeframe and improving project planning. A plan developed with residents to increase green spaces, pedestrian areas, greater accessibility, more bike lanes, and street furniture adapted to new uses.

The new administration is strengthening this initiative with the goal of creating 80 “**pedestrian hubs**” across Paris



© apur

Already more than 300 school streets / and 100 garden streets



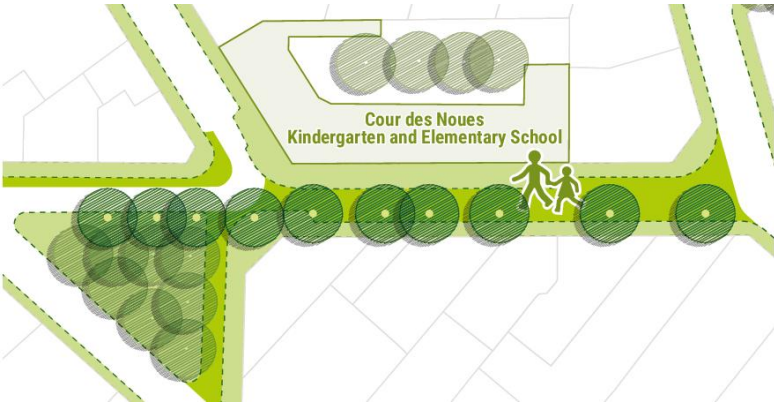
SCHOOL STREETS

— School Streets ■ School ■ Less than a 5-minute walk from a School Street

Sources: Apur, City of Paris (Open Data) / © Apur

0 1 km

© apur



"SCHOOL STREET" AT COUR DES NOUES

100% sidewalk +10 trees



42 SCHOOL COURTYARDS AND 29 DAYCARE COURTYARDS OPEN SATURDAYS

Accessible to the public outside school and extracurricular hours

● Elementary and middle school courtyards ● Daycare centers open to families on Saturdays

Already more than 300 school streets / and 100 garden streets



Rue Charles Baudelaire, 12^e

From the school-streets to the children-streets

Enabling the creation of pedestrian-friendly, green streets near facilities that serve children (music school, library, gym, etc.)



Some recent transformations in residential areas and near sports facilities

Rue Erard, 12^e



© google

Rue Pailleron, 19^e



© google



© apur

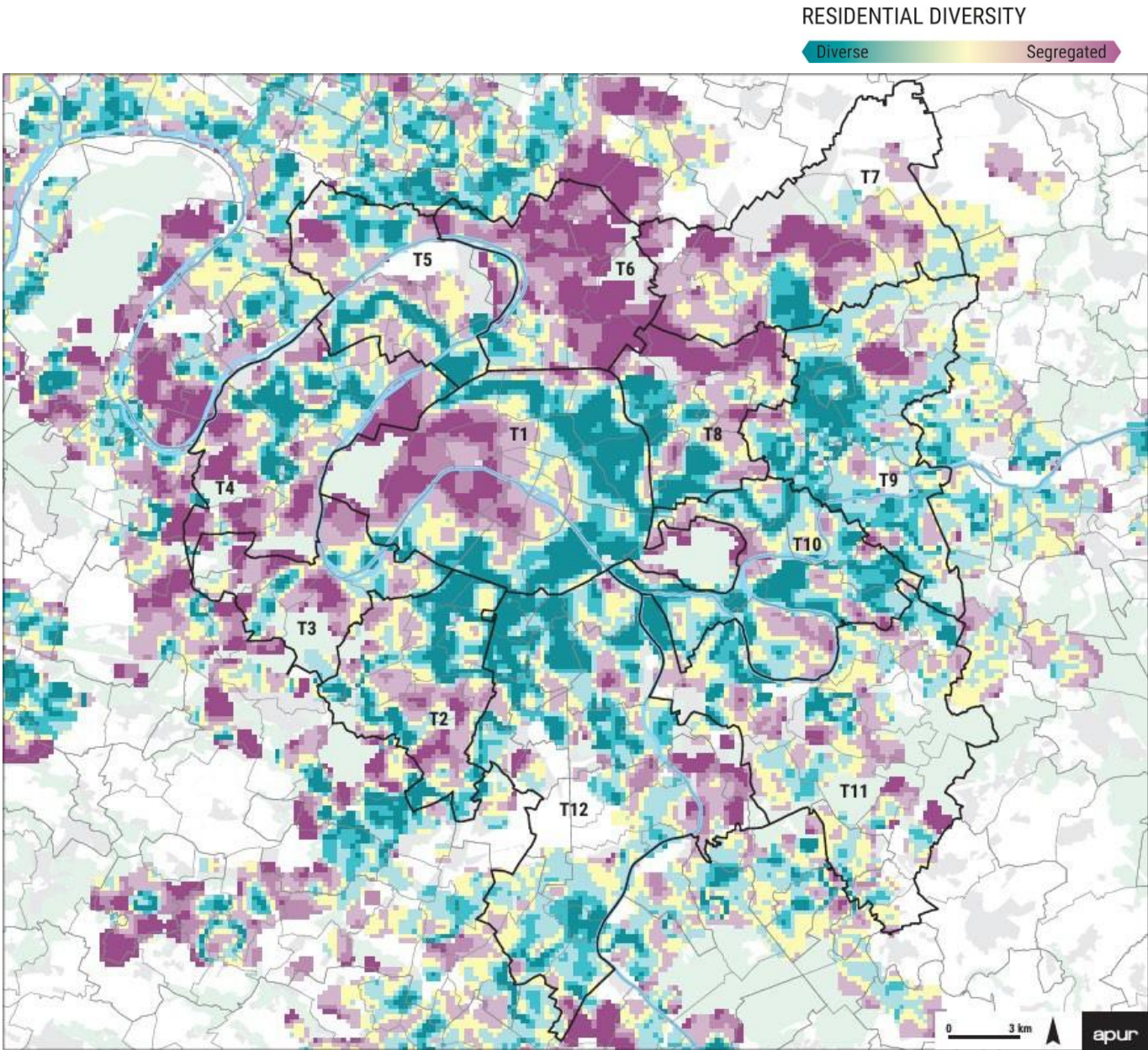
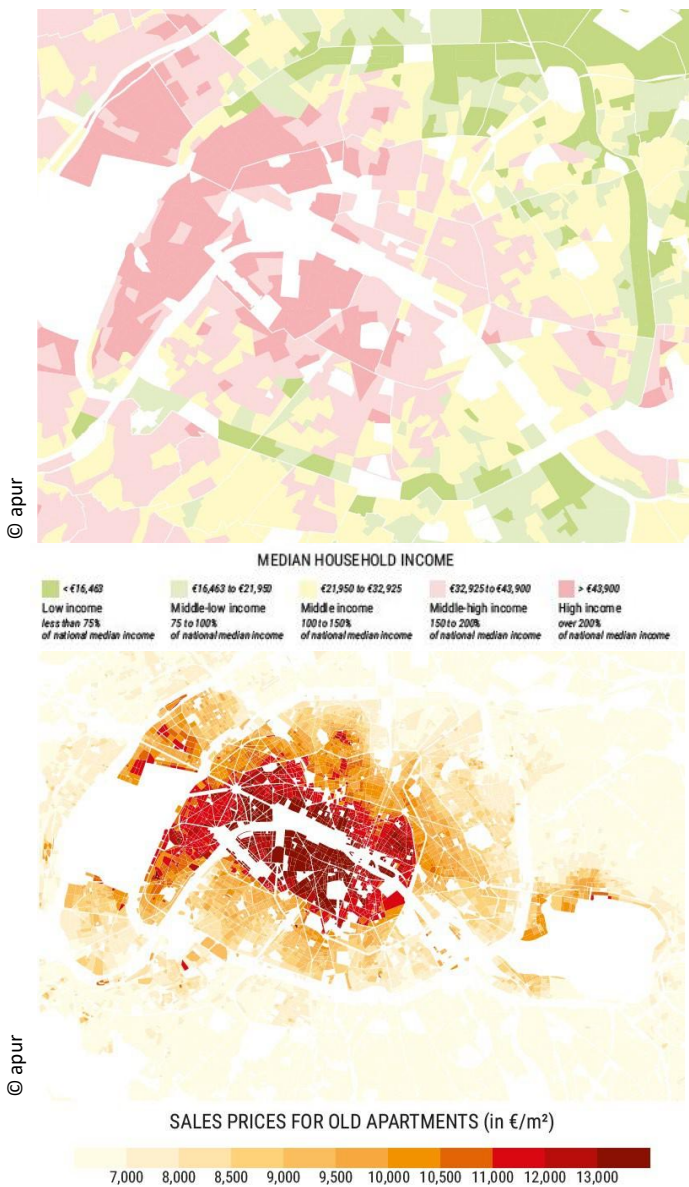


© apur

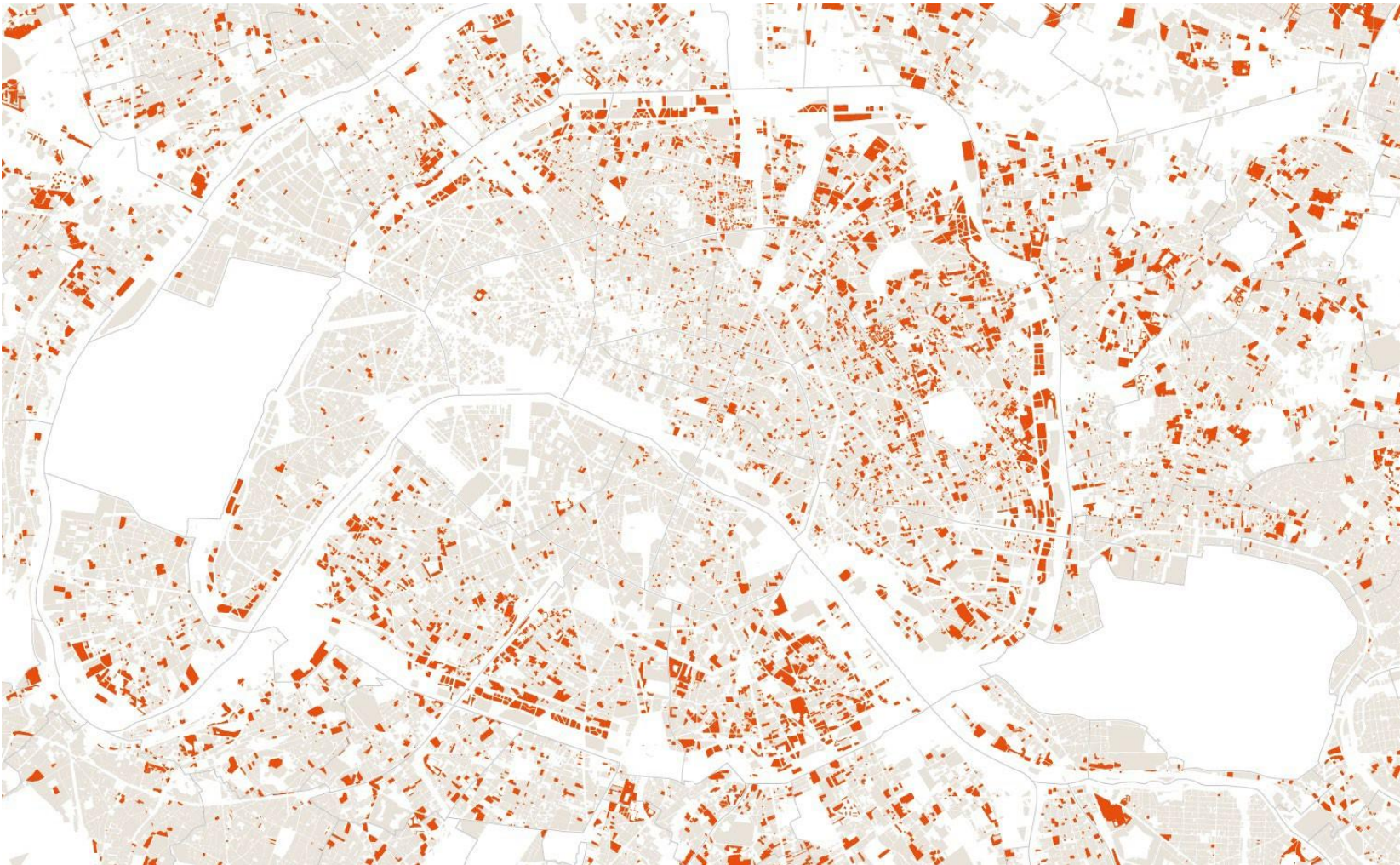
"Going to": Libraries outside the walls, ludomouv'.



But major territorial disparities persist



25% social housing target reached in 2024



SOCIAL HOUSING

■ Social housing (PLAI, PLUS, PLS)
 ■ Other housing

Sources: Apur, Ministry for Ecological Transition (RPLS - 2022) / © Apur

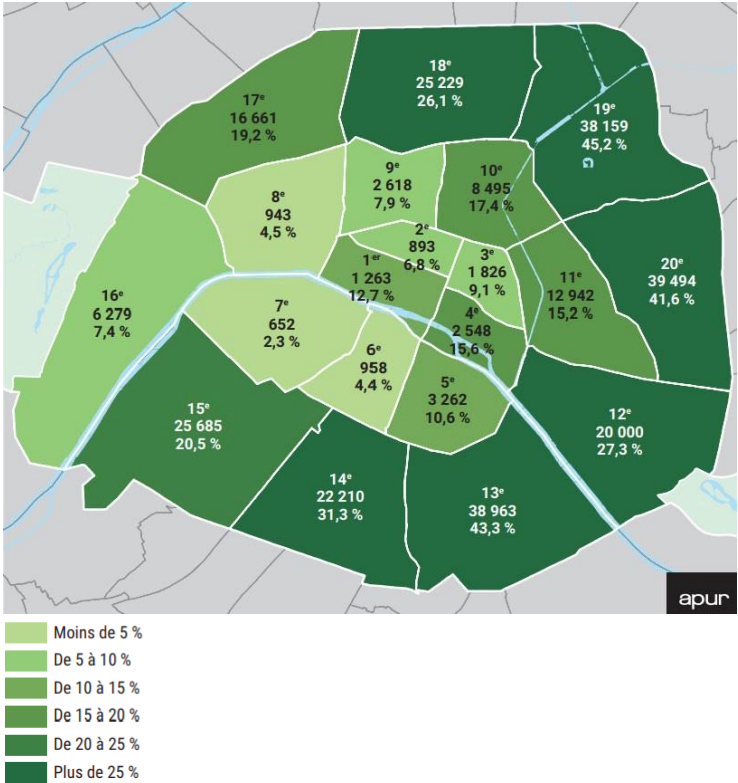
269,080 (23,7%)

social housing units
under SRU law in Paris (2023)

276,792 (25,5%)

social housing units existing or under
construction in Paris (2023)

SOCIAL HOUSING SHARE IN PARIS (2023)



Social housing for a social mixity

Small-scale social housing buildings that nothing differentiates from private dwellings



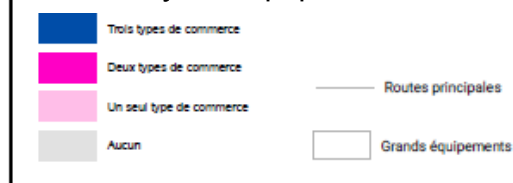
The challenges of mobility

Mobility of people and goods is necessary for the functioning of society and of the city. Mobility is also one of the fundamental human rights.

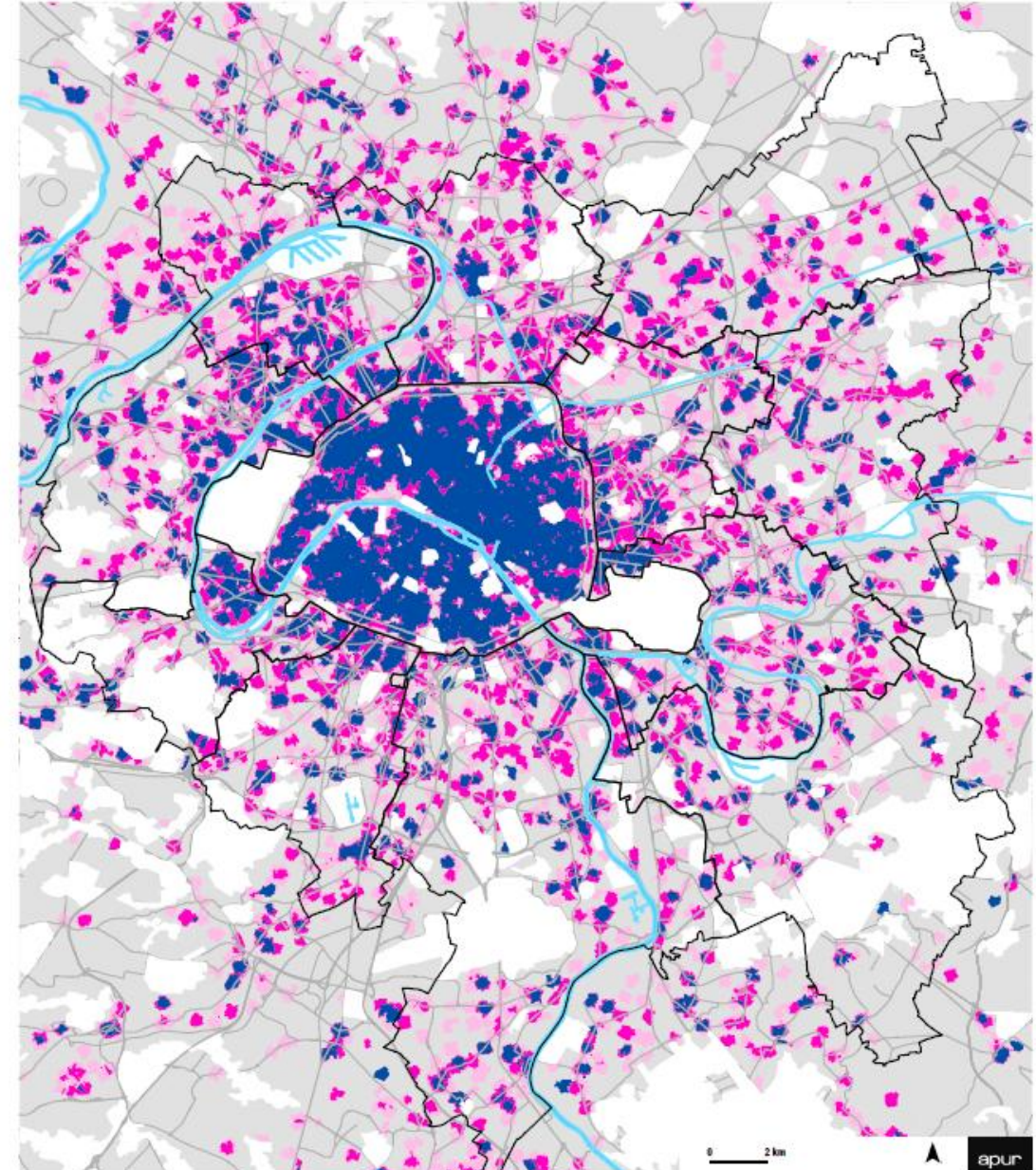
It is essential to ensure :

- Mobility for everyone (universal accessibility)
- Access to work, culture, care, sport facilities...
- Social connections (fight against isolation)
- Public health (fight against sedentary lifestyle)
- Supply of shops and businesses

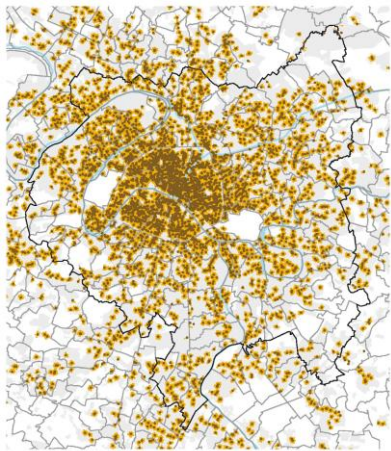
5 minutes walk to reach a bakery, pharmacy, and bookstore, stationery, newspapers



Sources : Base Permanente des équipements INSEE 2017, BDCOM 2017, BDTopo IGN 2019



The challenges of mobility



ACCESSIBILITÉ AUX BOULANGERIES

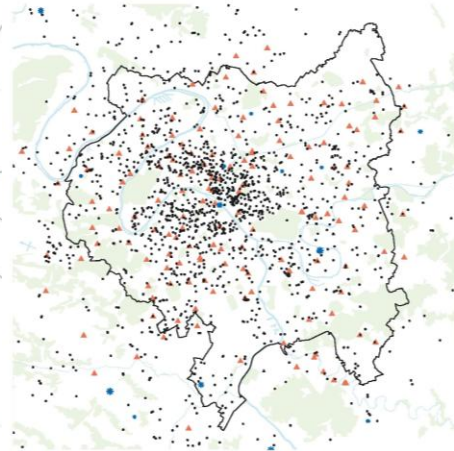
• Boulangerie - pâtisserie À 5 min à pied



282 MUSÉES ET AUTRES LIEUX D'EXPOSITIONS

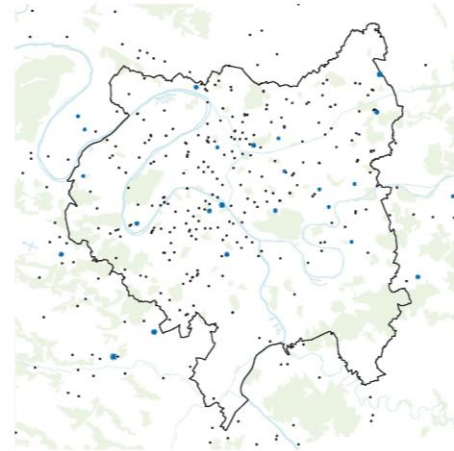


290 BIBLIOTHÈQUES ET MÉDIATHÈQUES



DANSE

• Équipement sportif Site accueillant des compétitions Conservatoire



ESCALADE

• Équipement sportif Site accueillant des compétitions

Sources : Apur, ministère de la Culture - 2022 / © Apur

0 5 km

Sources : Apur, ministère de la Culture - 2022 / © Apur

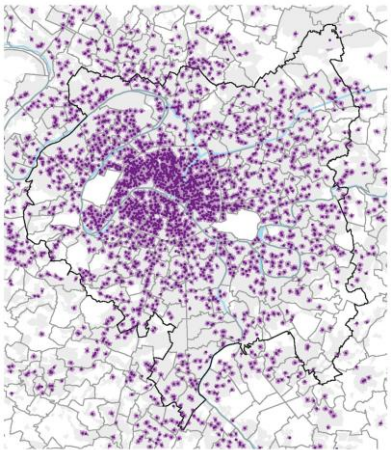
0 5 km

Sources : Apur, ministère des Sports - Data ES / © Apur

0 5 km

Sources : Apur, ministère des Sports - Data ES / © Apur

0 5 km



ACCESSIBILITÉ AUX PHARMACIES

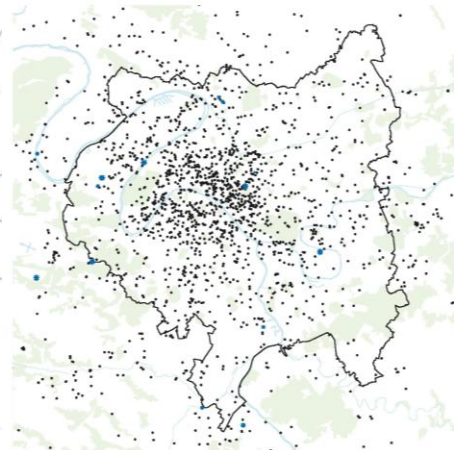
• Pharmacie À 5 min à pied



206 CINÉMAS

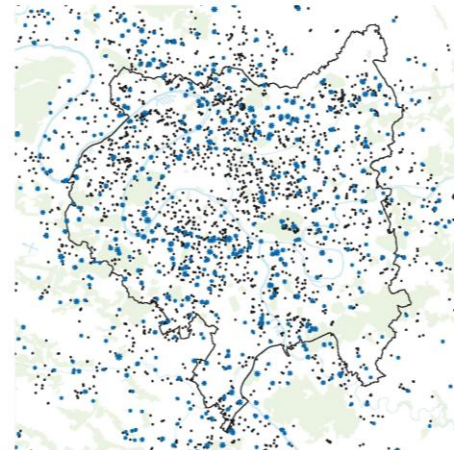


809 LIEUX DE SPECTACLE VIVANT



FITNESS ET MUSCULATION

• Équipement sportif Site accueillant des compétitions



FOOTBALL

• Équipement sportif Site accueillant des compétitions

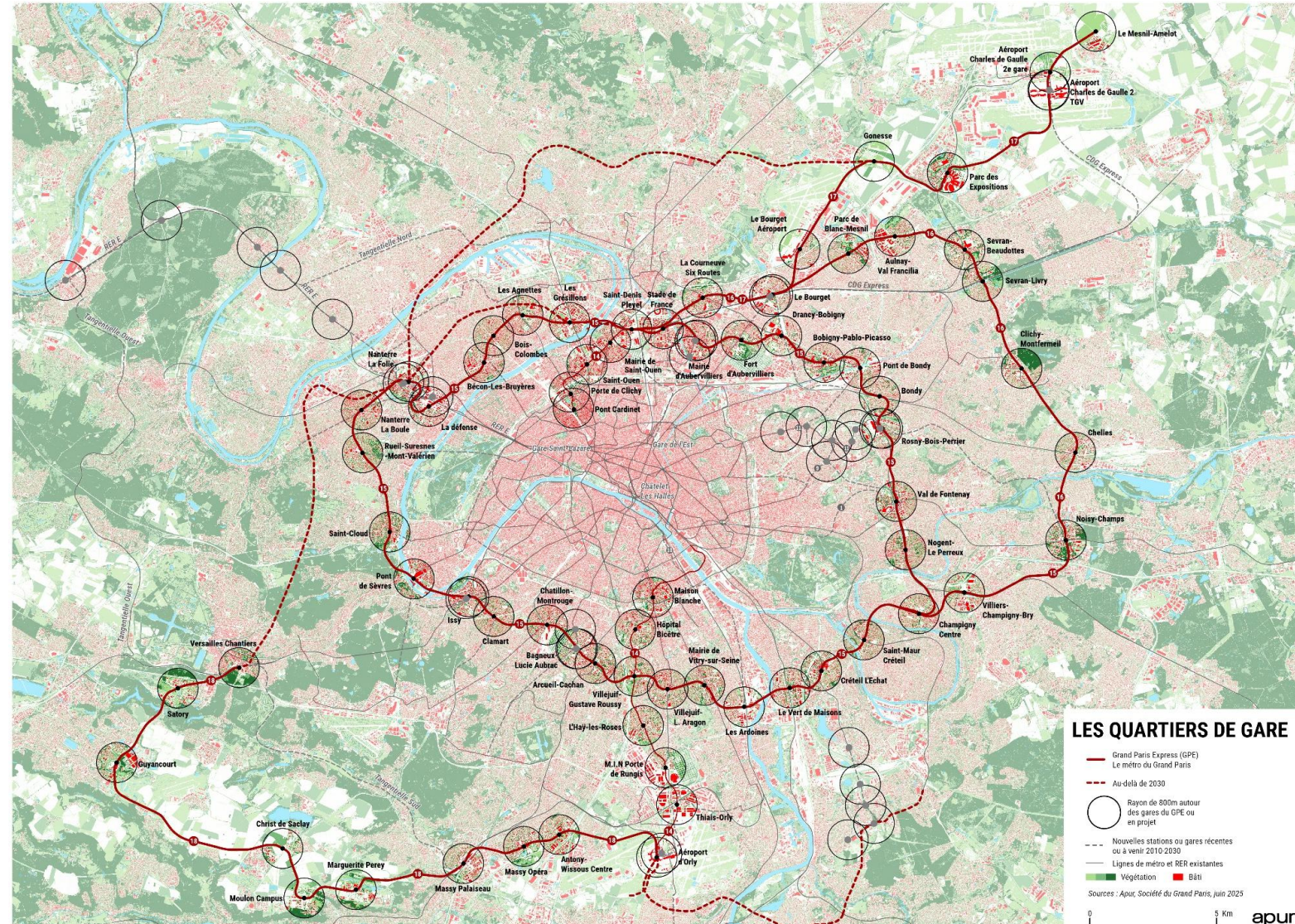
© apur

The 2010 Greater Paris Law

- Promotion of competitiveness and scientific clusters to strengthen the region's global attractiveness
- At the same time, promote sustainable economic, social, and environmental development in the capital region, while reducing social, territorial, and fiscal inequalities
- aiming to build around 70,000 new housing units per year in Île-de-France
- Control of urban sprawl and promotion of a dense city

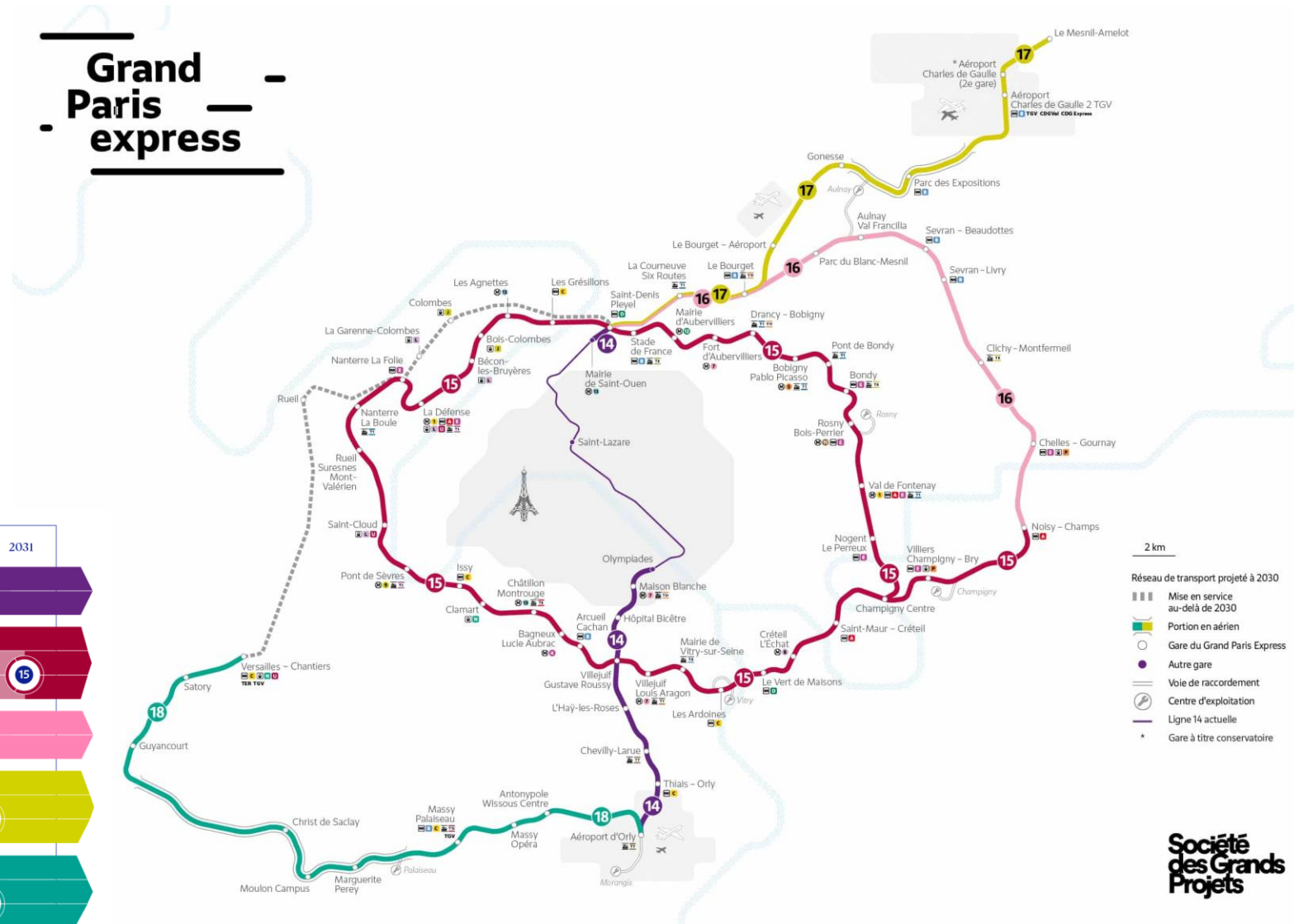
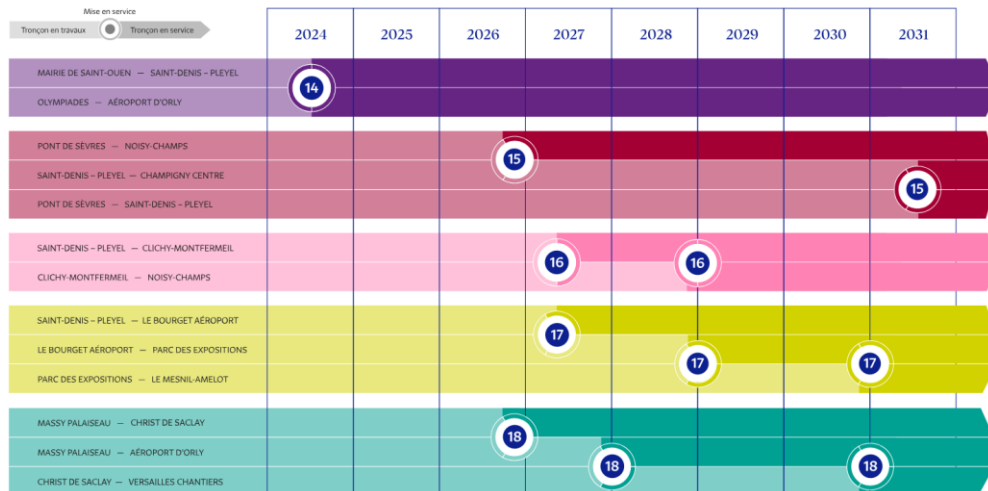
A keystone to achieve these goals :

- Creation of a major public transportation network, the **Grand Paris Express** interconnected with existing networks
- Creation of the **Société du Grand Paris** (now called Société des Grands Projets), a public institution responsible for carrying out the transport network, with the ability to borrow and access multiple funding sources



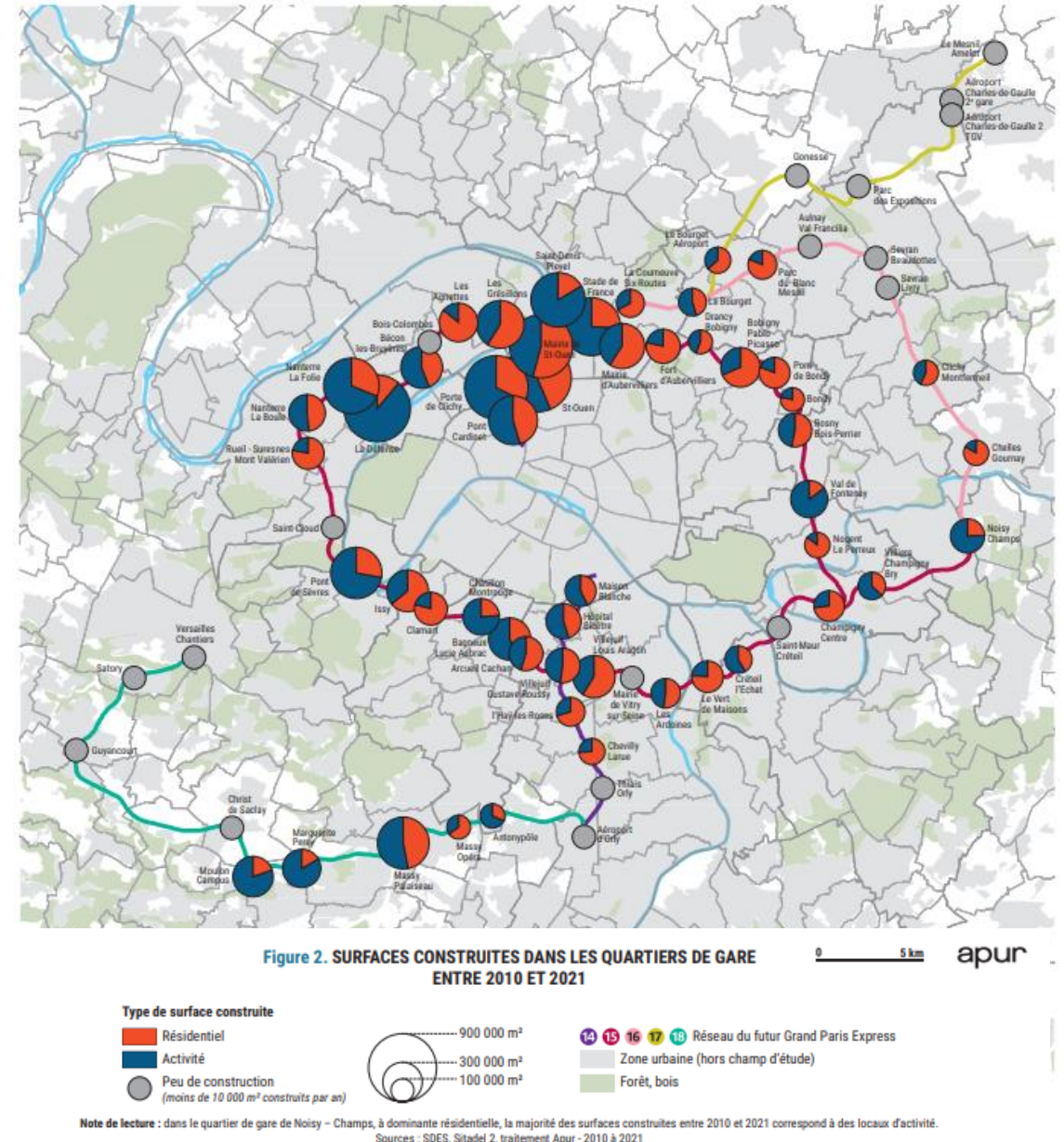
The Grand Paris Express network: a polycentric transport project

- 5 lines, including 4 entirely new ones
- 69 stations: 39 interconnected with the existing network and 27 entirely new ones
- 3 million daily passengers
- Running every 90 seconds and high operating speed (maximum 110 k/h)
- A budget of over €40 billion
- The first extension (line 14) opened in 2024
- Planned commissioning date: 2031



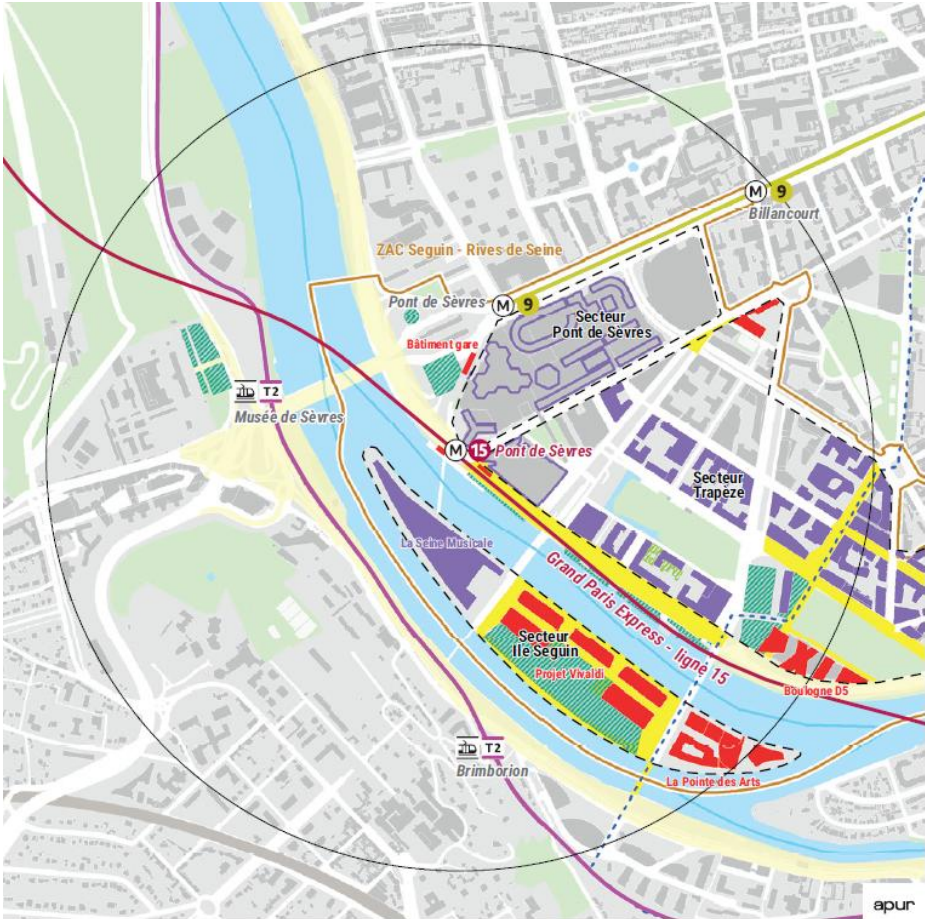
A transport project that is also indirectly a development project

- As a network project managed by a public State-run institution, it is accompanied by development goals
 - *Accelerate housing construction*
 - *Promote functional diversity and territorial rebalancing*
 - *Increase social diversity and reduce inequalities*
 - *Facilitate accessibility and embellishment of public spaces*
 - *Contribute to environmental adaptation*
- The Société des Grands Projets **had the legal right to acquire and develop land around railway stations, but currently only participates in co-developing a relatively limited number of property projects with developers**
- Today, infrastructure is financed only by local taxes and loans
- As stations are brought into service, a dynamic based on strategic committees bringing together the Société des Grands Projets, the State through the prefects, local authorities and developers to ensure that urban projects are consistent with the objectives
- A replicable method? The **Société des Grands Projets** tasked by Emmanuel Macron in 2022 with supporting other French cities in creating or strengthening their regional express rail networks

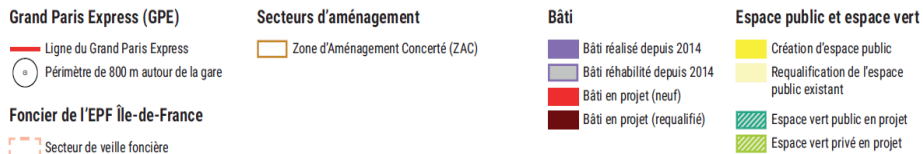


Organizing project monitoring and realignment

Development projects through 2030



Pont de Sèvres Station Area



Sources : Apur - février 2025, Société des grands projets, aménageurs et collectivités, Île-de-France Mobilités, EPF Île-de-France

- Surface accessible aujourd'hui par un trajet de 5 minutes à pied (500 mètres)
- Surface accessible aujourd'hui par un trajet de 10 minutes à pied (1 000 mètres)
- Espace public créé
- Parc ou jardin public en projet (création ou requalification)

Source : Apur 2023

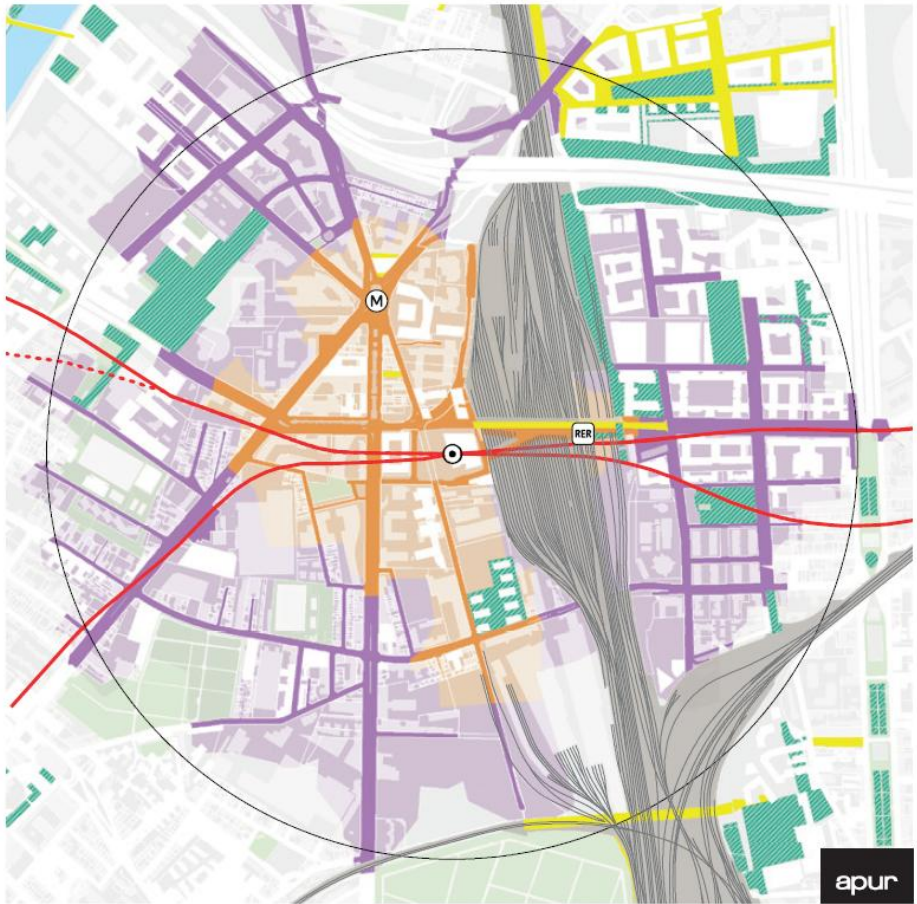
1
nouveau franchissement créé
dans le quartier de gare

+ 42 225 m²
de trottoirs dans le pôle gare
(soit x 2)

620
places de stationnement vélos
à l'étude dans le pôle gare
dont **250** places en consignes
et **370** places en accès libre

Source : Île-de-France Mobilités

Accessibility and Mobility



Saint-Denis Pleyel Station District

Organizing project monitoring and realignment

Environment

- Greenery coverage per block and ratio of green spaces per capita
- Priority renaturation areas
- Exposure to traffic noise
- Exposure to air pollution
- Urban heat island effect

Exposure to pollution



Classe de pollution de l'air décroissante



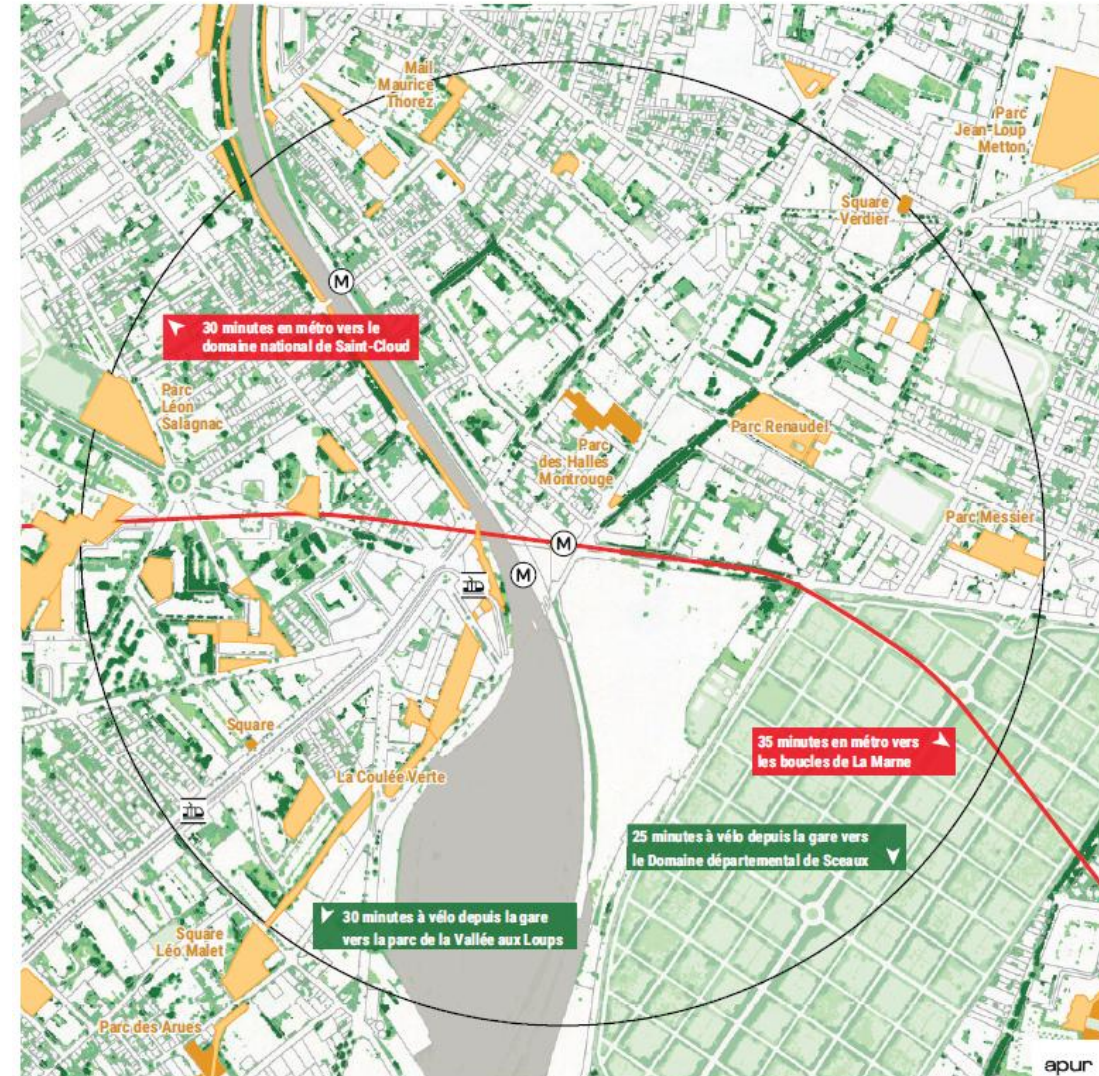
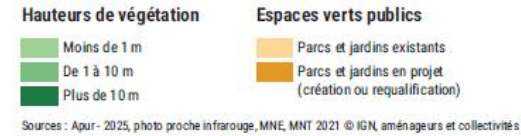
Sources : l'Institut Paris Region,
Airparif 2025 (données 2020-2022)

Note de lecture :
L'exposition à la pollution de l'air en situation dite « de fond », c'est-à-dire raisonnablement éloignée des sources spécifiques comme le trafic routier ou les cheminées d'usine, peut être exprimée en 7 classes, calculées par Airparif à partir des cartes de concentrations moyennes annuelles de trois polluants majeurs (PM10, PM2.5, NO2) pour les années 2020, 2021 et 2022, en prenant en compte les valeurs de référence sanitaires et réglementaires propres à chacun des trois polluants.

31 %
part de **couvert végétal**
dans le quartier de gare
(MGP : 42 %)

3 m²/hab
espaces verts existants ouverts
au public dans le quartier de gare
(au total, 69 808 m²)

+ 0,5 ha
parcs et jardins en projet
(Parc des Halles de Montrouge
et Square Verdier, square à Châtillon)



Châtillon-Montrouge Station Area

Organizing project monitoring and realignment

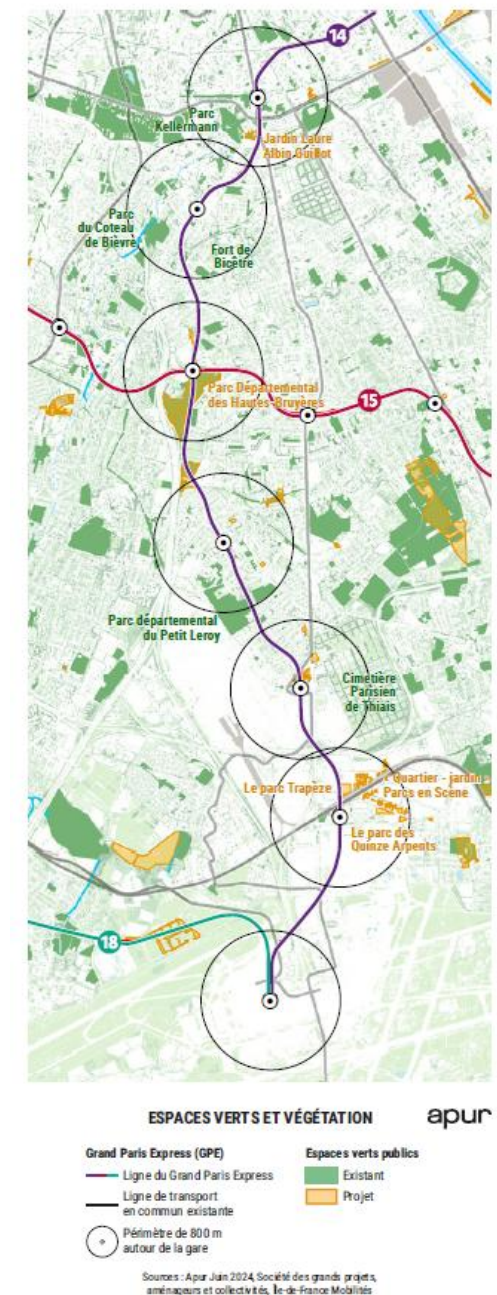
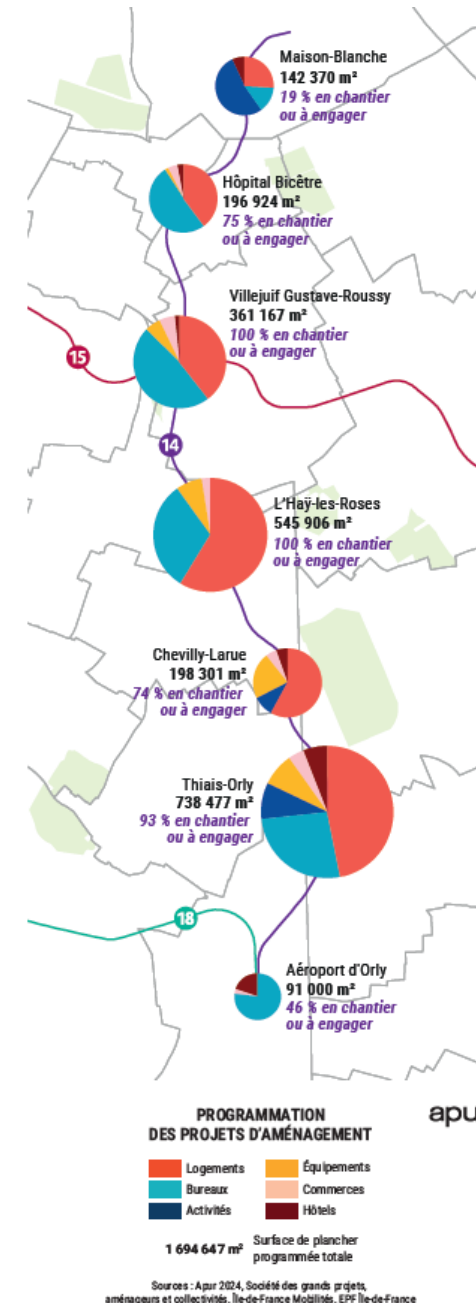
Enhanced mixed-use development and an increase in housing supply in the neighborhoods surrounding the stations on Line 14

24 ongoing or planned development projects representing 1,694,647 m² of gross floor area, including 6 ZACs, 5 NPNRUs, 5 APUIs, 1 SGP real estate project, and 7 other project sectors.

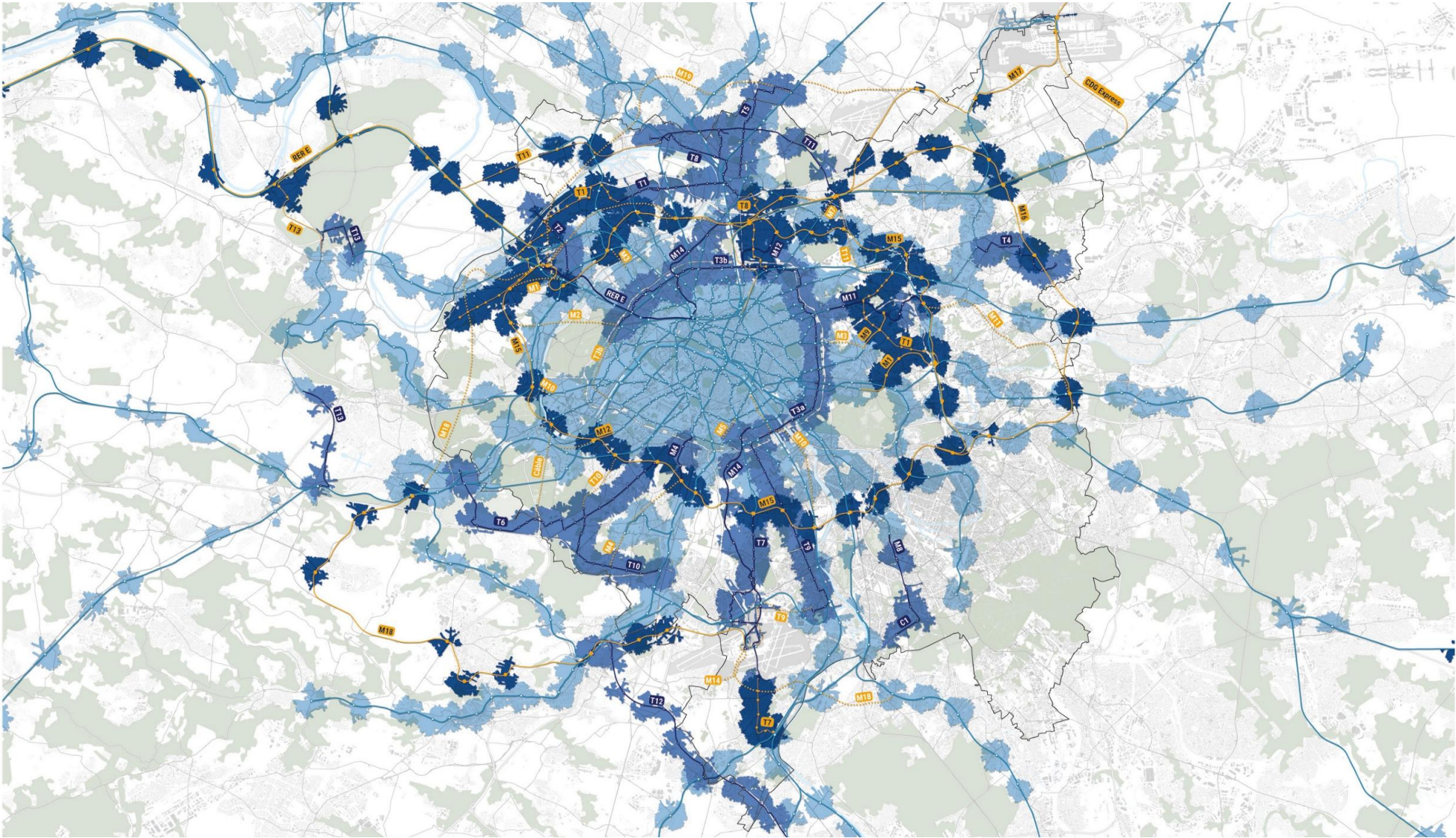
1.1 million m² (floor area created based on building permits issued between 2010 and 2021) across the 7 station districts including 531,000 m² of housing (48%) and 574,000 m² of commercial space (52%)

Approximately **25,000 additional residents** linked to ongoing development projects, representing an increase of over 30%

An increase in the supply of public housing (36% + 2 percentage points over 12 years) and improved accessibility to large public housing complexes



77% of residents in the metropolitan area live near a metro or train station



A better access to cities as well as public facilities.

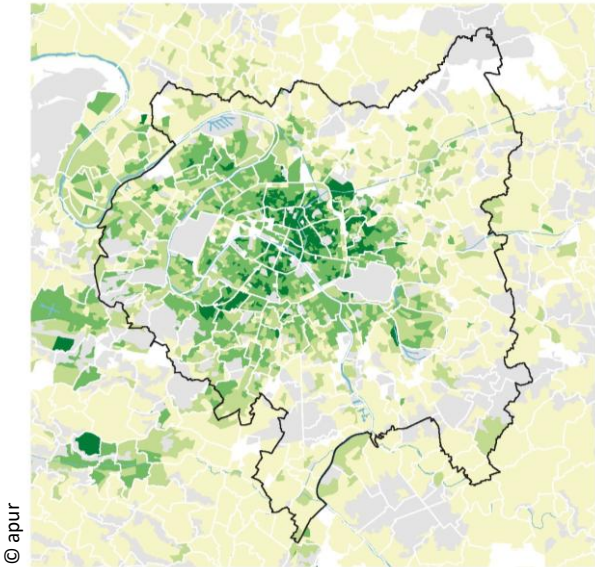
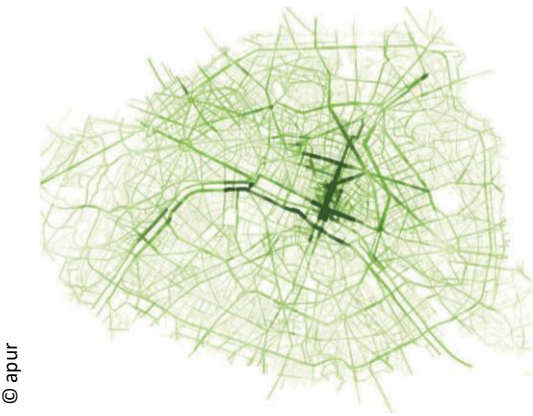
50% of cultural facilities, outside Paris, will be within a 10-minute walk of a metro or train station

ACCESSIBILITÉ PIÉTONNE AUTOUR DES STATIONS DE TRANSPORTS EN COMMUN STRUCTURANT*

— Ligne existante en 2010 à 15 min à pied — Ligne mise en service entre 2010 et 2025 à 15 min à pied — Ligne en projet à horizon 2031 à 15 min à pied

..... Projet de transport à l'étude, inscrit au Sdrif au-delà de 2031

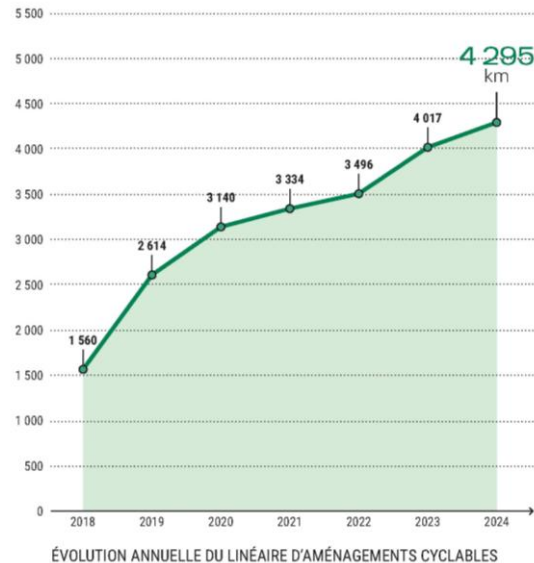
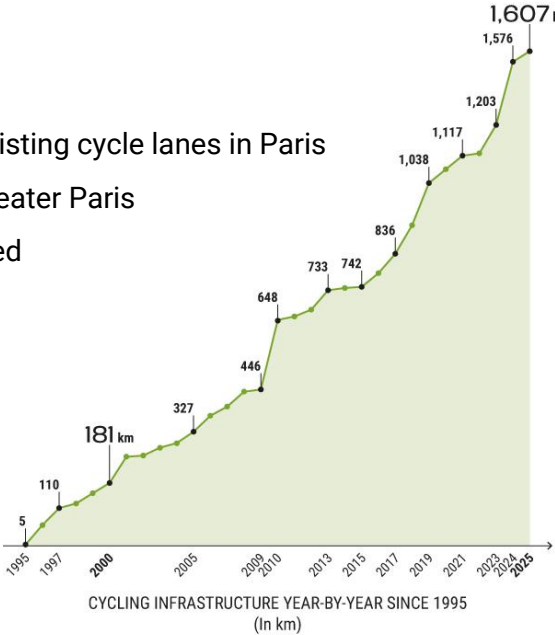
Accessibility also improved by the expansion of the bicycle network



DENSITÉ DES ACTIFS DE 15 ANS ET PLUS
SE RENDANT AU TRAVAIL À VÉLO

Moins de 2,5 % Entre 2,5 et 5 % Entre 5 et 10 % Plus de 10 %

1 607 km of existing cycle lanes in Paris
4 295 km in Greater Paris
2 179 km planned



AMÉNAGEMENTS CYCLABLES EXISTANTS ET EN PROJET

4 295 km existants 2 179 km en projet

Ligne du Plan Vélo métropolitain
1-10 Numéro de la ligne

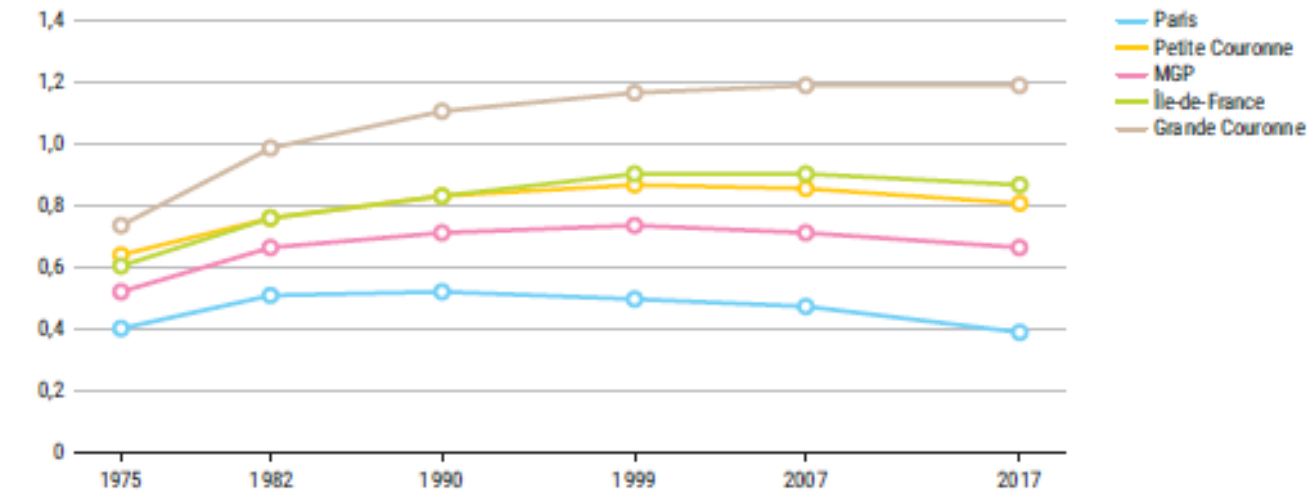
A gradual reduction in car dependence

The development and improvement of public transportation, combined with the expansion of cycling infrastructure, have led to a significant decrease in the number of cars per household.

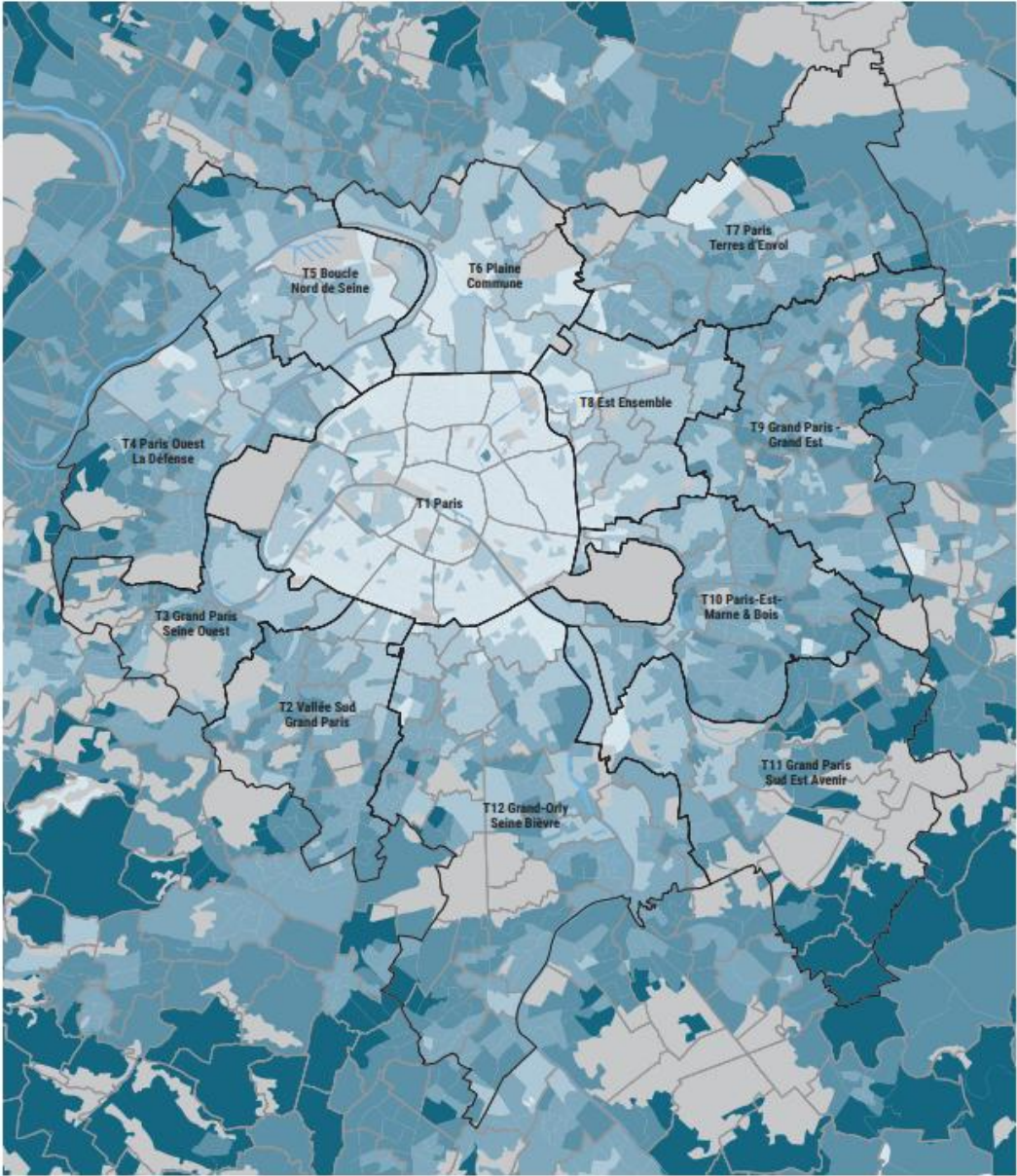
This decline has been noticeable since the 1990s in Paris and since the 2000s in the Île-de-France region.

In 2022: 0.36 cars per household

ÉVOLUTION DU TAUX DE MOTORISATION SELON LA ZONE DE RÉSIDENCE



Source : Insee, recensements



TAUX DE MOTORISATION DES MÉNAGES

Nombre moyen de véhicules par ménage en 2022

Moins de 0,5 De 0,5 à 0,8 De 0,8 à 1,1 De 1,1 à 1,4 Plus de 1,4

Source : Insee RP 2022 - Traitement Apur

Thank you

